



## CHAPTER 3 MOBILITY AND CIRCULATION

### 3.0 INTRODUCTION

The Mobility and Circulation Element provides the framework for future decisions in the City of Rio Vista regarding the movement of people and goods through and around the community. Mobility and accessibility are important aspects of travel in Rio Vista as the city is relatively compact, indicating walking, biking and transit as viable mode choices if properly designed. Currently, automobiles are the primary mode of travel in the City. As the City looks forward to the next 20 years, increasing alternative travel choices for local residents is a primary focus of this Mobility and Circulation Element, as well as increasing connectivity to the Downtown area. The other primary focus of this Mobility and Circulation Element is to provide guidance and direction regarding the future of Highway 12 in Rio Vista, as this is a critical corridor for both local and regional travel.

As required by state law (Government Code Section 65302(b)), the Mobility and Circulation Element is correlated closely with the Land Use Element and must include the location and extent of existing and proposed:

- Major thoroughfares
- Transportation routes
- Terminals
- Military airports and ports<sup>1</sup>
- Public utilities and facilities<sup>2</sup>

<sup>1</sup> There are no existing or proposed military airports or ports in the planning area; therefore, these are not included in this element.

<sup>2</sup> Public utilities and facilities are discussed in the Public Facilities and Services Element.







The Mobility and Circulation Element also provides for coordination with Solano County, Solano Transportation Authority, and state and federal agencies that fund and manage the City's transportation facilities. In particular, coordination with Solano Transportation Authority (STA) and Caltrans is critical for circulation in Rio Vista as both agencies oversee transportation related improvements from a more regional perspective, and regional traffic heavily impacts the City. STA is a joint powers agency that serves as the Congestion Management Agency (CMA) for Solano County. STA develops the long-range Solano County Comprehensive Transportation Plan (CTP), updates the Solano Congestion Management Program, and leads countywide efforts such as the Solano Countywide Active Transportation Plan and Solano Countywide Local Road Safety Plan. Caltrans is responsible for designing, constructing, operating, and maintaining the State Highway System (SHS), and any improvements or modifications to the SHS must be approved by Caltrans. Since Highway 12 is such a critical roadway for Rio Vista residents to use daily, yet also carries a significant amount of regional traffic, close coordination with Caltrans will be needed to ensure the roadway operates in a way that meets the needs of both local residents and regional commuters. Finally, the Mobility and Circulation Element must identify funding for capital, operations, and maintenance of the existing circulation system, planned additions to the circulation system, and additions that would be triggered by policies in the element.

The Mobility and Circulation element addresses Environmental Justice issues related to mobility, physical activity and air quality. This element calls



for providing a complete and connected network of pedestrian and bicycle facilities throughout the community, including prioritizing completion of gaps within the existing pedestrian and bicycle facilities, thereby providing opportunities for movement in the community without relying on cars, offering greater opportunities for physical activity and reducing air quality impacts associated with vehicles. Additionally, the element calls for providing public outreach and education to community residents to ensure the public is aware of transit options available and to utilize and pursue funding for transportation.



## 3.1 OVERVIEW OF MOBILITY AND CIRCULATION IN RIO VISTA

Given the small geographic size of Rio Vista, there are ample opportunities to create a connected, cohesive mobility and circulation network that allows residents to travel by a variety of modes. However, the following primary factors impacting circulation and mobility in Rio Vista today must first be acknowledged and addressed:

- Rio Vista is a fairly small community, but essentially all commercial land uses are in the southeastern side of the City, while most residential developments are in the northwestern side of the City. Notably, many commercial services are south of Highway 12 or directly adjacent to Highway 12, which serves as a significant barrier due to high traffic volumes and heavy congestion.
- The main roadways in Rio Vista that provide access between the residential developments on the northwestern side of the City and the Downtown area of the City are Highway 12 and Airport Road. Limited parallel roadways reduce motorists' route choices and as a result, most automobiles travel on either Airport Road or Highway 12 when traversing the City.





- Limited bicycle or pedestrian facilities exist today, and most residents travel by automobile. Severe congestion occurs on Highway 12 off and on during the day because of the Rio Vista Bridge opening. For intercity travel, residents must almost always use Highway 12. At times, The Real McCoy II Ferry can also be used to provide access north towards the Sacramento region, however, lack of consistent, reliable service, as described in greater detail in the “Water Transportation” section of this Element, diminish the usefulness of this alternative route. For intracity travel, Airport Road is a parallel facility to Highway 12 but motorists still have a difficult time crossing Highway 12 to access uses to the south due to the roadway congestion that occurs. Additionally, in some cases turning movements from local side-streets onto Highway 12 are restricted (all day or during certain times of day) due to the heavy regional traffic flow on Highway 12, further limiting resident’s travel choices.

## HIGHWAY 12

The common theme among the above factors discussed is Highway 12. Highway 12 is not only an important local road for Rio Vista residents, but also serves as a major east-west state route for both passenger vehicles and heavy vehicles traveling from Lodi and communities further east to Fairfield and communities north and south of Fairfield. It also connects to SR 99, I-5, SR 84 (River Road), SR 160, SR 113 and I-80. Average daily traffic counts collected on April 25, 2023 indicated the daily volume ranges from 16,800 on the west side of town to 20,400 on the east side of town. This includes approximately 3,000 to 3,300 truck trips per day.

In addition to heavy regional traffic, the Rio Vista Bridge presents challenges and further contributes to congestion. The Rio Vista Bridge is a two-lane vertical-lift bridge and due to limited vertical clearance, must lift to allow passage of nearly all commercial water vessels, particularly the large ocean-going cargo ships that transport goods from California to the rest of the world. Previous planning studies indicate opening and





## MOBILITY AND CIRCULATION



closing of the bridge takes approximately 10 minutes for small boats and 25 minutes for larger vessels. Recent vessel count data provided by Caltrans indicates that anywhere from zero to 38 vessels pass through in a day. The average daily count between July 2022 and May 2023 was between three and five vessels, with July through October being the peak months. As a result of frequent bridge openings, congestion often occurs in the City of Rio Vista on Highway 12, and it is not uncommon for eastbound queues to extend close to a mile from the bridge. This not only impacts regional traffic, but makes it difficult for Rio Vista residents to travel throughout the City as Highway 12 bisects the City and interrupts local traffic flows.

The majority of trips on Highway 12 in Rio Vista are pass-through regional trips, rather than locally serving trips. Near data, which is Location Based Services data based on anonymized cell phone data, was used to evaluate what percentage of trips on Highway 12 are pass-through trips compared to local trips. Data between August 13, 2022 and November 18, 2022 indicated approximately 20% of all trips on Highway 12 are made by Rio Vista residents traveling within the City. The remaining trips are associated with commuters traveling to destinations outside Rio Vista.

A Highway 12 bypass and new Sacramento River crossing have been contemplated for decades, but completion of a crossing is limited by state control of the bridge and funding. With the construction of a bypass and new crossing, the overwhelming majority of traffic and congestion in the City would be eliminated and many circulation and mobility issues could be resolved. Construction of a bypass and new crossing would be costly and could include a toll bridge, to which some residents have expressed opposition. However, through this General Plan effort, the City has determined that long-term success for a safe, reliable, accessible transportation system in Rio Vista is dependent on Highway 12 bypassing the City and a new Sacramento River crossing being constructed.



The ultimate location and design for the bypass and crossing will be determined by future planning and environmental studies. The City is committed to engaging and cooperating with the multiple agencies that would be involved, including but not limited to, Caltrans, Solano County, STA, and the Coast Guard.

If a new bypass is constructed, a Highway 12 revitalization plan should be completed to assist with integrating Highway 12 into the community and creating a truly walkable, bikeable downtown area. Highway 12 would become a critical and preferred route choice for local residents and provide a connection and direct access (through redevelopment) to a robust and engaging downtown. The City would need to evaluate if/how the existing bridge could be integrated into the community.

If a new bridge and/or tunnel is constructed, the use of the existing bridge and access roadways would need to be determined. Due to maintenance and operating costs, retaining the existing bridge's service in addition to a new crossing may not be economically feasible. If the existing bridge does not remain operational, then realignment of roads that now provide access to the bridge likely would be required. In recognition that a bypass and new bridge or tunnel will likely take decades to plan and construct, short-term success is dependent on prioritizing bicycle and pedestrian facilities in the City, minimizing impacts regional traffic has on the local community, and providing alternative routes for local travel, as reflected in the goals, policies, and implementation section of this Element.

### **EAST SOLANO NEW COMMUNITY**

As noted in the Land Use and Community Character Element, the East Solano New Community project has the potential to fundamentally change southeast Solano County. While the impacts of the East Solano New Community have not yet been evaluated, there are certain effects on circulation and mobility that could reasonably be anticipated if a significantly-sized new community is developed near Rio Vista, including:

- Overall traffic would increase, creating greater congestion on Highway 12 (particularly when the bridge is not operable) and increasing the need for



a comprehensive solution for Highway 12 congestion.

- New commercial uses could develop in locations more convenient to Rio Vista residents, potentially reducing trips to more distant shopping in Fairfield, Suisun City and Vacaville.
- As proposed, the East Solano New Community would include both housing and employment uses, potentially providing jobs closer to Rio Vista and reducing residents' commutes.
- Due to the scale of the development project, the new community might have the potential to make significant contributions to a new crossing and Rio Vista bypass for Highway 12.

While considerable investment has been made by East Solano New Community proponents, realizing the vision of a balanced and environmentally friendly new city would be a major undertaking that would likely require decades of planning and construction. As plans for the new community become more defined, the City will consider and advocate for specific transportation solutions to ensure the project does not unduly burden the City or its residents.



## 3.2 STREETS AND ROADWAYS NETWORK

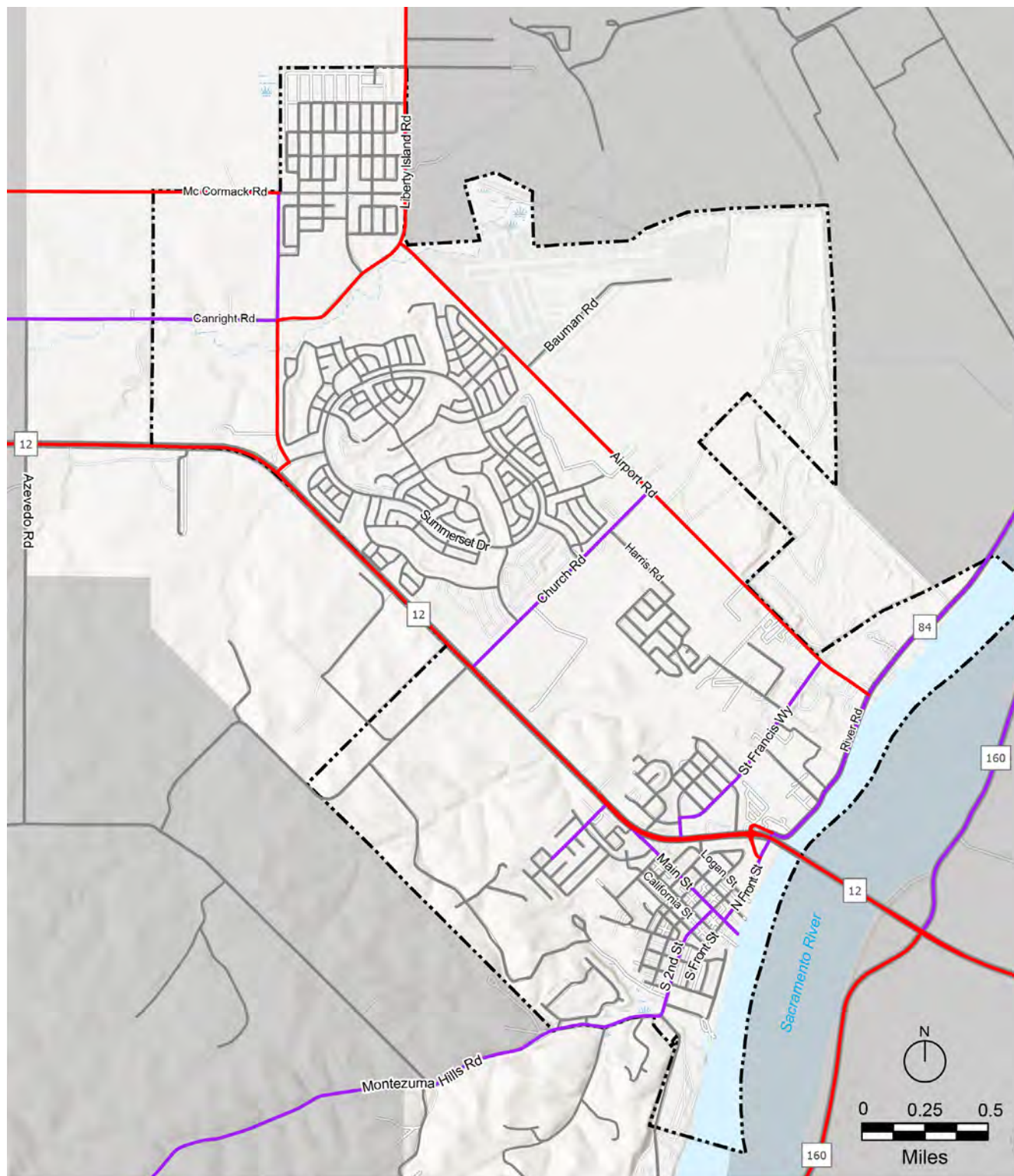
This section describes the physical characteristics of Rio Vista's roadway network and addresses vehicle miles traveled (VMT) and level of service (LOS). The City's roadways are categorized using the following classifications based on function:

- **Arterial Streets:** Provide mobility for high traffic volumes between various parts of the City. Arterials typically have higher speeds, fewer access points and limited driveways, and primarily link to collector or local streets. Arterials within the City may have up to four travel lanes.
- **Collector Streets:** Provide for relatively short distance travel between neighborhoods and generally have lower speeds and volumes than arterials. Driveway access is more frequent than on arterials but may still be discouraged. Collectors within the City have two travel lanes.
- **Local Streets:** Provide direct roadway access to abutting land uses and serve short distance trips within neighborhoods. Traffic volumes and speed limits on local streets are typically low. Local streets have no more than two travel lanes.

Figure 3-1 shows the planned functional classification of roadways within the city, based on existing classifications identified in Caltrans California Road System (CRS) map and anticipated growth in the Rio Vista over the next 20 years.



**FIGURE 3-1: Road Classifications**



- Roadway Classifications**
- Principal Arterial
  - Major Collector
  - Local Road

   City Boundary

Source: Solano County 2022, US Census Bureau 2022, Fehr & Peers 2023, Interwest 2023, ESRI



### 3.3 EVALUATING TRAFFIC AND CONGESTION

Historically, circulation and mobility system performance have been characterized by how efficiently people and goods can move throughout the circulation network. This has been commonly assessed by level of service (LOS) which is a qualitative description of traffic flow from the perspective of motorists and measures intersection or roadway delay. Use of the system has environmental and social costs, such as air pollution, increased greenhouse gas emissions, urban heat island effects, and potentially decreased community health and well-being. These impacts will be evaluated through a vehicle miles traveled (VMT) assessment, as required by State law.

Through this General Plan, the City desires to provide roadways that allow efficient movement and safe travel for all modes of travel, while limiting the social, environmental, and fiscal impacts that can result from extensive road systems, vehicles on the road, and VMT. At the same time, the City wishes to allow new development consistent with the General Plan to proceed without undue confusion or extensive delays. The City's Land Use Plan is intended to accomplish a variety of state and local community goals, including increasing the supply and type of housing, promoting infill development and providing employment opportunities and goods and services within proximity to residential development.

The General Plan Environmental Impact Report (EIR) evaluates the environmental impact of future development through VMT analysis of land uses noted on the Land Use Diagram. Proposed projects that are consistent with the General Plan Land Use Diagram and applicable General Plan policies and programs will not require further analysis of environmental impacts associated with VMT. As noted in the policy section of this Element, new development projects inconsistent with the General Plan should not exceed base year citywide average VMT per capita, as measured by home-based VMT per resident and home-based VMT per employee, or other applicable metrics as determined by the City. In comparison to other cities in Solano County, which provide more employment and shopping opportunities as well as services, Rio Vista lacks a robust transit system, and has fewer employment opportunities in the City itself. As a result, a significant reduction in VMT is unlikely. Such



a target reduction would be unrealistic and could deter development in the City, which would conflict with state and local goals previously mentioned and discussed in greater detail in other elements of this General Plan.

Although VMT will be the primary metric for transportation environmental analysis for new development, this General Plan retains policies related to LOS that will apply to future development. Figure 3.1 depicts the proposed circulation system in the City to support existing, approved, and planned development based on the General Plan Land Use Diagram. As deemed appropriate by the City, proposed projects will be evaluated to determine if project trips would cause intersections or roadways currently operating acceptably to operate deficiently or exacerbate already deficient conditions. A project that results in deficient operations may be required to construct intersections or roadway improvements in order to maintain the performance target LOS established by the City. Alternatively, new developments may be required to pay their fair share towards future improvements, as determined by the City through the development review process.

## 3.4 ACTIVE TRANSPORTATION NETWORK

Existing bicycle and pedestrian facilities in Rio Vista are limited. Sidewalks are present along most roadways; however, significant gaps in the pedestrian network exist making it difficult for residents to safely and/or comfortably

utilize walking as a travel mode, particularly because of how Rio Vista's core is separated from the Trilogy and Liberty developments, or even to cross Highway 12. Existing bicycle facilities are also limited and currently include an approximately two-mile Class I Multi-Use Path on Airport Road. Highway 12 is the primary east/west connector in the City. Due to high travel speeds, heavy traffic volumes, and significant congestion on Highway 12, Rio Vista residents have a difficult time travelling locally by automobile. Therefore, creating a walkable and bikeable community is not only





beneficial from an environmental, social equity, and health perspective, but it is critical for providing residents with a connection to/from residential development in the northwest section of the City and the recreational and commercial development in the southeast section of the City. As it stands today, Highway 12 creates a significant barrier for walking and biking as it creates a physical barrier between residential and commercial uses. A key priority of this Mobility and Circulation Element is to facilitate at least one grade separated bicycle/pedestrian crossing of Highway 12.

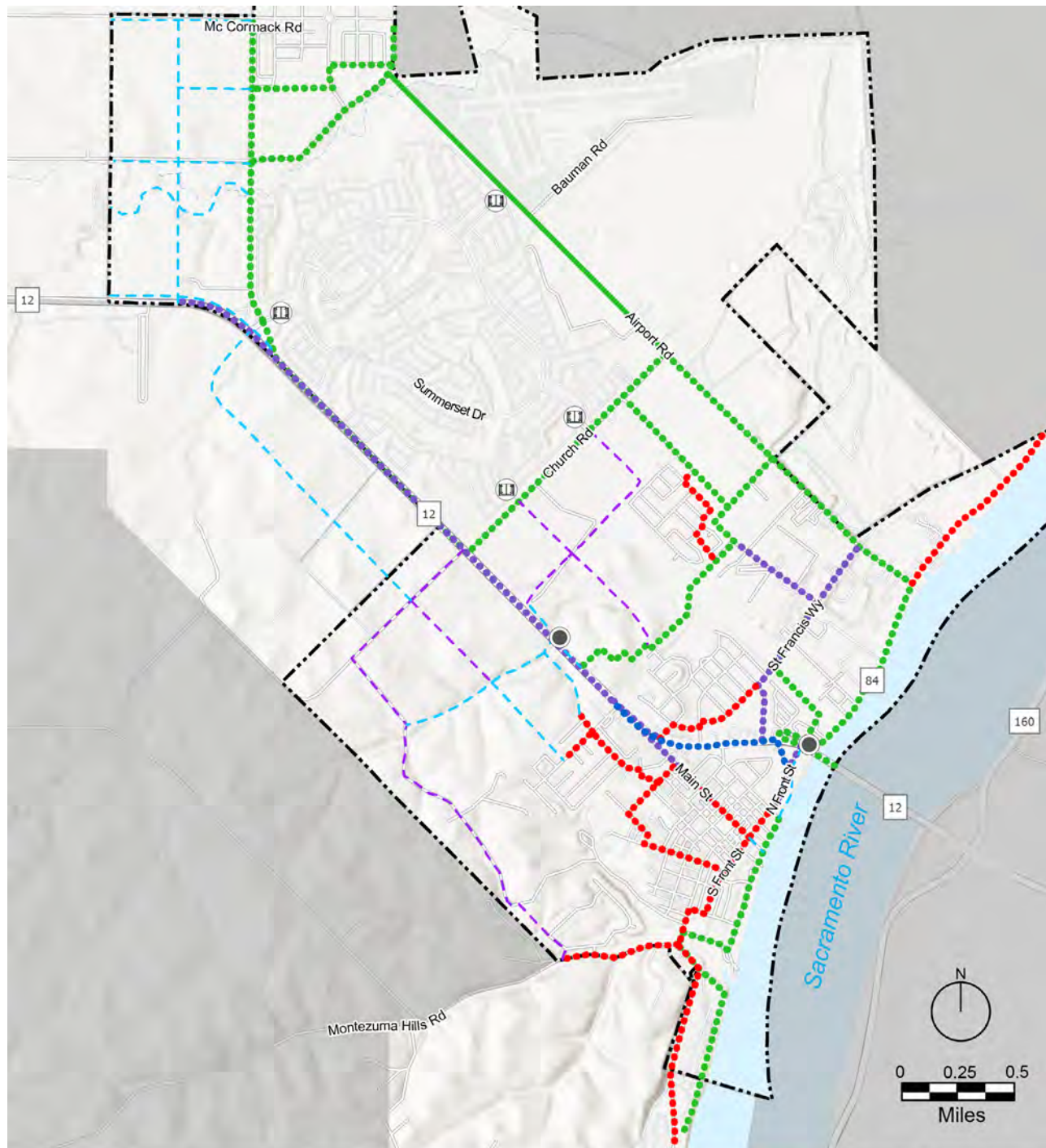
Figure 3-2 depicts the existing and planned bicycle and pedestrian network in the City.

For bicycle facilities, there are four classes that provide varying levels of separation from vehicular traffic and comfort for bicyclists. These classes are described below:

- **Class I – Multi-Use Path:** Fully separated bike facility for exclusive use by both pedestrians and bicyclists. They allow two-way travel for people walking and biking and are considered the most comfortable facilities for children and inexperienced bicyclists as they typically have the least conflict points with vehicles.
- **Class II – Bike Lane:** Striped preferential lanes in the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides of the lane to increase separation from the traffic lane or parked cars.
- **Class III – Bike Route:** Signed routes where people bicycling share a travel lane or shoulder with people driving. Because they are shared facilities, bike routes are typically most appropriate on quiet, low-speed streets with relatively low traffic volumes.
- **Class IV – Separated Bikeway:** On-street bicycle facility that provides physical separation from motor vehicle traffic by a vertical element or barrier such as a curb, bollards, or on-street parking. Separated bikeways are also referred to as protected bike lanes or cycle tracks.



**FIGURE 3-2: Active Transportation Facilities**



**Existing Bicycle Facilities**

— Class I Multi-Use Path



City Boundary

**Planned Bicycle Facilities**

— Class I Multi-Use Path

— Class II Bicycle Lane

— Class III Bicycle Route

— Class IV Separated Bikeway



Gated Entrance to Trilogy\*



Potential Grade Separated Bicycle/Pedestrian Crossing



Potential On-Street Bicycle/Pedestrian Facility



Potential Off-Street Bicycle/Pedestrian Facility

\*Bicycle/Pedestrian improvements located within private, gated subdivisions are not displayed as they are not publicly accessible.

Source: Solano County 2022, US Census Bureau 2022, Fehr & Peers 2023, Interwest 2023, ESRI



### 3.5 OTHER TRANSPORTATION TOPICS

#### TRANSIT SERVICE AND FACILITIES

The Bay Area is served by multiple rail transit providers such as Bay Area Rapid Transit (BART), Caltrain, and the Capitol Corridor. Additionally, bus service options in Solano County include SolTrans, Solano Express, Greyhound, Vacaville City Coach and more. However, transit service in and to Rio Vista is limited. Delta Breeze Transit System provides a Highway 12 Express Route that provides limited service (by request) Monday through Friday between Rio Vista and Fairfield, with four stops in Rio Vista, three stops in Suisun City, and two stops in Fairfield. A Rio Vista/Isleton City Circulator provides Monday through Friday door-to-door dial-a-ride services to Rio Vista, Isleton, and Delta resort communities on Highway 160 between the two cities.

This General Plan recognizes the unique challenge of developing a successful transit system in Rio Vista. Rio Vista is located 20 to 25 miles away from larger communities such as Lodi, Fairfield, and Suisun City, which offer more employment, retail, health, and commercial opportunities and services. However, due to the small population size in Rio Vista, rapid transit to/from these adjacent communities is costly and is unlikely to result in high enough ridership to support such a system.

As a result of these challenges, this General Plan promotes development of an effective transit system that prioritizes local transportation between residential, retail, commercial, recreational, and educational facilities in Rio Vista over out-of-City travel and evaluates unique transit options that may be desirable, including micro-transit and micro-mobility options (such as scooters, bicycles or golf carts) that are suitable for users of all ages and abilities.

#### GOODS MOVEMENT

There are no rail service lines in the City of Rio Vista, therefore, this Plan focuses on facilitating the safe and efficient movement of goods via truck and minimizing the impacts of goods movement on the local community,



## MOBILITY AND CIRCULATION

particularly residential neighborhoods. Most goods movement in the City occurs by heavy vehicles traveling on Highway 12 to connect Interstate 80 to Interstate 5 and bypass Sacramento. Truck traffic accounts for approximately 16 to 18 percent of average daily trips (ADT) on Highway 12, which equates to between 3,000 and 3,300 trucks per day. Highway 12 is a designated Surface Transportation Assistance Act (STAA) terminal access route, which means that trucks longer than the California legal limit can travel on the corridor. Much of the heavy truck traffic is related to transporting agricultural goods.

Additionally, Highway 12 is a designated Department of Defense Truck Route connecting Travis Air Force Base with the National Interstate Highway System. Highway 12 provides the most direct route for high priority shipments between the Department of Defense Logistics Agency Distribution Center in Tracy, California, and Travis Air Force Base. The long-term key to minimizing impacts of goods movement on the local community is encouraging and facilitating a future Highway 12 bypass and new Rio Vista bridge. Short-term recommendations are identified in the goals and policies section.



### AIR TRANSPORTATION

The City of Rio Vista owns and operates one airport within the City limits. The Rio Vista Municipal Airport (Baumann Field), which was originally for agricultural and crop dusting planes, is in the northern part of the City and encompasses approximately 273-acres of land. The Airport includes a 4,200-foot long, 75-foot wide primary runway, a 2,200-foot long, 60-foot wide general aviation runway and a helipad. The Airport has 46 hangars and approximately 75 tie-downs available for rent. All hangars have electrical outlets and interior lighting, and some have office space.



The FAA 5010 Master Record reports 35,000 annual operations and 23 based aircraft, including 21 single-engine aircrafts, one multi-engine aircraft, and one jet.

The Rio Vista Airport Land Use Compatibility Plan was updated and adopted in 2018. The Plan addresses issues regarding safety to persons on the ground, safety to occupants in the aircraft, noise, and land use. For specific policies relating to these issues, refer to the Land Use and Noise elements in this document and the 2018 Airport Land Use Compatibility Plan.

### **WATER TRANSPORTATION**

There are ample opportunities for successful water transportation to and from Rio Vista if strategic land use and infrastructure improvements are made. Currently, the land uses and infrastructure adjacent to the water are not conducive or attractive to water transportation from either a commuting or recreational perspective. When functioning, the Real McCoy II Ferry (“Ferry”) is an existing, viable transportation option for Rio Vista residents heading north towards Sacramento. The Ferry is supposed to provide a river crossing every twenty minutes, starting on the hour, 24 hours a day, seven days per week and it is free of charge. However, the Ferry is routinely closed due to maintenance and operating issues, making it an unreliable transportation option, even as it is part of Highway 84. As a result, residents must use Highway 12 to I-5 or Highway 113 or Highway 12 to Hwy 160 to Delta roads to travel to the north. If Caltrans were to improve the reliability of the Ferry, it could provide an alternative transportation option for those traveling north towards Sacramento.

Additionally, if coordination with adjacent communities were to occur, the City could undertake economic development efforts to:

- 1) provide residents and tourists with an exciting and pleasant recreational water experience.
- 2) create a practical commuting alternative to driving. For this to be successful, coordination with transit providers would be necessary to



provide first/last mile connections to and from major employment centers.

At the time of the writing of the General Plan, the transportation-related priorities are targeted towards improving bicycle and pedestrian connections within the City and coordinating with STA and Caltrans on a Highway 12 bypass. However, if funding resources or development opportunities are presented to improve water transportation in the future the City will support and encourage these types of efforts.

### TRANSPORTATION FUNDING

Funding is needed for the construction, maintenance, management, and operation of the transportation system. The City supports on-going maintenance and improvements to transportation features within City-owned and operated rights-of-way such as roadways, sidewalks, separated bike and pedestrian paths, and amenities such as trees and benches. The City also coordinates with other jurisdictions in the region to ensure timely and adequate maintenance and improvements to State-operated highways. Federal and State funding will continue to be pursued for projects that serve local and regional travel needs.



## 3.6 MOBILITY AND CIRCULATION (MC) GOALS, POLICIES, AND PROGRAMS

### GOALS

**Goal MC-1:** A circulation and mobility system that prioritizes safety and supports and accommodates all modes of transportation.

**Goal MC-2:** A network of roads and trails that balances local mobility needs of community members with the needs of regional circulation/commuters passing through Rio Vista.

**Goal MC-3:** A citywide circulation system that is adequate and evolves to meet the needs of the community over time.

### POLICIES

**Policy MC-1.** In the review of development entitlements, ensure all city streets and intersections maintain a level of service (LOS) “D” as the target LOS, except for the following locations where LOS E is acceptable:

- Main Street and Front Street between Main Street and Highway 12.
- In the Downtown Area, neighborhood commercial areas, and other areas where vitality, pedestrian activity, and transit accessibility will be the primary considerations as the community grows.

**Policy MC-2.** Require new development projects to provide primary roadways and connected and continuous pedestrian and bicycle routes as generally depicted in Figure 3.2.

**Policy MC-3.** New development projects that require an amendment to the General Plan should strive not to increase base year citywide average VMT per capita, as measured by home-based VMT per resident and home-based VMT per employee or other applicable metric as determined by the city.

**Policy MC-4.** Maintain, and update as needed, a street classification system with design standards that are context-sensitive. Also, the City should enable



safe, comfortable, and attractive access for pedestrians, bicyclists, motorists, and transit users of all ages and abilities. Street standards should:

- Address the needs of different modes according to roadway classification.
- Reduce the potential for conflicts and safety risks between modes.
- Allow for adjustment by the City Engineer where needed, on a case-by-case basis.

**Policy MC-5:** Design roadway infrastructure that protects human life when collisions happen on city roads.

**Policy MC-6.** Implement a data-driven “Vision Zero” approach to eliminate all traffic fatalities and severe injuries by 2035.

**Policy MC-7.** Coordinate with Caltrans and STA on regional infrastructure projects to incorporate city projects to reduce planning and construction costs.

**Policy MC-8.** Discourage the widening of Highway 12 in the city and consider Caltrans typical expressway design inappropriate within city limits.

**Policy MC-9.** Encourage a Highway 12 bypass and new Rio Vista river crossing and identify the appropriate location and design for the bypass/crossing.

**Policy MC-10.** Prioritize planning and construction of a Highway 12 bicycle and pedestrian grade-separated crossing over expansion of vehicular travel lanes on Highway 12.

**Policy MC-11.** Provide outreach and education to existing community members to ensure all members are aware of transit options available.

**Policy MC-12.** For larger developments with frontage to major roads, require well-lit sheltered bus stops with benches and other associated amenities, as deemed appropriate by the city, to encourage transit ridership.



**Policy MC-13 :** Utilize existing local, state, and federal funding sources and actively pursue new and innovative transportation funding and financing sources.

**Policy MC-14.** Provide a complete sidewalk and bicycle network throughout the city. Use discretionary funding sources and grant funding for the following priority projects:

- Identify gap segments in sidewalks, bike lanes or bikeways, and other bicycle and pedestrian facilities where near-term development is not anticipated.
- Prioritize construction of pedestrian and bicycle facilities in areas with a high potential for injury.
- Prioritize completion of gaps in bicycle and pedestrian facilities near important destinations, such as schools, parks, and commercial areas.

**Policy MC-15.** In new construction, provide mid-block pedestrian crossings and off-street pedestrian paths in areas with high pedestrian traffic to create more direct walking routes.

**Policy MC-16.** The City's circulation network should accommodate all anticipated and potential modes of transportation, including small personal electric vehicles ranging in size up to golf carts.

### PROGRAMS

**Program MC-1:** Conduct development review for all projects seeking entitlements to determine what roadway improvements should be constructed or dedicated, or if a fair share fee contribution should be made. Project conditions of approval shall specify timing to construct, dedicate, or pay a fair share contribution for roadway improvements.

**Program MC-2:** Integrate new development sites with surrounding uses by providing multiple connections through a grid or modified grid-like system of local streets to existing and future developments. When possible, new east-west connections to the Downtown Area and the waterfront should be provided as alternative options to Highway 12 for Rio Vista residents.



**Program MC-3:** Apply complete streets principles in the design and operation of streets to ensure the safety and mobility of all users and prioritize the safety of vulnerable roadway users. This may include deploying design solutions such as roadway reallocations, roundabouts, traffic calming devices, separated bicycle and pedestrian facilities, and curb extensions at intersections.

**Program MC-4:** Review and revise roadway standards to accommodate complete streets, addressing the following factors as applicable: number of travel lanes, lane width, drainage, control, shoulder width, pavement striping and markings, parking lanes, bike lanes, fire and emergency response standards, curb and gutter design, landscape strips, and sidewalk width.

**Program MC-5:** Seek finding opportunities to install countermeasures for the high priority locations listed in the Rio Vista Local Road Safety Plan.

**Program MC-6:** Implement near-term (2024 – 2026) strategies to improve local vehicle, bicycle and pedestrian mobility during period of Highway 12 congestion, possibly including, but not limited to, the following:

- Create a City Council sub-committee that regularly meets to advocate, pursue funding sources, and coordinate with outside agencies to facilitate changes to Highway 12 and the Rio Vista Bridge that align with the City's goals and vision for the corridor.
- Evaluate installation of traffic calming devices on local roads to deter regional commuters cutting through residential neighborhoods.

**Program MC-7:** Evaluate and when possible, implement mid-term (2026 – 2029) strategies to reduce local congestion associated with Highway 12, possibly including, but not limited to, the following:

- Evaluate and modify the City's Traffic Diversion Plan to avoid routing regional trips to local streets when congestion on Highway 12 occurs.
- Evaluate adjusting signal timings through pre-emption or signal coordination with the bridge to prioritize local vehicle, bicycle and pedestrian movements across Highway 12, rather than eastbound, through-movements on Highway 12, when the bridge is lifted.



- Adopt, maintain, and enforce an updated truck route map that identifies key goods movement corridors and ensures goods movement needs are adequately served while reducing impacts to other uses. Prominently sign all truck routes in accordance with the California Manual on Uniform Traffic Control Devices (CA MUTCD).
- Implement Transportation Permits within the City.

**Program MC-8:** Implement long-term (completion beyond 2030) strategies to minimize the congestion impacts of Highway 12 on the community, possibly including, but not limited to, the following:

- Identify and champion efforts to create a new Sacramento River crossing and to modify the alignment of Highway 12.

**Program MC-9:** Evaluate Transportation Impact Analysis Guidelines with clear methodology, metrics, thresholds and screening criteria for VMT. The Guidelines should also include evaluation requirements for safety, and bicycle, pedestrian and transit impacts and traffic operations with level of service performance standards.

**Program MC-10:** Conduct local outreach and education to inform community members of existing transit service. Post updated transit schedules in appropriate locations (ensuring they are updating as transit schedules change) and maintain an updated website.

**Program MC-11:** Conduct a study to identify potential alignments and roadway improvements to allow safe travel of small electric vehicles, ranging in size up to golf carts. Consider where such vehicles can be safely accommodated on existing roadways and where new roadway segments will be required.

**Program MC-12:** Explore funding opportunities and partnerships to implement a micro-transit or micro-mobility pilot project aimed at increasing transit or micro-mobility ridership and increasing transportation choices for the community. Target users include seniors and young adults who may not



have the ability or desire to drive. If the pilot project is successful, explore funding opportunities and partnerships to implement permanent micro-transit or micro-mobility service.

**Program MC-13:** Conduct analysis to determine top locations for the most vulnerable bicyclists and pedestrians, including identifying appropriate locations for reduced speed school zones. Prioritize reducing speeds and installing complete streets to facilitate safer access for all modes.

**Program MC-14:** Review collisions and hot spot locations on Highway 12 in the city and coordinate with Caltrans to identify feasible countermeasures to reduce collisions and pursue funding for identified countermeasures.

**Program MC-15:** For projects modifying or constructing frontage improvements, ensure the pedestrian travel path is not impeded by infrastructure such as utility poles, control boxes or other obstructions.

**Program MC-16:** When feasible include planned bicycle and pedestrian facilities in conjunction with road rehabilitation, reconstruction, or re-striping projects.

**Program MC-17:** Promote and pursue regional pedestrian and bicycle connections through coordination with neighboring local agencies, regional and state agencies, and supportive private entities.

**Program MC-18:** Review and evaluate the Zoning Code to provide bike parking standards for employment centers, recreational facilities, and the downtown commercial land uses.

**Program MC-19:** Review fees through the City's Capital Facilities Program on new development, sufficient to cover the fair share portion of that development's impacts on all modes of the transportation system.



**Program MC-20:** Monitor and continuously seek opportunities to fund improvements to the circulation network, including construction and maintenance of bikeways and sidewalks through the active pursuit of regional, state, and federal grants.

**Program MC-21:** When Caltrans or the Solano Transportation Authority (STA) infrastructure projects are planned, actively coordinate with the applicable agency early on to determine potential opportunities to incorporate local projects.