



2024

RIO VISTA



COMMUNITY-BASED
TRANSPORTATION PLAN



ACKNOWLEDGEMENTS

To the hundreds of Rio Vista residents who completed surveys, attended public events, workshops, and focus groups, and shared your experiences, insights and ideas... **THANK YOU!** It is your voice reflected in this report. We couldn't have done it without you.

To the Rio Vista Food Pantry, Trilogy Riviera Club, and American Legion – Thank you for hosting public outreach events so we could reach the community where they live and congregate. **Your partnership was invaluable.**

To Ronald Kott, Rio Vista's former Mayor, who championed this project and provided leadership throughout the process. We dedicate this report to you, your colleagues on the city council, and city staff who helped make the Rio Vista Community-Based Transportation Plan a successful endeavor.



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EXECUTIVE SUMMARY

The Rio Vista Community-Based Transportation Plan (CBTP), developed by the Solano Transportation Authority in collaboration with the City of Rio Vista, aims to enhance local mobility options. This plan identifies transit needs, with a focus on low-income and economically disadvantaged populations, and proposes potential service enhancements, including expanded Delta Breeze services. Community input and available funding guide the recommended improvements

outlined in this plan. The plan seeks to foster accessibility, address transportation gaps and connect Rio Vista with regional services. Through this initiative, Rio Vista seeks to improve transportation equity and efficiency for its residents.

Background

The Metropolitan Transportation Commission's (MTC) 2001 Lifeline Transportation Network Report and the Environmental Justice Report for the 2001 Regional Transportation Plan identified transit needs in economically disadvantaged communities throughout the San Francisco Bay Area, and identified the need to support local planning efforts in low-income communities throughout the region. As a result, the Metropolitan Transportation Commission (MTC) launched a Community-Based Transportation Plan (CBTP) initiative to identify local transit needs in economically disadvantaged communities. To support the development of CBTP initiatives, MTC has been funding Community

Based Transportation Planning (CBTP) studies in low-income communities throughout the Bay Area. The objective is to develop CBTP's through a collaborative process, ensuring that low-income populations contribute to and guide the very process aimed at addressing their key transportation and mobility needs. As a result of this process, potential transportation improvements will be identified and cost-estimates developed to implement improvements.

MTC's Community-Based Transportation Plan Guidelines specify that the CBTP process:

- Is inclusive and engages residents who live in disadvantaged areas;
- Incorporates public input into the plan;
- Establishes a steering committee; and
- Enhances monitoring and evaluation to better track implementation of CBTP priorities.

In addition, MTC updated the guidelines to encourage and incentivize Congestion Management Agencies (CMAs) and other relevant stakeholders to adopt a Participatory Budgeting (PB) process. PB is a democratic process in which community members directly decide how to spend part of a public budget.

In recent years, MTC developed criteria for designating communities an "equity priority community". An equity priority community is one that meets a variety of factors to address the transportation needs of the

CBTP target populations living in low-income households, people with disabilities, and older adults¹. These individuals often face a variety of mobility challenges especially in small, auto-oriented communities.

STA received a request from the City of Rio Vista to conduct a CBTP. Previous CBTPs for Dixon, Cordelia, Fairfield, East Fairfield, and Vacaville were completed approximately 10 years ago, and most recently CBTP's were developed for the City of Suisun City, and the City of Vallejo.

While MTC's Lifeline Transportation Program was a key source of funding for previous projects identified by CBTPs, this CBTP was funded through MTC OBAG Funding matched by State Transit Assistance Funds.

Overview of the Rio Vista CBTP

A key objective of the Rio Vista CBTP was to engage the community in a collaborative process, using the Consolidated Transportation Services Agency (CTSA) Equity Guiding Principles, to identify transportation gaps, propose and prioritize strategies to address those gaps, and identify potential funding sources. Public outreach strategies therefore took into consideration the unique needs and realities of this population, addressed any anticipated barriers to participation and made every effort, including the use of incentives, to obtain their active participation in this process. In addition, other stakeholders whom work closely with

the target population – such as government officials, community-based organizations, schools, and faith-based communities – were engaged throughout this process. Moreover, elements of the PB process were incorporated in the Rio Vista CBTP.

Findings, Analysis, and Community-Driven Solutions

Numerous transportation and mobility challenges were identified via the Rio Vista CBTP process. Major findings include:

1. **Limited Public Transit**

- **Issue:** Many residents in Rio Vista reported limited access to public transit options. Bus routes are infrequent, do not operate during early mornings, evenings, or on weekends, and do not extend into key areas outside of the city.
- **Impact:** This issue affects individuals without access to private vehicles, including older adults, people with disabilities, low-income families, and young adults. Without consistent, reliable, and affordable transit options, these residents face barriers to essential services like healthcare, education, and employment.

2. **Inadequate Infrastructure for Non-Motorized Transport and Micromobility Pedestrian and Bicycle Infrastructure**

- **Issue:** Rio Vista lacks safe and well-connected pedestrian and bicycle infrastructure. Sidewalks may be in disrepair, are non-existent in some areas, and there are limited crosswalks and proper signage. Bike lanes are either absent, disconnected, or lack treatments.
- **Impact:** This issue creates safety concerns, especially for vulnerable pedestrians such as children, older adults, and people with disabilities. Without safe pedestrian pathways and bike lanes, residents are discouraged from walking or cycling, increasing their dependence on cars and contributing to traffic congestion.

3. **Poor Connectivity Between Residential Areas and Key Destinations**

- **Issue:** There are several areas where the transportation network fails to connect residents with important destinations, such as medical facilities, commercial hubs for shopping and schools.

- **Impact:** This lack of connectivity can lead to longer travel times, higher transportation costs, and missed opportunities. It also disproportionately impacts people who rely on public transit or non-motorized transport modes.

4. **Safety Concerns**

- **Issue:** Unsafe road conditions, including poorly marked intersections, non-existing shoulders, high traffic speeds, and non-enforced traffic violations were highlighted as significant concerns by community members.
- **Impact:** Roadway safety concerns contribute to pedestrian and cyclist accidents, reducing overall community mobility. Vulnerable road users are especially at risk in areas with high traffic volumes or insufficient traffic calming measures.

Community Driven Solutions to Address Transportation Issues

To address the transportation concerns, community-driven solutions included:

1. Expand Public Transit Services

- Increase service frequency, and extend and improve transit, focusing on key destinations that are most challenging for the residents to reach.

- Develop and pilot a Medical Shuttle Program to transport residents to Kaiser in Vacaville once weekly.
- Promote the Solano Mobility Medical Concierge Program

2. Improve Pedestrian and Bicycle Infrastructure

- Implement planned pedestrian and bicycle facility improvements which includes constructing new sidewalks, crosswalks, and bike lanes, especially in high-traffic areas and near transit hubs.
- Prioritize safety features such as improved lighting, traffic calming, and clearer signage for pedestrians and cyclists.

3. Address Road Issues and Safety

- Invest in traffic safety measures such as enhanced signage, repair and maintenance of roads.
- Monitor the implementation of SR 12 SHOPP Project segments

4. Marketing and Outreach

- Disseminate Transit and Mobility program information
- Promote the Medical Concierge and Vehicle Share Program to appropriate audiences

5. Additional Solutions for Consideration

- Incentivize and Subsidize Ride-Hailing Service Drivers in Rio Vista to increase driver availability for programs such as Go Go Grandparent and the Medical Concierge programs.
- Promote the Vehicle Share Program to Rio Vista non-profits and faith-based organizations who serve older adults and people with disabilities.
- Recruit and Partner with Non-Profit and Volunteer Based Organization.

¹ Metropolitan Transportation Commission (MTC), Equity Priority Communities, retrieved from <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>.



INTRODUCTION

The Rio Vista Community-Based Transportation Plan (CBTP) is a strategic initiative aimed at addressing the transportation needs of Rio Vista, a community facing unique mobility challenges. The primary purpose of the CBTP is to engage local residents in identifying and prioritizing transportation improvements that enhance accessibility, safety, and sustainability. This plan is particularly focused on addressing the needs of economically disadvantaged and underserved populations within the community.

Community Engagement

A cornerstone of the CBTP is its robust community engagement process. Various methods were employed to gather input from residents, including public workshops, surveys, and focus group discussions. These efforts ensured that the voices of Rio Vista's diverse population were heard and considered in the planning process. Key findings from community feedback highlighted a strong demand for improved public transit options, safer pedestrian pathways, and enhanced connectivity between neighborhoods and essential services.

Transportation Needs and Gaps

The analysis of community feedback and existing transportation infrastructure revealed several critical needs and gaps. Residents identified a lack of reliable public transportation services, insufficient bicycle and pedestrian infrastructure, and limited access to regional transit networks as major barriers to mobility.

Proposed Solutions and Strategies

The CBTP outlines a comprehensive set of community-driven solutions to address the identified transportation needs. In the short term, the plan proposes enhancements to the existing public transit system, including increased frequency of the Rio Vista Delta Breeze service.

Long-term strategies focus on developing a multimodal transportation network that integrates public transit, cycling, and walking paths. Prioritization of projects is based on community input, potential impact, and feasibility.

Report Overview

- I. Methodology.** This section reviews data collection methodology and tools used to solicit community input and engagement.
- II. Existing Conditions.** This section provides a brief description of Rio Vista and gives an overview of the Existing Conditions at the time of the project.
- III. Findings.** The Findings section summarizes the and displays information and data collected from residents of Rio Vista and other relevant key stakeholders (e.g., city and agency employees) via the public workshops, community focus groups, pop-up events, and surveys.
- IV. Analysis.** An analysis of the identified transportation challenges is compared with existing transportation plans, and current and planned transit services and mobility programs, to identify transportation gaps.

- V. Community Driven Solutions.** This section includes recommendations from the community to improve and enhance transportation and mobility.

- VI. Appendices.** Various documents such as flyers, event materials, and surveys are included in the appendices.



METHODOLOGY

The primary purpose of the Rio Vista CBTP is to create a comprehensive transportation plan that prioritizes the needs and preferences of the local community, particularly underrepresented groups such as seniors, people with disabilities, low-income individuals, and those living in remote or underserved areas. This plan seeks to improve access to essential services, employment opportunities, education, healthcare, and recreational activities by identifying gaps in current transportation services and proposing sustainable, community-driven solutions.

In order to achieve this purpose, the development of the CBTP was guided by an inclusive and participatory approach that involved the active engagement of the community, local stakeholders, and transportation experts.

The methodology consists of the following key steps:

1. Review of Existing Conditions: A thorough review of current transportation conditions was conducted, including an analysis of existing routes, frequency of service, infrastructure quality, mobility programs, and accessibility. Geographic and demographic data was examined to identify areas with limited transportation access.

2. Community Outreach and Engagement: This involved surveys, focus groups, public workshops, and pop-up events to gather input from residents, community organizations, local businesses, and government agencies. This collaborative process ensured that the transportation plan accurately reflects the needs, concerns, and priorities of the community.



3. Transportation Needs and Analysis: Based on community input and data analysis, transportation needs and challenges were identified, and subsequently compared to existing and planned transportation projects to identify specific transportation gaps. This included understanding the mobility challenges faced by different population groups and how these barriers can be addressed through targeted solutions.

4. Community-Driven Solutions and Strategies: The plan considered and incorporated community proposed solutions, and feasible transit strategies. A range of transportation options was proposed, including potential improvements to public transit, streets and roads, biking infrastructure, and the development of pedestrian-friendly pathways.

By fostering inclusion, engagement, collaboration, transparency, and long-term sustainability, the Rio Vista Community-Based Transportation Plan aimed to create a transportation system that meets the evolving needs of all residents while improving overall mobility and enhancing the quality of life in the community.

Review of Existing Conditions:

Understanding the historical and current context is an essential first step in conducting a community-based transportation study.

Therefore, a review of previous transportation related studies was completed. Those studies and plans, in order of the most recent date, include:

- 2023 Solano County Congestion Management Report
- Solano County Local Road Safety Plan, 2022
- Solano County Routes of Regional Significance, 2020
- Solano Comprehensive Transportation Plan, 2020
- Solano Comprehensive Transportation Plan, Transit and Ride Share Element, 2020
- Rio Vista Active Transportation Plan, 2020
- Solano County Active Transportation Plan, 2020
- Solano County Active Transportation Plan Amendment, Projects List
- The Solano Mobility Study for Older Adults and People with Disabilities Update 2017-2019.
- Solano County-Wide Pothole Report, 2019
- Solano Travel Safety Plan, 2018
- Rio Vista Delta Breeze Transit Outreach Analysis, 2016
- Coordinated Short-Range Transit Plan, FY 2015-2016, modified FY24-25

These reports and plans provide valuable insight into historical and current conditions. They are simultaneously a way to validate data that is collected in the Rio Vista CBTP and a source of information for the gap analysis. For instance, the findings in the Rio Vista CBTP mirror some of the findings in the Rio Vista Active Transportation Plan (ATP), thus validating the current findings. In addition, the ATP developed recommendations and projects that the City of Rio Vista has been actively pursuing, many of which have been funded and are in the beginning of the implementation phase. In those cases, issues identified in the CBTP have solutions already under development (e.g., enhance pedestrian infrastructure).

Another source of information on existing conditions is government officials, city staff, Delta Breeze and STA staff. The formation of a Project Leadership Team (see Community Outreach and Engagement) provided regular opportunities to confer with individuals on the current status of projects, the transit system, and mobility programs and services.

Beyond Rio Vista based transit services, a high-level review of regional transit systems was completed. This review informed what potential connections are possible for people to travel outside of the city to the broader Bay Area and Sacramento/Central Valley region.

Research on population demographics was completed for the purpose of identifying underrepresented groups, and to use as a baseline for outreach purposes.

A high-level summary of this review can be found under the Existing Conditions section of this report.

Community Outreach and Engagement

The purpose of the Rio Vista Community-Based Transportation Plan (CBTP) was to engage the community in a collaborative process that identifies transportation needs and challenges for low-income and disadvantaged residents, compares the transportation needs and challenges to existing and planned improvements to identify transportation gaps and propose and prioritize strategies to address the transportation gaps. It also included a Participatory Budgeting exercise that enabled residents to choose how they would allocate money towards identified strategies.

The development of the CBTP for Rio Vista was guided by an inclusive and participatory approach that involved the active engagement of the community, local stakeholders, and transportation experts. Liras' gift cards were used as incentives to engage targeted populations (e.g., low-income residents).

Project Leadership Team

A project leadership team (PLT) was formed for the Rio Vista Community Based Transportation Plan (CBTP). The PLT was comprised of key stakeholders from the Solano County Transportation Authority and local government officials, including Mayor Ron Kott, with Vice Mayor Walt Stanish and councilmember Edwin Okamura participating on occasion. The purpose of the PLT was to work closely with STA staff and the Rio Vista CBTP consultant to ensure that the CBTP process was responsive to the local needs and realities of Rio Vista. The PLT provided historical and current context, offered suggestions for community outreach and engagement, informed the consulting team of current and upcoming transportation projects and available city resources, and provided insights to the data received through community engagement.

The PLT collaborated to develop potential strategies to enhance transportation services within the community based on community feedback. The PLT's focus was on integrating community feedback, evaluating potential transportation improvement suggestions, and ensuring sustainable and accessible transportation solutions. By leveraging expertise and local insights, the team assisted in addressing the unique mobility needs of Rio Vista residents, fostering improved connectivity and quality of life.

Community Partners

Community partners were key in reaching low-income residents, older adults, people with disabilities, veterans, and so on. Community partners were recruited to assist in accessing target populations. The Rio Vista Food Pantry, for example, was instrumental in reaching low-income home bound individuals, and those who qualify for food assistance in the community. Trilogy Riviera Club assisted by hosting a focus group and a follow-up workshop, and the American Legion supported a focus group/outreach event during one of their heavily attended events.



Targeted Outreach Strategies

Mass Mailing

A key outreach strategy involved mass mailing. A mailer was sent to every household in Rio Vista. The mailing occurred in the fall of 2023 and included a letter describing the CBTP process and invitation to the Kick-Off Meeting, a Fact Sheet with the general timeline and a hard copy of the transportation survey. The survey had a self-addressed, postage paid section to make it easy for residents to return their completed survey. The mailer ensured that every household in Rio Vista was informed of the CBTP process and invited to participate.

Press Release, Social Media, and Email Distribution

A Press Release announcing the Rio Vista CBTP project and Kick-Off Meeting was submitted to the local paper, posted on the city website and STA website, included in newsletters such as “What’s Happening Trilogy” and Trilogy Living Magazine, sent out via email distribution lists, and posted on social media sites such as Facebook and Next Door. The Fact Sheet and Kick-Off Meeting flyer was posted at City Hall, on store front windows downtown, the library, churches, and the laundry mat.

Workshops, Focus Groups, and Pop-Up Events

Workshops: Three workshops were held, one to launch the project and two Findings Workshops with Participatory Budgeting.

▶ The first workshop was the Rio Vista Community-Based Transportation Kick-Off Meeting which occurred on September 26th, 2023 (see Appendix A. Flyers and Fact Sheets). This marked the official launch of the data collection and community engagement process. The Kick-Off Meeting provided an overview of the Rio Vista CBTP project, highlighted existing services, and engaged attendees in identifying transportation challenges and solutions. Solano Mobility distributed folders with a host of valuable information on transportation services and mobility programs.

▶ Two Findings Workshops with Participatory Budgeting were held at the conclusion of the Rio Vista CBTP process. The first was held at Trilogy on June 20th, 2024. The purpose was to present the findings of the data collection process, present proposed solutions, seek input and validation on the issues identified and engage them in a participatory budgeting exercise to prioritize the proposed solutions. Findings Workshops with Participatory Budgeting Workshop occurred on June 25th, at the Rio Vista City Hall Council Chambers. The purpose of this workshop was to present the

findings of the CBTP data collection process, present community-driven proposed solutions, and to engage them in a participatory type budgeting process to prioritize the solutions.

During the participatory budgeting exercise in both workshops, the participants were given an imaginary \$100,000 to allocate towards the proposed solutions to enhance Delta Breeze services. Each participant completed the worksheet and turned it in.

Focus Groups: In addition to the three community workshops, each of which engaged the community in a focus group process to identify transportation needs and challenges, two additional focus groups were held along with pop-up events in the community.

▶ Initial focus groups were held to gather community feedback on transportation challenges and solicit ideas to address those challenges. Similar to the Kick-Off Meeting, participants were provided with an overview of the Rio Vista CBTP project, existing transportation and mobility services, and then engaged in identifying transportation challenges and solutions. A map of the area was posted on the



wall so that participants could identify specifically where the transportation challenges were located. Solano Mobility handed out packets of information and available resources.

A focus group was held at Trilogy on January 18th, 2024. The Riviera Club at Trilogy hosted the event and sent invitations to all Trilogy Club members to attend. An article and invitation to the focus group was included in the Trilogy Magazine which is distributed to all residents at Trilogy. Twenty-seven residents attended the focus group, completed surveys, and identified issues on the map.

The second focus group was held at the American Legion, on January 18th, 2024, during one of their regularly scheduled events. There were 54 people at the event, although not all participated in providing feedback.



Community Events and Pop-Ups. The team attended two community events and held a targeted pop-up event in partnership with the Rio Vista Food Pantry. The two community events include:

- I. The 2nd Annual Airport Day Wings and Wheels on September 9, 2023, from 10:00 am – 4:00 pm. STA and Delta Breeze staffed a resource table with outreach materials. They spoke to residents, handed out flyers, and invited folks to attend the Rio Vista CBTP Kick-Off Meeting.



- II. The 75th Annual Bass Derby on October 14th and October 15th, 2023. The CBTP consulting team, STA, and Delta Breeze attended the Bass Derby and staffed a resource table at the event. The team distributed outreach materials such as the Rio Vista CBTP Fact Sheet, and flyer with a QR code to access the online version of the survey. At this event, residents were informed of the Rio Vista CBTP process and invited to participate by completing a survey or attending an event.



A targeted pop-up event was held on December 17th, 2023, during one of the Rio Vista Food Pantry's normally scheduled food distribution day. The team set up a resource table with transportation and mobility information and giveaways. A survey and pen were



handed to 126 recipients as they waited in line for their food distribution. The recipients completed the surveys in their cars while waiting and turned the completed surveys in at the resource table after they received their food distribution. For their participation they were given a gift card to Liras, the local grocery store in Rio Vista.

In addition to the pop-up event, the Rio Vista Food Pantry distributed surveys, and transportation and mobility materials, to 40 homebound clients on December 15th. The Rio Vista Food Pantry staff delivered the materials during their normal food distribution. The home bound clients were also given a gift card to Liras for participating by completing the surveys.



Rio Vista Community Based Transportation Survey

A Rio Vista Community Based Transportation survey was designed to gather input from residents on ways to improve transportation services and enhance mobility in Rio Vista. The survey aimed to identify the transportation needs of all community members, especially those who are underserved, including seniors, individuals with disabilities, low-income residents, and those without access to a personal vehicle.

Survey questions were designed to learn about local transportation challenges, preferences, and priorities, and guide the development of solutions that are accessible, efficient, and responsive to the community's needs. The survey included questions about residents' current transportation habits, barriers to mobility, preferred modes of transportation, and ideas for future improvements. Categories included driving, walking, biking, and transit. The survey had quantitative and qualitative elements with an open invitation to provide any additional comments.

Optional demographic questions were included. The primary purpose of the demographic questions was to ensure that the process included a representative sample of the Rio Vista population by race/ethnicity, age, ability, and socio-economic status. Since community-based transportation plans seek to address transportation and mobility needs

of underserved populations, the demographic data helped us monitor outreach and engagement efforts to be sure the CBTP reflected their transportation needs and priorities.

The survey was confidential to encourage participation and candid feedback. There was an option for residents to provide their name and email address to stay informed of the project. Wording included encouragement to participate, noting how crucial community feedback is in shaping a transportation plan that enhances the quality of life and supports the growth and sustainability of Rio Vista.

The survey was developed collaboratively with the PLT, and made available in English and Spanish (see Appendix B. Rio Vista Community-Based Transportation Survey).

The survey was available online with hard copies mailed to every household in Rio Vista, and available at workshops, focus groups, and outreach events. A QR code was created to assist with accessing the online survey. The survey was available online in September 2023 and mailed to residents in October 2023. Surveys were collected through

641 Surveys Completed!!

January 31, 2024. An impressive 641 surveys were completed. The survey and outreach results are incorporated into the findings section.



Transportation Needs and Analysis

The 641 surveys were aggregated and analyzed as a whole, and then sub-sets of the data were analyzed to better understand the transportation needs of residents with disabilities, lower-income levels, and those of older adults. The results of the quantitative analysis can be found under the Findings section of this report. An analysis of the survey comments, in-person feedback from the workshops, focus groups, community events, and the mapping exercises was conducted

to identify transportation and mobility themes, better understand transportation dynamics, and pinpoint problem areas such as street locations with broken pavement. Transportation issues, challenges and needs were revealed through the analysis process.

Once the transportation issues were identified, they were compared to existing and planned transportation to reveal remaining gaps in the transportation system (see the Analysis section of this report).

Community-Driven Solutions and Strategies

Throughout the Rio Vista CBTP process, residents were asked for their ideas and suggestions to address the transportation and mobility challenges. Community-driven solutions ranged from simple tactical approaches to broader system wide strategies. Their ideas and suggestions were shared with the Project Leadership Team and agencies responsible for implementing improvements. Some of the ideas residents came up with are already being implemented as revealed through the gap analysis portion of this project. Other suggestions have been presented for consideration and are documented in this report.

After the data had been collected, analyzed, and community-driven solutions considered, two Findings Workshops with Participatory Budgeting were in the community. The findings of the Rio Vista CBTP were presented, along with current and planned projects to address transportation needs. Subsequently, the workshop attendees were engaged in a participatory budgeting type exercise to prioritize how they would allocate an imaginary \$100,000 to enhance local transit services of the Delta Breeze. The attendees were given several options, all based on community suggestions, and an “other” option with space to write in what they wanted to see prioritized in case the listed options did not fall within what they saw as important. This exercise, coupled with the facilitated conversation on what was most important to them, led to the transportation priorities found under the section on Community-Driven Solutions and Strategies.





EXISTING CONDITIONS

Background

Rio Vista, California

Rio Vista is a small city nestled in the Sacramento River–San Joaquin Delta region at the eastern end of Solano County, making it part of the nine-county San Francisco Bay Area region. Rio Vista was incorporated in 1893 and with a population just over 10,000, it is the smallest of the seven cities, accounting for 2% of the population in Solano Countyⁱ.

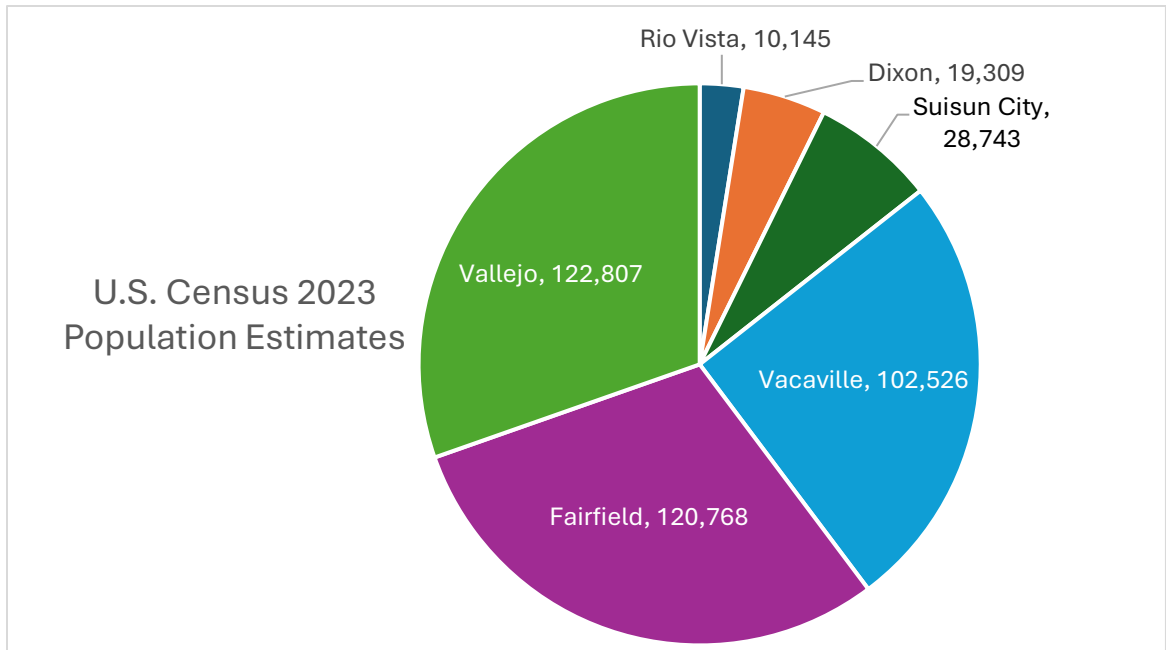


Figure 1. U.S. Census 2023 Population Estimates

Geography

Rio Vista is centrally located between the Sacramento Valley and San Francisco Bay Area. It is approximately 31 miles south of the City of Sacramento, 22 miles to the east of Suisun City, 26 miles southeast of the City of Dixon, and 12 miles northeast of the City of Antioch.

State Route 12 (SR 12), a designated federal freight corridor, is the primary road to and from Rio Vista with CA-160 connecting Rio Vista to Antioch, and HWY 113 connecting Rio Vista to Dixon and Vacaville via SR 12. SR 12 connects Rio Vista to Fairfield and Suisun City to the south. Sacramento and Stockton are both accessible via SR 12 to Interstate 5

(I-5). Major freeways such as I-5, SR 99, I-80, and I-680 within 35 miles of the city. The Rio Vista Bridge crosses the Sacramento River and is a key component of the area's transportation network.

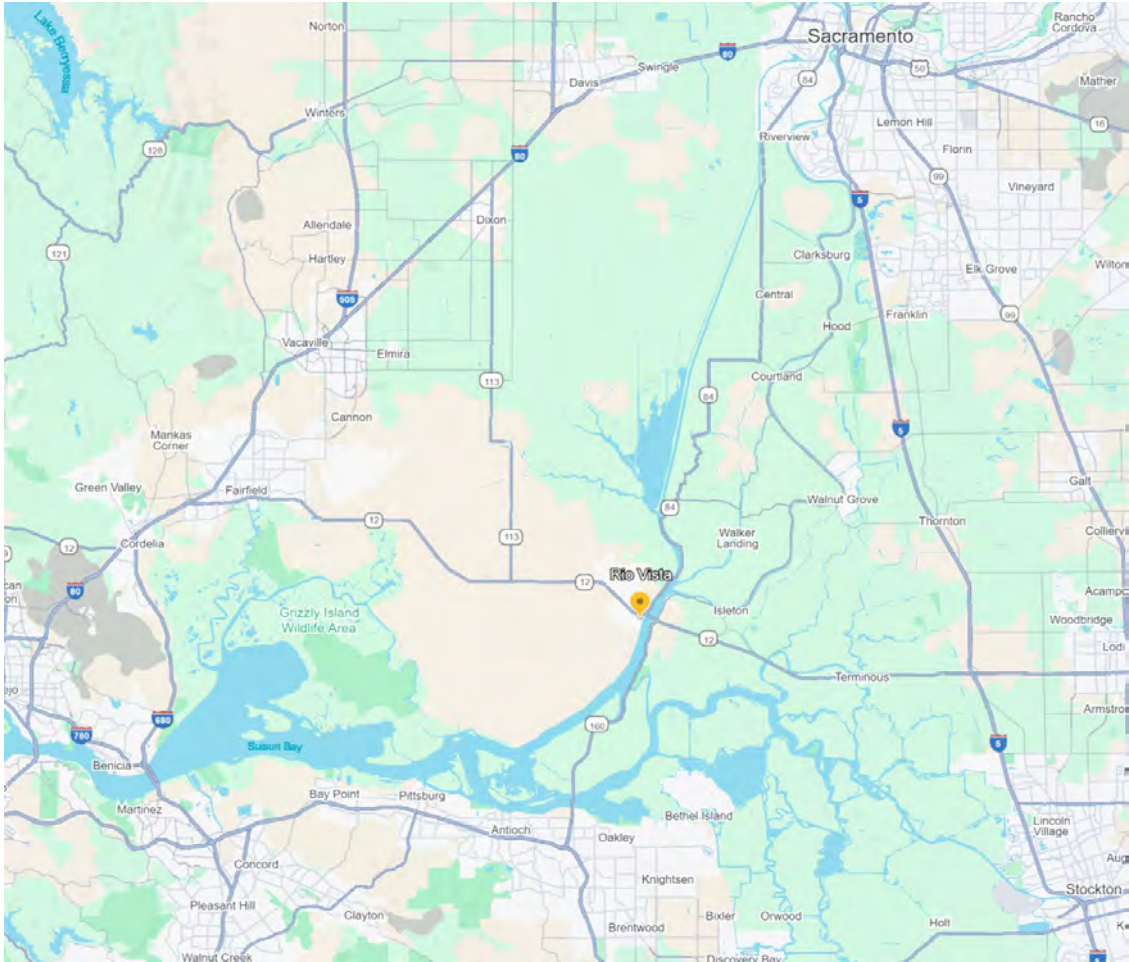


Figure 2. Location Map

The geographic landscape around Rio Vista is marked by both natural and man-made landmarks. The Sacramento River Delta is a defining feature of the area surrounding Rio Vista. This expansive network of waterways and fertile lands is crucial for agriculture, recreation, and wildlife habitats. The delta region is characterized by its flat, expansive terrain.

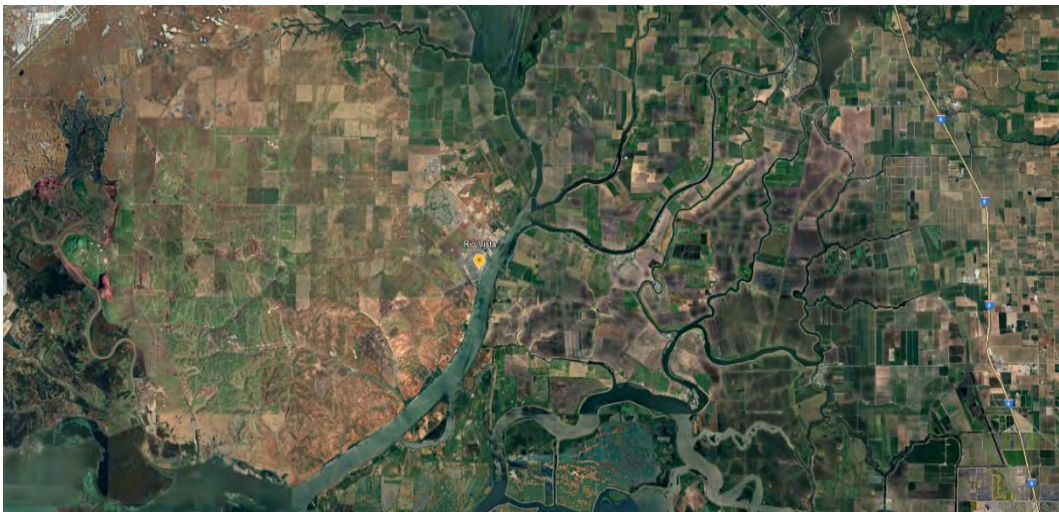


Figure 3. Google Earth Map of Geographic Landscape Around Rio Vista

Known as "the Gateway to the Delta," Rio Vista offers a unique blend of scenic views, outdoor activities, and rural charm.

Climate

Rio Vista experiences a Mediterranean climate, characterized by hot, dry summers and mild, wet winters. The average summer temperatures range from the mid-80s to low 90s Fahrenheit, while winter temperatures are mild, averaging in the 40s and 50s. The city rarely experiences extreme temperatures, with lows seldom dropping below 31°F. The temperature remains moderate throughout the year, making it conducive to outdoor activities year-round, enhancing the quality of life for residents, and making it an attractive place to visit.



Housing and Cost of Living

Housing in Rio Vista is predominantly composed of single-family homes, with most residents owning their propertiesⁱ. Rio Vista is considered one of the most affordable places to buy a new home in the San Francisco Bay Areaⁱⁱⁱ. The cost of living is relatively moderate compared to larger Californian



cities, making it an appealing option for those seeking affordability without sacrificing quality.

The largest housing division in Rio Vista is Trilogy, a 55+ active adult community with 3,000 homes, accounting for more than 50% of the 5,585 housing units in Rio Vista. Two additional sub-divisions are under development:

- 1) Summit at Liberty, another 55+ active adult community, is under construction with homes for sale. Liberty will consist of roughly 855 homes; and
- 2) The Riverwalk subdivision will start construction of its planned 800 homes soon.



Community, Culture, Amenities, and Activities

Rio Vista boasts a tight-knit community where residents often describe the town as friendly and welcoming. The local culture is enriched by community events and festivals that celebrate the town's heritage and foster a sense of belonging among residents. Residents are invested in their community as reflected by the all-volunteer grassroots non-profit Rio Vision which was founded to build, revitalize, energize and beautify the Rio Vista community.



The town is home to several parks and green spaces, providing ample opportunities for outdoor recreation. The proximity to the Sacramento River allows for activities such as fishing, boating, jet skiing, and hiking, catering to nature enthusiasts and adventure seekers alike.



Amenities

Rio Vista offers a variety of dining options, ranging from local eateries to fast food restaurants. The town's shopping scene includes quaint boutiques and essential services, ensuring residents have access to necessary amenities without the need to travel far. There is one grocery store, Lira's Supermarket, centrally located between SR 12 and Main Street.

Major medical facilities Kaiser, North Bay, Sutter, and David Grant are located in neighboring towns approximately 30-45 minutes away.

Recently, North Bay Health Care announced plans to build a health clinic in Rio Vista with plans to open in early 2025.

Walkable and Bikeable

According to WalkScore.com, Rio Vista is considered “very walkable” with a walkability score of 73, meaning that most errands can be accomplished on foot in the downtown area^{iv}. Walking from communities outside the downtown area into town is much more challenging. For instance, Trilogy the largest subdivision in Rio Vista, is located off of SR 12. Walking from Trilogy to downtown is challenging due to the relatively heavy traffic on SR 12, and lack of sidewalks.

The Bike Score for Rio Vista is 50, indicating that Rio Vista has some bike infrastructure in place, although more is needed to make Rio Vista a bikeable community^v. The Bike Score measures whether an area is good for biking based on bike lanes and trails, hills, road connectivity, destinations, and the number of bike commuters.



Economy

The economy of Rio Vista is driven primarily by agriculture, tourism, recreation, renewable energy, fishing and maritime activities. These industries, combined with efforts to enhance economic development, are central to Rio Vista's economic landscape.



Demographics

Understanding the demographics of Rio Vista is crucial for several reasons. It aids in community planning, helps allocate resources effectively, and informs policy-making. Demographic analysis provides insights into the population's needs, which is essential for developing targeted services and infrastructure.

Population Overview

Rio Vista has a population of approximately 10,074 residents (2020 U.S. Census). This figure reflects a slight increase from previous U.S. Census data indicating a stable population trend. Rio Vista's population has shown modest growth. This trend suggests a steady influx of new residents, possibly attracted by the city's peaceful environment and proximity to larger urban centers.

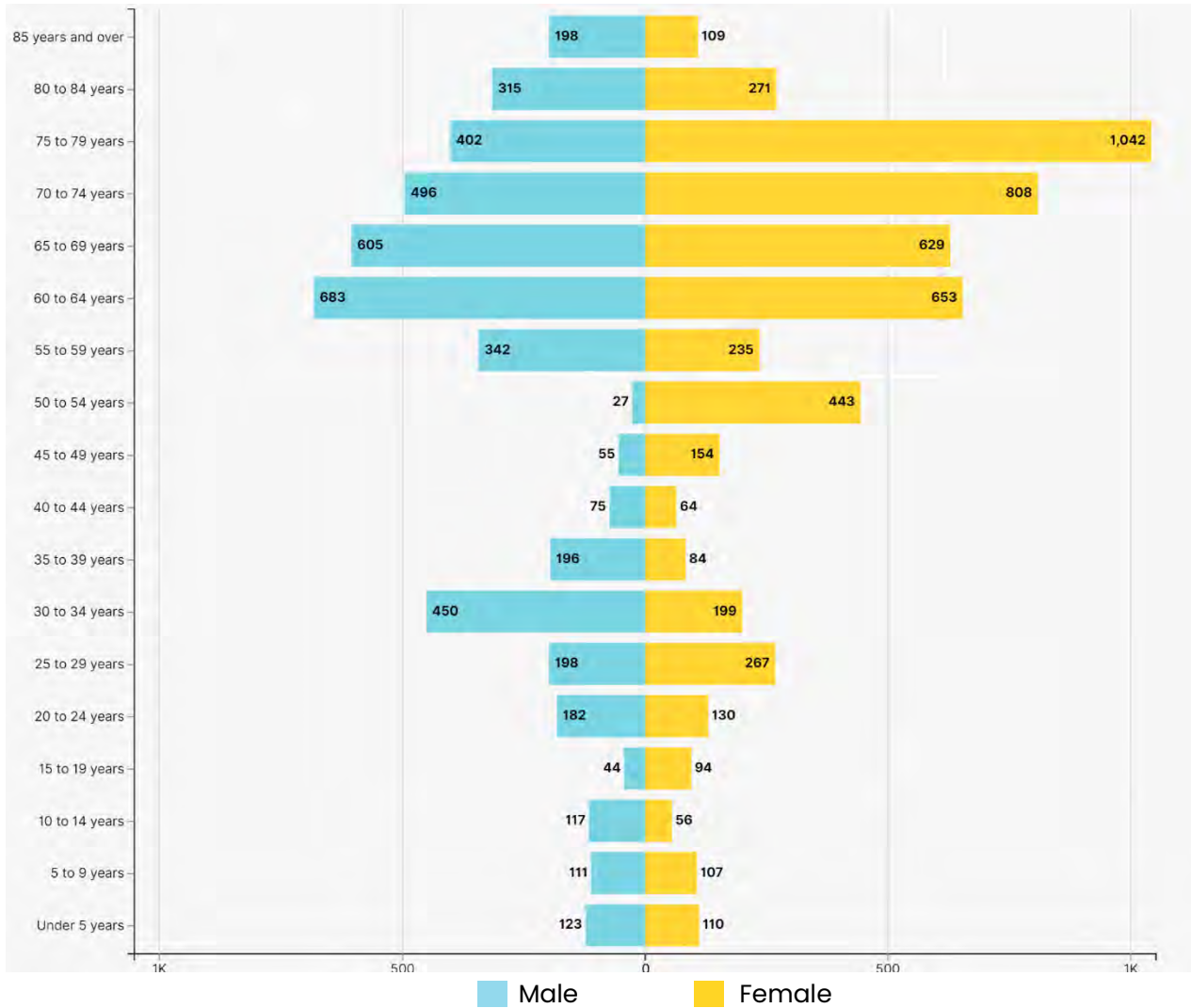
Age and Gender Distribution

The age distribution in Rio Vista is skewed towards older age groups. A significant portion of the population is aged 65 and above (48.4%) reflecting the city's appeal as a retirement destination. Notably, those age 75 and older account for 23% of the population. The median age is particularly high at 64.6 years, compared to California's median age of

38.2 (2022 American Community Survey 5-Year Estimates). This indicates a predominantly older population which is a significant factor in planning for transportation and mobility along with healthcare and other aging related services.

In terms of gender distribution, Rio Vista has a slightly higher percentage of females (54.15%) compared to males (45.85%). This gender imbalance is typical in communities with a higher median age, as women generally have a longer life expectancy.

Figure 4. Rio Vista, Age/Gender Distribution (2022 American Community Survey 5-Year Estimates)



Racial and Ethnic Composition

Rio Vista's racial composition is predominantly White, accounting for approximately 58% of the population. Other racial groups include Black or African American (7%), Asian (6%), American Indian and Alaska Native (1%), Native Hawaiian or Other Pacific Islander (<1%). Ethnically, the city is diverse, with a notable Hispanic population making up 14% of the residents. This diversity enriches the cultural fabric of the community and influences local customs, cuisine, and festivals.

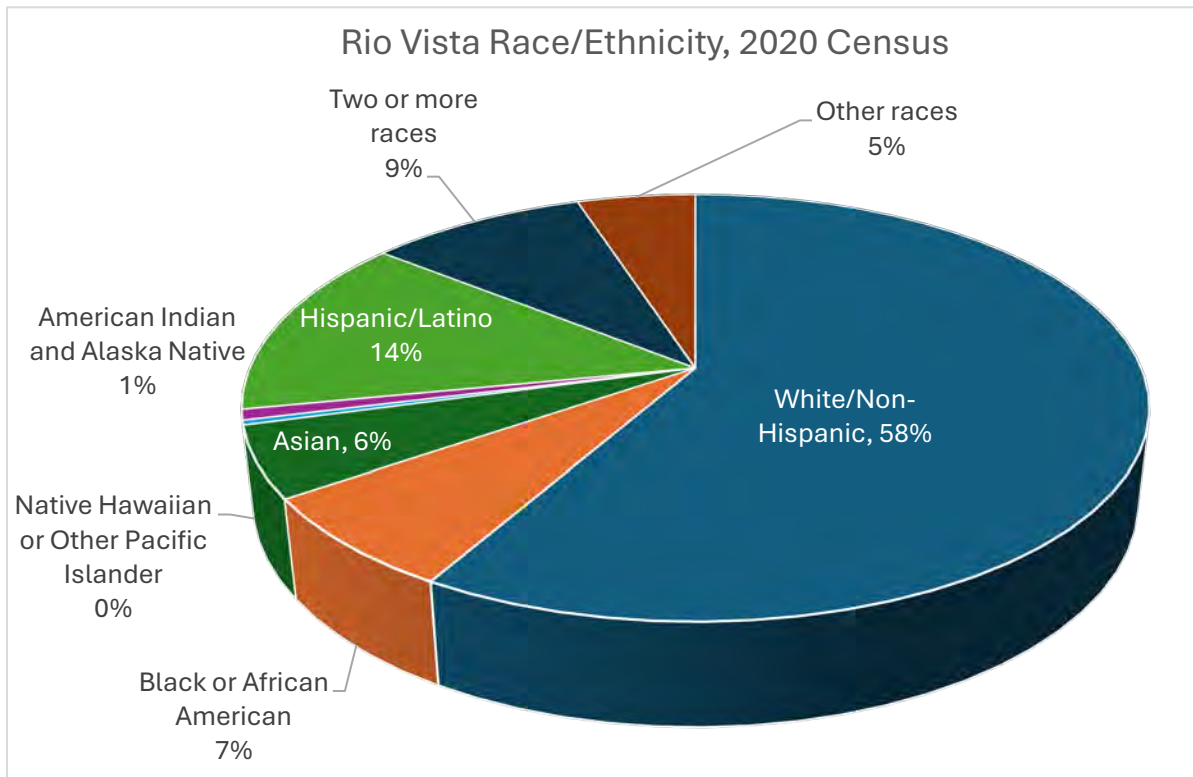


Figure 5. Rio Vista Race/Ethnicity, 2020 Census

Socio-Economic Status

Median Income

The median household income in Rio Vista is approximately \$83,538 (2022 American Community Survey 5-Year Estimates, U.S. Census Bureau). This figure is indicative of a middle-income community, with variations across different demographic groups. The poverty rate in Rio Vista is 9.1%. Of those living in poverty, 27.9% are under 18 years of age, 12.2% ages 18-64, and 3.4% for those 65 and older.

Employment Status

Employment in Rio Vista is characterized by a mix of working, unemployed, and retired individuals. There are approximately 2,400 employed residents, reflecting a significant portion of the population still active in the workforce. However, given the high median age, a substantial number of residents are retired, contributing to the city's economic dynamics.

Education Levels

Educational attainment in Rio Vista shows that 16.6% of the population holds a college degree, while a larger percentage has completed high school.

Disability Status

Percentage of Population with Disabilities

Approximately 26.2% of Rio Vista's population lives with a disability. This high percentage necessitates accessible infrastructure and specialized services to support these residents.

Among those with disabilities, 13.3% have ambulatory difficulties, highlighting the need for mobility aids and accessible public spaces.

Conclusion

Summary of Key Demographic Insights

Rio Vista, California, is characterized by an older, predominantly White population with a significant Hispanic community. The city's socio-economic status reflects a middle-income bracket with a mix of employed, unemployed, and retired residents. The high percentage of older adults and individuals with disabilities underscores the need for inclusive community planning.

Implications for Community Planning and Services

The demographic profile of Rio Vista suggests a need for enhanced transportation and mobility services, healthcare services, aging-friendly infrastructure, and programs that cater to a diverse ethnic population. Understanding these demographics is essential for policymakers and community leaders to ensure the city's growth and development align with the needs of its residents.

Low-Income and Disadvantaged Community

Community Based Transportation Plans (CBTP's) are intended to address transportation needs and challenges in economically disadvantaged, underserved communities^{vi}. The Metropolitan Transportation Commission (MTC) expanded on the definition and developed criteria for identifying "equity priority communities". The criteria include the following thresholds that are most relevant to Rio Vista:

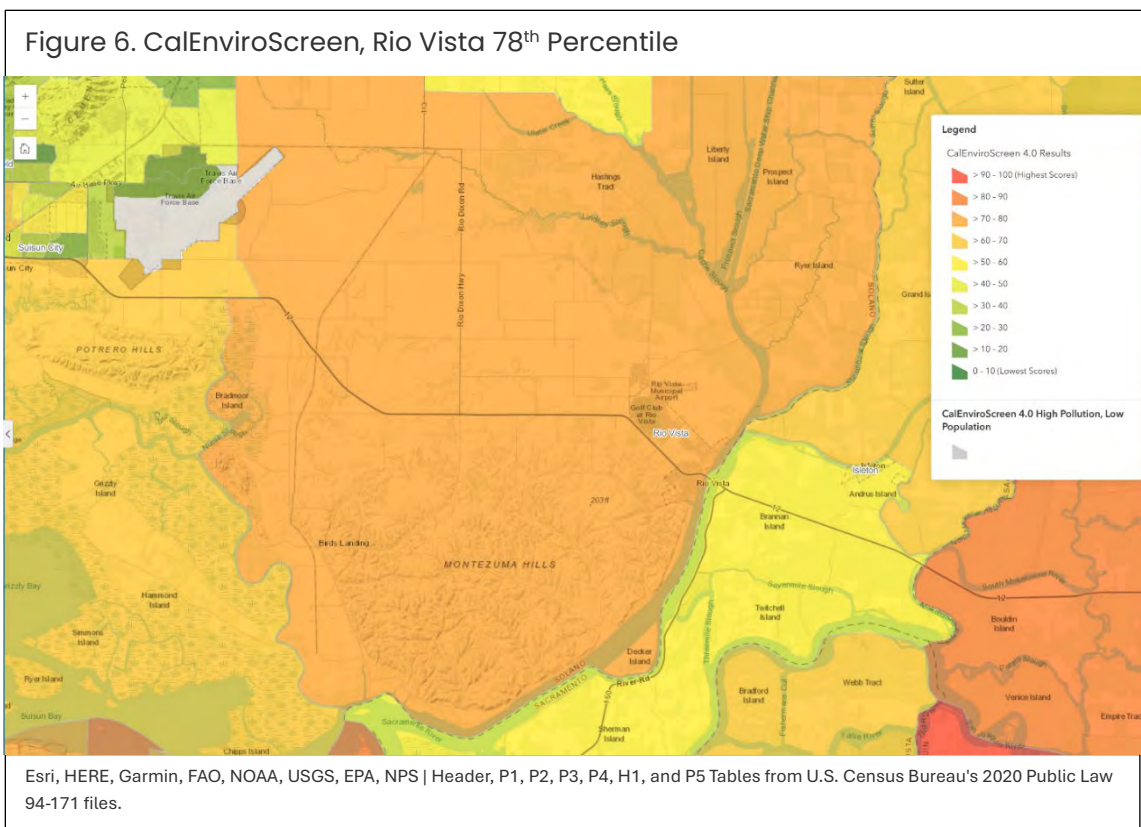
- 1) Over 10% of the population is 75 years and older. There are 2,337 (23%) residents in Rio Vista aged 75 and over^{vii}.

- 2) Greater than 12% of the population has a disability. Person with disabilities in Rio Vista account for 26.2% of the population with 13.3% having ambulatory difficulties^{viii}.
- 3) At least 24% of the population have incomes less than 200% of the federal poverty level (FPL). The U.S. Census shows that 9.1% of population in Rio Vista is at the FPL. Using a different measure of poverty, however, paints a different picture of income needs for residents in Rio Vista. The California Self-Sufficiency Standard (SSS) measures of how much income a family needs to meet its basic needs without public or private assistance. The SSS is an alternative to the federal poverty guideline, which is often an inadequate measure of poverty in places like California and the Bay Area where cost of living is substantially higher than in other parts of the country. The SSS states that a single needs a minimum income of \$57,034 to afford basic needs in the Bay Area^{ix}.

SB 35 Disadvantaged Communities Act

The SB 535 Disadvantaged Communities Act mandates a portion of funds from the state's cap-and-trade program be allocated to projects specifically benefiting "disadvantaged communities," which are areas identified as disproportionately impacted by environmental pollution

and socioeconomic hardship, with the goal of directing investments towards improving public health and quality of life in these communities; essentially prioritizing environmental justice initiatives in heavily burdened areas. The bill identifies specific areas considered "disadvantaged" based on factors like pollution levels, poverty rates, and minority populations, using a tool called CalEnviroScreen developed by the California Environmental Protection Agency (CalEPA). The CalEnviroScreen ranks Rio Vista in the 78th percentile for having high environmental pollution (see Figure 6)^x.



The CalEnviroScreen, taken together with the STA equity guidelines which are designed to identify disadvantaged communities according to a set of criteria applied to census tracts, an area of downtown Rio Vista was identified as a “disadvantaged community” (see Figure 7).

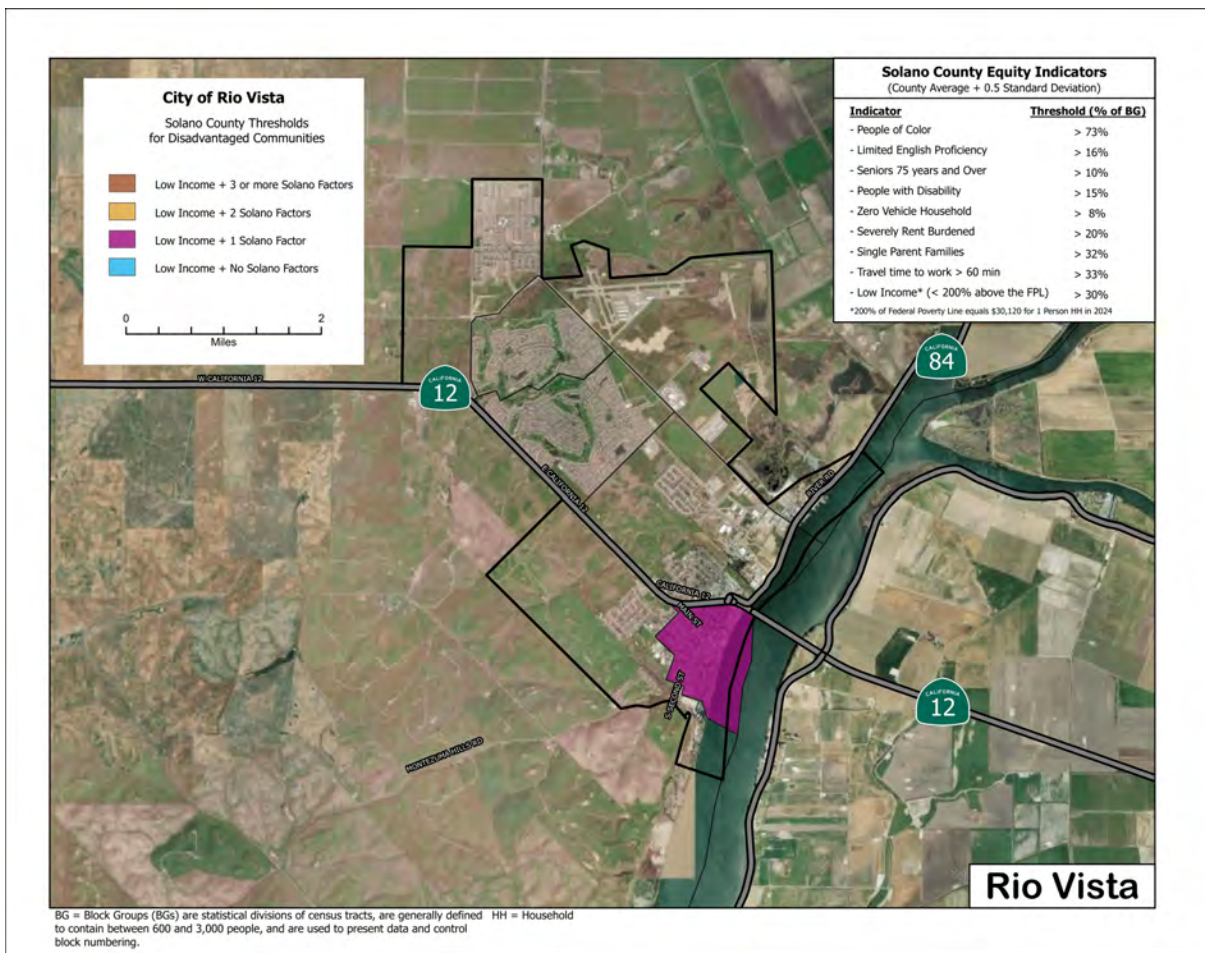


Figure 7. Solano County Thresholds for Disadvantaged Community

Vehicle, Pedestrian, and Bicycle Safety

Vehicle Collisions



The Solano Countywide Local Road Safety Plan (2022) analyzed crash data over a five-year period between January 1, 2016, and December 31, 2020. The data was pulled from the Statewide Integrated Traffic Records System (SWITRS), Transportation Injury Mapping System (TIMS), and the local Crossroads crash database. A heatmap of all the crashes within the Rio Vista boundary shows that more than 50% of all reported crashes occurred along SR 12 (see Figure 8). The downtown area also had a relatively high density of crashes, most of which were low severity crash types.

Between 2016 and 2020, a total of 111 crashes were reported in Rio Vista, three severe injury crashes and two fatalities^{xi}. Of the five fatal and severe crashes, one involved a pedestrian, and one involved a motorcycle. The contextual and behavioral conditions show that one crash involved speeding, two occurred under wet road conditions, four occurred when it was dark, and three at an intersection. Traffic violations were the primary contributing factor in all five fatal/severe crashes. The traffic violations were: driving on the wrong side of the road, driving at an unsafe speed, violating traffic signs and signals,

violation of the pedestrian right of way, and violation of the vehicle right of way.

The collision analysis identified five high crash locations, shown in Table 1. A heat map of all non-interstate crashes within Rio Vista, shown in Figure 8, reveals that the majority of vehicle collisions occur on SR 12.

Table 1. Vehicle Collisions between 2016-2020 by location

LOCATION	TOTAL CRASHES
1. Highway 12 & Virginia Drive	11
2. Highway 12 & Summerset Road	11
3. Waterwood Drive & Summerset Drive	1
4. Church Road & Marks Road	1
5. Highway 12 (CA-12)	70

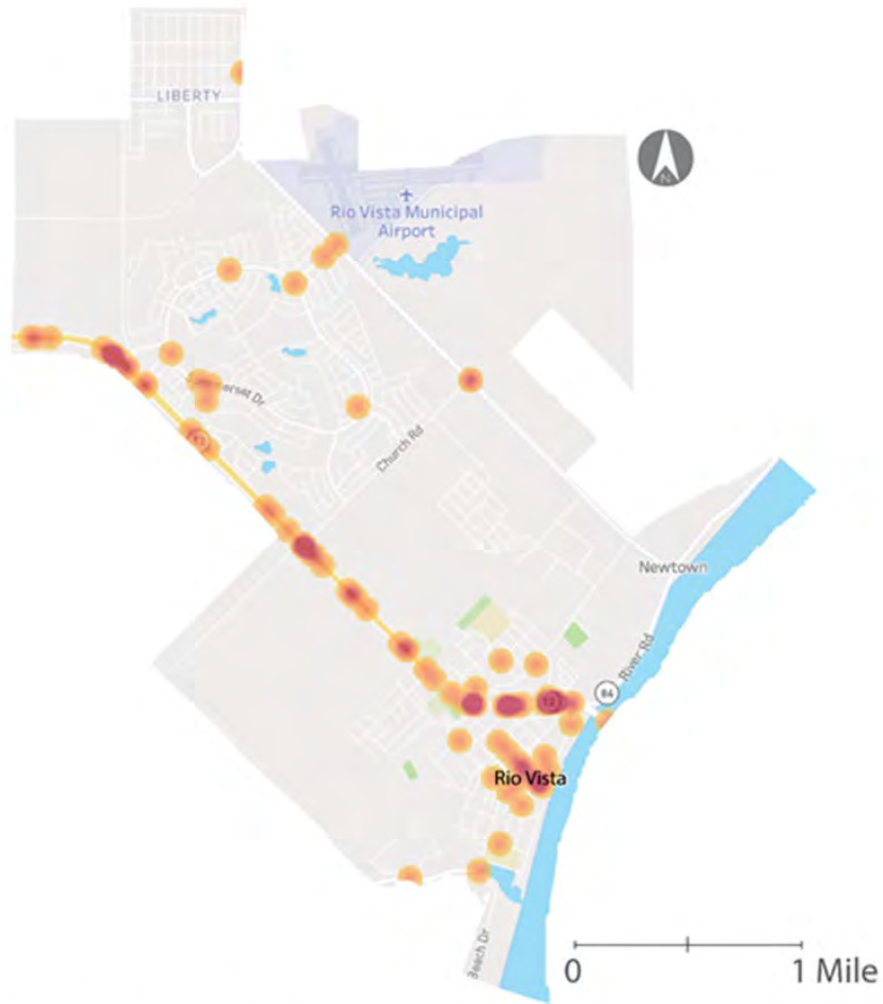


Figure 8. Heat map of all non-interstate crashes within Rio Vista

Pedestrian and Bicycle Safety

Pedestrian and bicycle collisions in Rio Vista between 2012 and 2017 were analyzed for the Solano County Active Transportation Plan. The collision data was retrieved from the Statewide Integrated Traffic Records System (SWITRS). During this period, there were two pedestrian collisions and no bicycle collisions.

Transit Services

Rio Vista Delta Breeze

The City of Rio Vista initiated public transit service in July 1980 under the Rio Vista Transit banner by providing weekday demand-response service open to the general public. In January 2006, Rio Vista Transit evolved into Rio Vista Delta Breeze, a deviated fixed-route service. In an effort to address low ridership and high operating costs, in January 2007, the City reduced the level of transit service to a modest “lifeline” operation while converting its local deviated fixed-route service (Rio Vista/Isleton City Circulator) to a general public dial-a-ride service and eliminating the Rio Vista Vanpool program and the Delta Breeze Senior Shuttle. Since then, the City has continued to adjust services to ensure productive routes are maintained and operating revenues and expenses are kept in balance.



Service Area

In meeting the service objectives outlined by the City, the current Rio Vista Delta Breeze transportation network offers dial-a-ride service within the city limits, Isleton, and the resort communities along



Highway 160 that connects the two cities. This service is offered Monday–Friday 9:30 am until 1:30 pm and again from 2:00 pm until 4:30 pm. The Rio Vista Delta Breeze also provides deviated fixed route service into the Fairfield and Suisun City service area to connect Rio Vista residents to nearby medical facilities, the Solano County Government Center, and shopping centers. Figure 9 shows a map of service area.



Figure 9: Map of Transit Service Area

Regional Transit Services

Additional transit providers include:



Amtrak offers high-speed intercity passenger rail service. There are two train stations in Solano County, the Suisun Train Depot in Suisun and the Fairfield-Vacaville Hannigan (FFV) station. Both stations connect to the Capital Corridor reaching from San Jose to the south and Auburn in the north. The Martinex and Sacramento train stations can be accessed through the capital corridor and offer additional routes connecting to the central valley all the way to Bakersfield.

The Antioch-Pittsburg station is an unstaffed Amtrak station in Antioch, California and is the closest station to Pittsburg, California. It is served by San Joaquin trains operating between Oakland and Bakersfield.



The Bay Area Rapid Transit (BART) is a public transit system that connects the San Francisco Peninsula to the East and South Bay. It's a heavy-rail system that operates in five counties, with 50 stations and 131 miles

of track. BART is a key part of the Bay Area's public transit system. BART has a station located in Antioch and a Pittsburg/Bay Point station.



The Fairfield Transit provides local transit service in the Solano County city of Fairfield (which consists of the Travis Airforce Base and the Cordelia Village Area).



SolTrans provides local bus service to the Solano County cities of Vallejo and Benicia.



Solano Express is managed by the Solano Transportation Authority and operated by SolTrans through an operating agreement. Solano Express provides express intercity bus service throughout Solano County. Solano Express offers high-frequency peak service during morning and evening commute hours, and routes that serve BART, San Francisco Bay Ferry, and Amtrak. Routes are operated by Solano County Transit (SolTrans).



Suisun Microtransit was established in January 2022 after a CBTP was conducted. Suisun Microtransit provides fixed route and dial-a-ride service within the cities of Suisun City and Fairfield.



Vine Transit is Napa Valley's bus service, providing local fixed-route and on-demand services, community shuttles, paratransit service, and regional express bus service to BART, Amtrak, and the San Francisco Bay Ferry in Vallejo. Route 21, the Napa-Solano Express connects the Fairfield Transportation Center to Napa Valley College, and the Soscot Gateway Transit Center where one can connect to other routes offered by the VINE.

Solano Mobility Programs and Services



Established in 2014, Solano Mobility is a key initiative that emerged from community feedback during two mobility summits in 2009, and the subsequent completion of the Solano Transportation Study for Seniors and People with Disabilities in 2011. Mobility Management was identified as a priority strategy in this study to address transportation challenges in Solano County. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously approved the Solano County Mobility Management Plan, which launched four priority initiatives: the Countywide In-Person ADA Eligibility and Certification Program, Travel Training, Senior Driver Safety Information, and the Solano Mobility One Stop Call Center.

This report provides a comprehensive overview of the programs offered under Solano Mobility, each aimed at enhancing transportation accessibility and mobility options for Solano County residents. These services are offered at either reduced cost, low-cost or free of charge, reflecting the program's commitment to inclusivity and accessibility.

Currently there are 16 Countywide Solano Mobility Programs.

Solano Mobility One Stop Call Center

The Solano Mobility One Stop Call Center serves as a centralized resource hub, catering to the diverse transportation needs of Solano County residents.

Staffed by knowledgeable professionals, the call center provides assistance through transit trip planning, enrollment in mobility programs, and guidance on navigating the Bay Area transit network. Residents can access these services by calling (800) 535-6883 between 8:00 A.M. and 5:00 P.M. on weekdays or by visiting the center in person for tailored assistance.



Solano Mobility Programs for Older Adults, People with Disabilities and Veterans

Travel Training Program

The Travel Training Program is designed to educate Solano County residents on effectively using public transportation, fostering independence and confidence. The program offers multiple formats to meet a range of needs:

1. Personalized one-on-one training.
2. Classroom-style group presentations covering schedules, fare payment options, and mobility programs.
3. Practical learning experiences through field trips with friends.
4. Instructional videos are available on the Solano Mobility website.



ADA In-Person Eligibility Program

The ADA In-Person Eligibility Program evaluates individuals with cognitive or physical disabilities who are unable to use fixed-route public transit. Those who are certified through this program gain access to curb-to-curb paratransit and reduced taxi programs, significantly improving accessibility for individuals with mobility challenges.



Intercity Taxi Card Program

ADA-certified individuals can benefit from reduced-fare intercity taxi trips within Solano County through a prepaid debit card. This program allows eligible users to purchase \$100 worth of taxi fare for \$40 (\$20 for low-income individuals), providing an affordable transportation option for travel between cities in Solano County.



Solano Older Adults Medical Trip Concierge Service

The Solano Older Adults Medical Trip Concierge Service is designed for residents aged 60 and over, as well as ADA-certified individuals. This program offers up to 30 subsidized one-way trips per month for medical and essential appointments within the county, using Uber or Lyft through the GoGo Grandparent service. Residents of Rio Vista also benefit from transportation to and from three Antioch medical facilities, with wheelchair-accessible vehicles available when needed.



Veterans Mobility Program

The Veterans Mobility Program provides subsidized rides for veterans and surviving spouses of any age to medical appointments in Solano County and three locations in Contra Costa County. This service ensures that veterans have access to essential healthcare, supporting their overall well-being.



Vehicle Share Program

The Solano Transportation Authority has two wheelchair accessible vans for the Vehicle Share Program. This program allows the vehicles to be shared amongst multiple non-profits organizations that provide services for older adults and people with disabilities in Solano County



Programs for Rio Vista Commuters and Court Participants

Solano Mobility plays a vital role in enhancing transportation options for Solano County residents and employees through a wide range of commuter programs. These initiatives, administered through the Solano Mobility Call Center, support alternative commuting methods while offering incentives and subsidies to encourage participation

Bucks for Bikes (B4B)

The Bucks for Bikes program was implemented in 2003 to encourage Solano County residents to bike to work for all or a portion of their commute. Approved applicants can receive reimbursement for 60% of the cost of a new commuter bike and helmet up to \$300. Riders are encouraged to log their trips on the Commute Solano (Rideamigos) platform to earn additional incentives.

Commute Solano (Rideamigos) Online Platform

The website platform provides access to Solano Mobility commuter programs, rideshare matching, trip planning and e-incentives for alternative commutes. Commuters can connect with other employees in their networks. Platform users can log alternative transportation modes such as transit, ridesharing, active transportation, and teleworking to earn points and receive gift cards as a Commute Reward.

Equitable Access to Justice

In partnership with the Solano Superior Courts, the Equitable Access to Justice pilot program eliminates transportation as a barrier to court participation by providing 100% subsidized rides to court appointments for jurors and collaborative court participants.

First/Last Mile (FLM)

The First/Last Mile program provides 60% off subsidized Lyft rides (up to a maximum of \$20 per ride) to and from 12 Solano County transit hubs (Amtrak stations and Solano Express fixed stops) for Solano County employees and residents who have trouble connecting to transit for their work commute. For employees and residents who qualify for the low-income subsidy receive 80% of the cost of their ride, up to \$20.

Guaranteed Ride Home (GRH)

The Guaranteed Ride Home (GRH) Program supports Solano County residents and employees who commute by reimbursing the cost of a ride home (up to \$100) if an unexpected emergency arises. Program participants may use taxi, Uber, or Lyft for their ride home. To participate in the program, commuters must live or work in Solano County.

Participants who commute into Solano County for employment must live within 100 miles of Solano County. Participants can use the program no more than three times per calendar month, and no more than six times during a calendar year. All Commute Solano members are registered for the program.

Solano Express Guaranteed Ride (GR)

The Guaranteed Ride program was initiated in September 2022, to increase equity and accessibility for those who are not able to afford to pay for their ride and wait for reimbursement. The Guaranteed Ride program provides an Uber Voucher option for Solano Express riders with a route canceled. Riders must register for the program at Commute Solano to receive an Uber Voucher valid for 4 rides each month.

Solano Express 2-for-1 Incentive

To encourage new ridership on the Solano Express bus lines, the STA initiated a 2-for-1 incentive in October 2021. Anyone working or living in Solano County is eligible to receive a Clipper Card valued at \$125 with the purchase of a monthly Solano Express pass.

Solano Mobility Express Vanpool Pilot Program

This pilot program provides a replacement option for Solano Express Blue Line riders traveling between Vacaville, Dixon, and Sacramento during commute hours. 4 vans travel to and from Sacramento each day. The introductory rate is \$50/month. Solano Express Blue Line riders transfer for free.

Vanpool Program (VP)

STA's Solano Mobility provides a \$200 per month subsidy for two years to new, qualifying, traditional vanpools through Commute with Enterprise. This subsidy adds to the Metropolitan Transportation Commission's (MTC's) \$500 subsidy for a total of \$700 per month to help offset the cost of new vanpools.

Employer Program

To consolidate Solano Mobility commuter programs and services, the Employer Program was created in October 2017. The Program informs Solano County employers about the benefits and services available to assist their employees with their commutes. The Solano EDC continues to partner with Solano Mobility to promote STA's commuter benefits via direct mail, social media and in person events.



Findings

Overview

The Rio Vista Community Based Transportation Plan (CBTP) is a strategic initiative aimed at enhancing mobility and transportation options for the residents of Rio Vista, California. This plan is particularly significant for the community as it seeks to address existing transportation challenges, improve accessibility, and promote

sustainable transit solutions. By engaging with residents and stakeholders throughout the CBTP process, the CBTP aims to create a comprehensive framework that reflects the community's needs and priorities.

The development of the Rio Vista CBTP involved a robust data collection process. This included quantitative methods such as surveys and demographic analysis, as well as qualitative approaches like focus groups and interviews. The goal was to gather a thorough understanding of the current transportation landscape and identify areas for improvement.

The demographic analysis revealed significant economic and age-related factors in Rio Vista. Certain areas, particularly those with higher concentrations of low-income residents, faced greater transportation challenges. For example, of the CBTP study respondents with low to very-low incomes, 47% said it was difficult to get to grocery stores, and 46% of them had trouble getting to medical destinations. Similarly, 67% of those aged 65 years old and older stated that it was difficult to get to grocery stores, and 73% of them had trouble getting to medical destinations. These insights underscore the need for targeted interventions to ensure equitable access to transportation services across all demographic groups.

The following presents a summary of the community identified transportation gaps and challenges.

Key Findings

Transportation Challenges Identified

The CBTP identified several transportation challenges within Rio Vista. These included limited public transit options, inadequate infrastructure and facilities for pedestrians and cyclists, and insufficient connectivity between Rio Vista and other destinations outside of the city. The lack of reliable transportation options was particularly pronounced for low-income residents, who often rely on public transit for their daily commutes, and for older adults whose mobility may be impacted by age related conditions. A high-level summary of the transportation challenges is provided in Table 2.

Table 2. Summary of Transportation Challenges

SPATIAL TRANSIT CHALLENGES	
Description	Spatial Challenges in Rio Vista
Spatial challenges relate to the physical layout and geographical distribution of a community, city or region that make it difficult to operate an efficient public transportation system.	<ul style="list-style-type: none"> • Bus doesn't go where I want to go. • Connections are difficult. • Insufficient bus shelters and amenities (e.g., benches, shelter, lighting, signage, cleanliness)

TEMPORAL TRANSIT CHALLENGES	
Description	Temporal Challenges in Rio Vista
Temporal challenges relate to time-based aspects of public transportation.	<ul style="list-style-type: none"> • Lack of early morning service • Lack of evening service • Lack of service on weekends • Connections are difficult

INFORMATIONAL CHALLENGES	
Description	Informational Challenges in Rio Vista
Informational challenges pertain to how residents become aware of transportation options, understand what options apply to them, and know how to access services.	<ul style="list-style-type: none"> • Residents unaware of where to access information regarding Delta Breeze schedules and routes. • Residents unaware of Mobility programs and options.

PEDESTRIAN CHALLENGES	
Description	Pedestrian Challenges in Rio Vista
Pedestrian challenges have to do with anything related to the safe walkability of the community and includes the pedestrian facilities, network, and infrastructure.	<ul style="list-style-type: none"> • Pavement quality, obstacles, broken paving • Lack of sidewalks • Pedestrian safety

BICYCLING CHALLENGES	
Description	Pedestrian Challenges in Rio Vista
Bicycling challenges have to do with anything related to the safe bike-ability of the community and includes bicycle facilities, network, and infrastructure.	<ul style="list-style-type: none"> • Lack of bicycle paths • Limited bike infrastructure • Pavement quality, obstacles, broken paving • Safety

PRIVATE TRANSPORTATION AND RIDE-HAILING SERVICES	
DESCRIPTION	Challenges in Rio Vista
Challenges related to Private Transportation (e.g., taxi's, car services) and ride-hailing services (e.g., Uber, Lyft), also known as Transportation Network Companies (TNCS), include availability, accessibility, cost, and safety.	<ul style="list-style-type: none"> • No Taxi service available • Insufficient drivers for Uber/Lyft • Scheduling confusion with GoGo Grandparent and local driver availability.



Specific findings include how residents get around, where they want to go, destinations that are difficult to reach, the transit system, pedestrian and bicycling issues, and streets and roads.

How Residents Get Around

According to the findings, a significant portion of Rio Vista's adult population, approximately 88%, relies on driving as their primary mode of transportation. This preference for personal vehicles underscores the need for efficient road networks and parking availability.

Walking is the second most popular way people get around, with 18% of residents choosing to travel on foot. This highlights the importance of pedestrian-friendly infrastructure, such as well-maintained sidewalks and safe crosswalks, to ensure the safety and convenience of those who prefer walking, and to encourage more residents to walk.

Bicycling is another, albeit less common means of transportation, with 7% of residents opting for this eco-friendly option. The presence of dedicated bike lanes and secure bike parking can encourage more residents to consider cycling as a viable alternative to driving.

For those who do not drive themselves, 9% of residents rely on others for a ride, while 4% participate in carpooling or getting a ride. These shared transportation methods emphasize the community's supportive spirit

and the potential for reducing traffic congestion and minimizing environmental impact.

Public transportation options, though less utilized, are available to residents. The Delta Breeze transit service, which operates a fleet of buses and a van, serves 3% of the population. Additionally, ride-hailing services like Lyft and Uber account for another 3% of transportation usage. These services provide essential connectivity for those without access to personal vehicles or who prefer not to drive.

Figure 10 shows the Means of Transportation (n=number of responses).

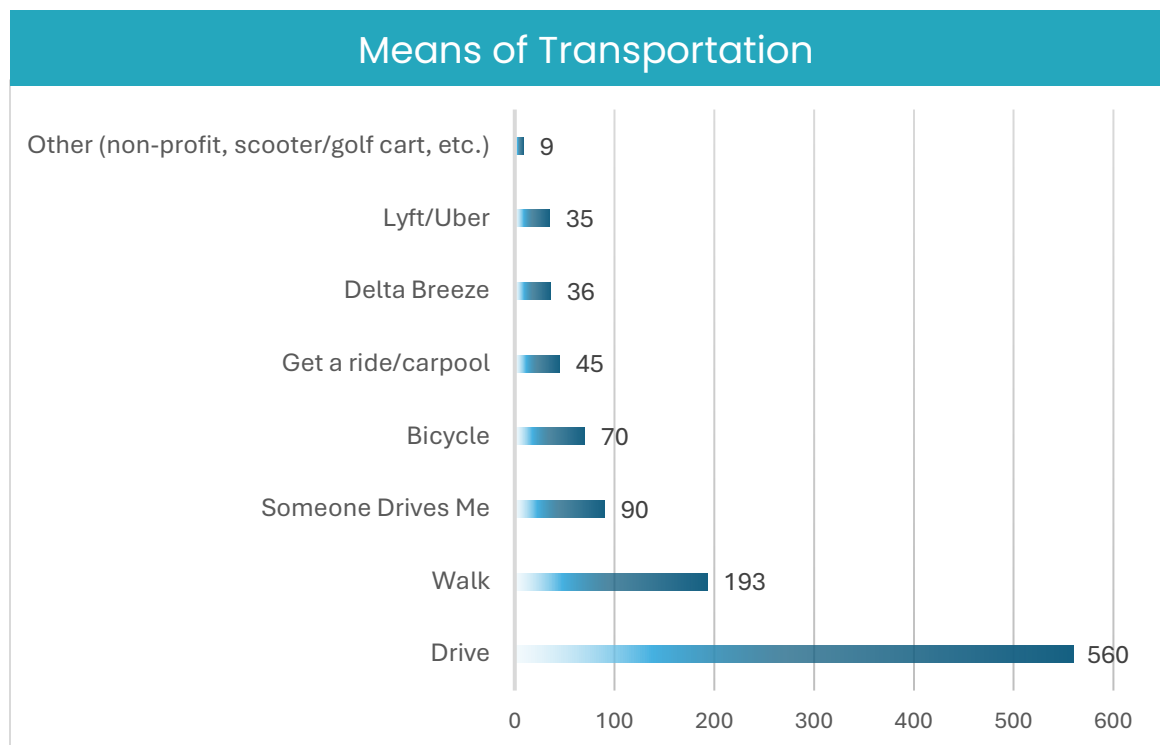


Figure 10. Means of Transportation

* n=641

Destinations Difficult to Reach

Reaching certain destinations for residents in Rio Vista can be challenging. Medical facilities, grocery stores, and jobs are notably difficult to access (See Figure 11. Destinations Difficult to Reach). Public transportation options using Delta Breeze Routes 50, 52, and 54 connect Rio Vista to Fairfield, Suisun City, and the Pittsburg/Bay Point BART but the frequency of these services is limited. Upon request and with advanced reservations, residents can reach Antioch, Isleton, and alternative stops in Fairfield and Suisun (e.g., the Suisun Train Depot, Wal-Mart and destinations such as North Bay, Kaiser and Sutter) via deviated route options. Accessing parks, recreation, and other Bay Area locations such as Martinez, Berkeley, Oakland, and San Francisco require careful planning and may involve multiple transfers due to limited transit options and connectivity challenges.

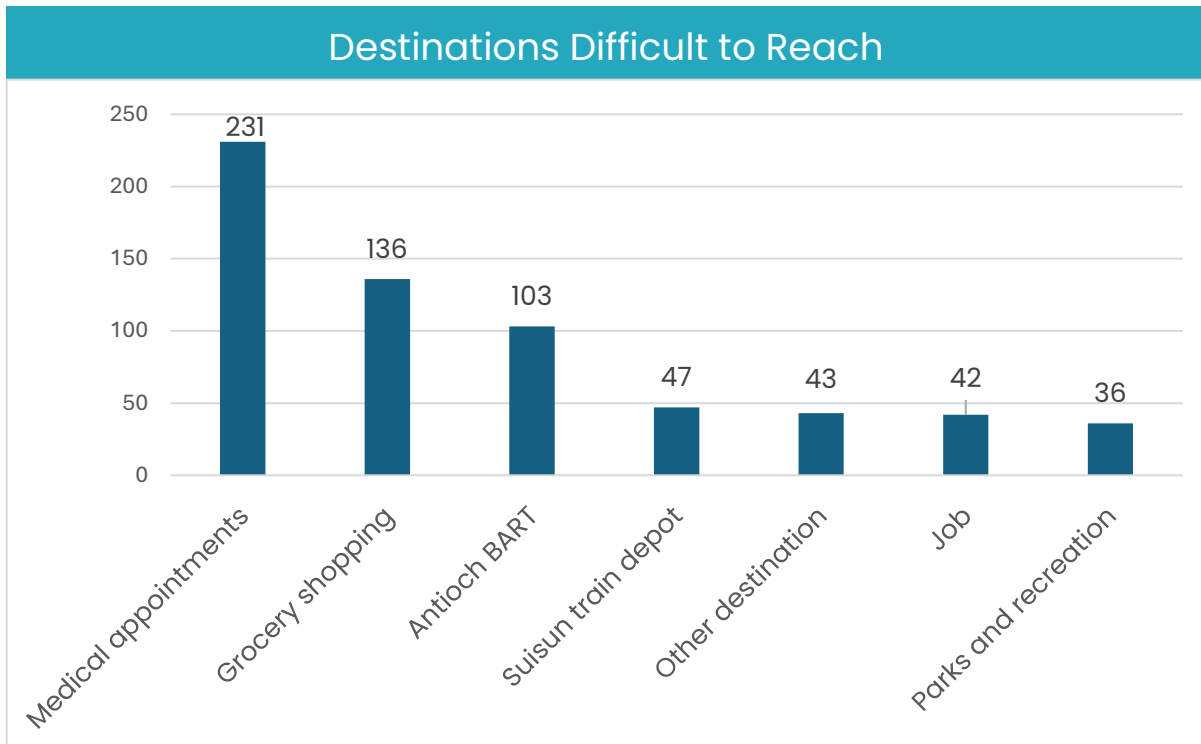


Figure 11. Destinations Difficult to Reach

n=632

One of the primary destinations that residents find difficult to access is medical facilities. The lack of direct and efficient transportation options to hospitals and clinics poses a significant barrier, particularly for those who rely on public transit or have mobility issues. This challenge is compounded by the limited availability of paratransit services to these destinations, which are crucial for individuals with disabilities or those who cannot drive. The medical destinations that are most difficult to reach are in the cities of Vacaville, Fairfield and Antioch (see Figure 12. Medical Destinations by City).

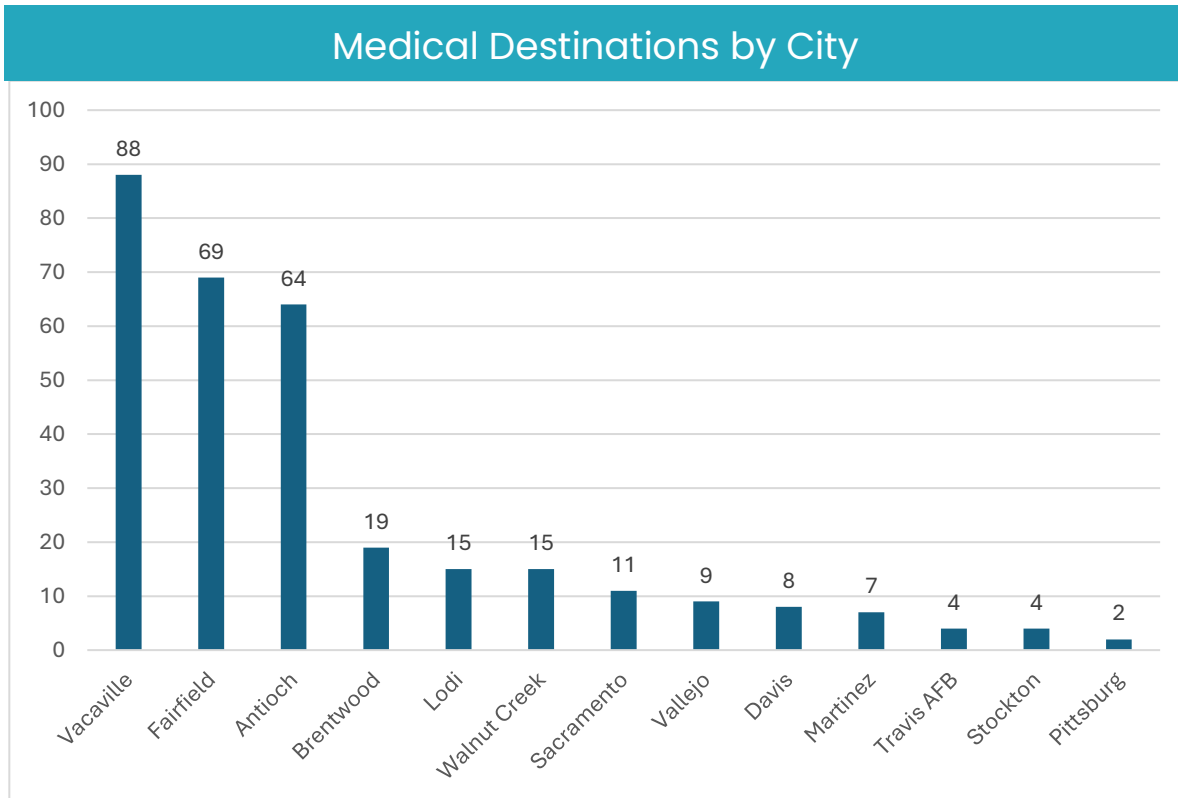


Figure 12. Medical Destinations by City

n=315

The majority of residents (75%) find it difficult getting to Kaiser Permanente. Kaiser has medical facilities in Fairfield and in Vacaville. Residents identified Sutter as the second most difficult medical destination to reach. Sutter has medical facilities in Fairfield, Vacaville, and Vallejo. The third most difficult medical destination to reach was Veteran's Affairs (VA) medical facilities. Specific VAs were identified such as David Grant USAF Medical Center at Travis Airforce Base in Fairfield, the VA on Mare Island in Vallejo, the Martinez VA Medical

Center, Palo Alto VA Medical Center–Livermore, and the VA in San Francisco (See Figure 13). The need to reach VA medical facilities is not surprising given the fact that Rio Vista has the highest concentration of veterans, at 12% of the population, compared to other cities in Solano County.

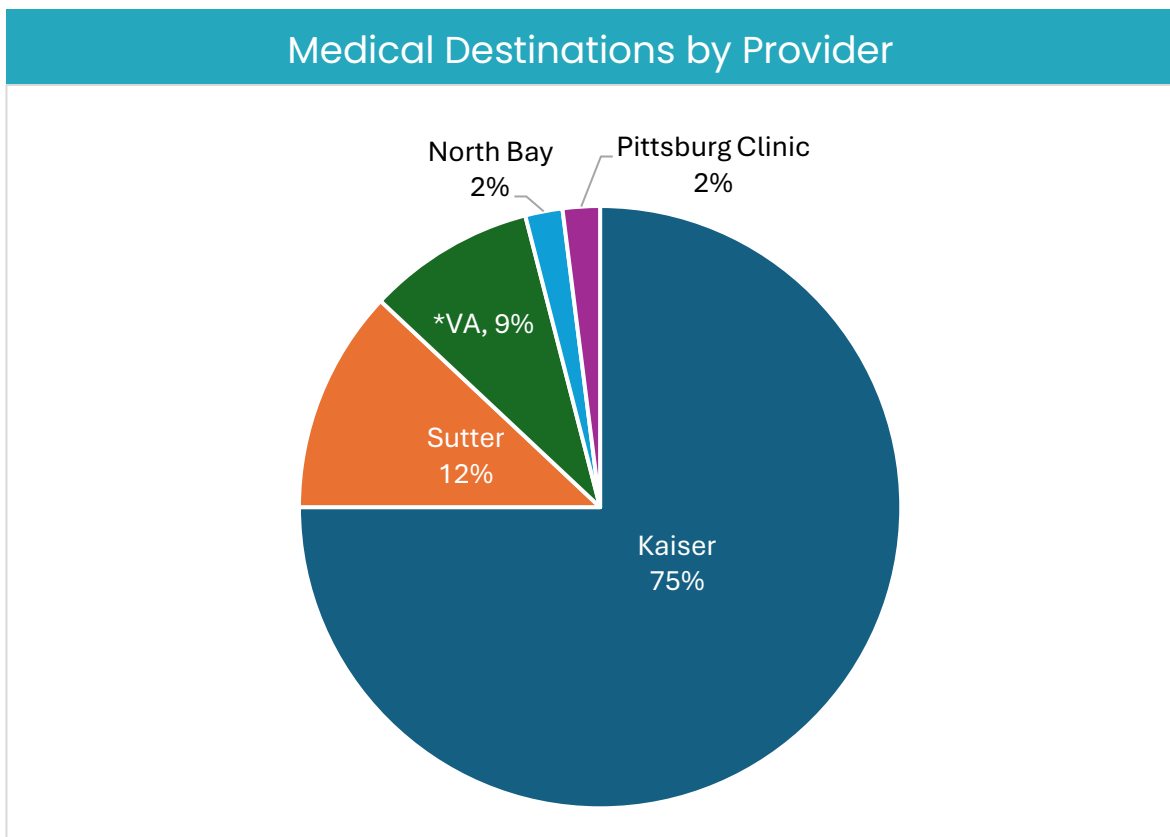


Figure 13. Medical Destinations by Provider

n=100

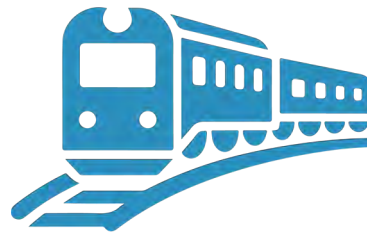
Commercial areas and shopping centers also present accessibility challenges. Many residents find it difficult to reach these destinations due to the limited public transit options and the geographical layout of

the city, which is bisected by Highway 12. This highway not only disrupts local traffic flow but also creates a physical barrier that complicates travel within the city. Liras in Rio Vista, Walmart in Suisun, and Costco were noted destinations that proved challenging to reach.

Another area of concern is the accessibility of educational institutions. Schools in and around Rio Vista are not easily reachable for students who do not have access to private vehicles. The absence of comprehensive public transportation routes and the lack of safe pedestrian pathways further exacerbate this issue.

Transit Issues

One of the defining features of Rio Vista is its remote location compared to other cities in Solano County. The rural environment and small-town charm make it an enticing place to live but also challenging to get to places outside of the city without a vehicle. Cities that are spread out with low density development and small population sizes, like Rio Vista, present unique challenges for transit agencies making it difficult to effectively provide public transportation services for residents. The rural, remote location of Rio Vista exacerbates this issue further limiting access to transit options for



many people and complicating route planning for transportation providers who must work within a restricted budget.

These spatial issues, such as when residential, commercial, medical, and employment areas are not located close together, make it challenging to design transit routes that efficiently serve multiple people and destinations. The result is connectivity issues between different transit lines or modes of transportation, forcing passengers to make multiple transfers or rely on other forms of transportation to reach their destination. Spatial challenges can lead to reduced ridership, particularly if it inconveniences passengers or takes too long for people to reach their destinations. This means people rely on personal vehicles to get where they want to go, adding to traffic congestion and prolonged travel time.

Spatial limitations can create temporal transit challenges, that is, time-based aspects of public transportation. Inconsistent travel times due to factors like traffic

congestion, schedule variations, peak hour crowding, and the lack of service frequency during off-peak hours can significantly impact the



reliability and accessibility of transit options for users depending on the time of day they travel, among other factors.

Rio Vista Delta Breeze

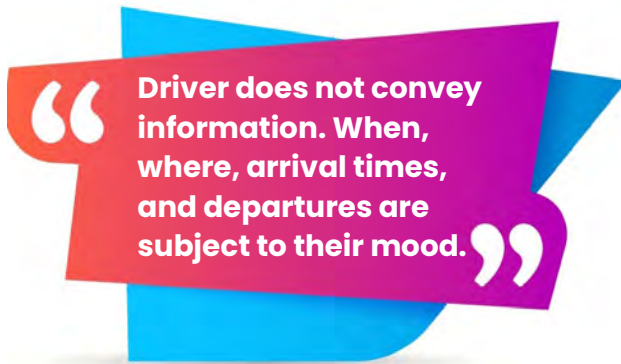


In Rio Vista, the Delta Breeze Transit system serves as a crucial transportation link for residents, offering deviated fixed-route bus services within the city and connecting to nearby areas. Residents can travel to Fairfield and Suisun City on Monday through Friday via Route 50, and once daily, early in the morning, Monday through Friday, to Pittsburg/Bay Point BART via route 52 Hwy 160 Express. A deviated stop at the Antioch Park and Ride is possible “On Request” and by reservation. The Delta Breeze also offers priority service for ADA certified paratransit passengers on its Dial-A-Ride service. Eligible ADA certified residents can make a reservation by calling the Delta Breeze (See Figure 15. Delta Breeze Transit Schedule and Routes).

Despite its importance, the Delta Breeze faces spatial and temporal challenges that need addressing to improve service quality and accessibility. One of the primary issues is the limited-service hours and frequency, which can hinder the convenience and reliability of the transit system for daily commuters and those relying on public transportation for essential activities (See Figure 14. Delta Breeze Issues

that Most Need Improvement). Service hours are already limited, and any reductions due to budget constraints or operational challenges could further impact ridership and community reliance on the service.

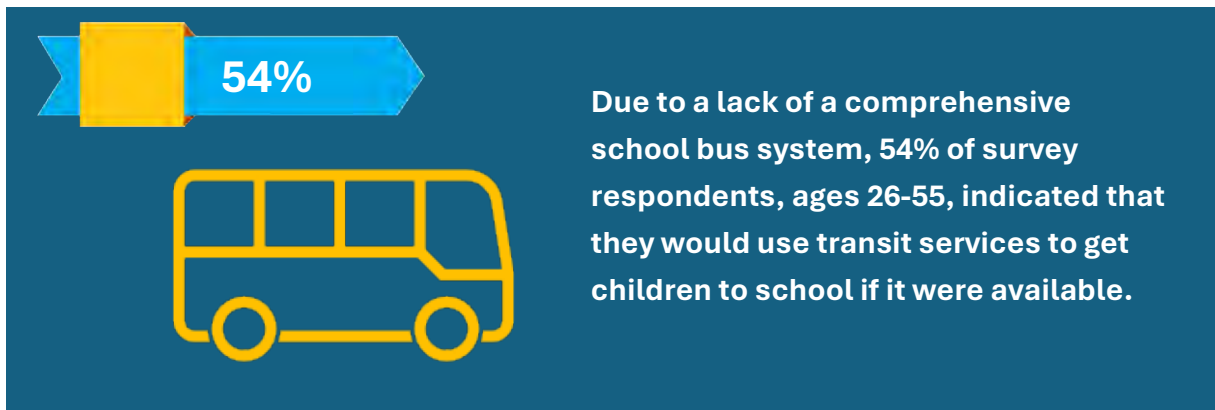
A related concern is the limited number of fixed route destinations (See Figure 15. Delta Breeze Transit Schedule and Routes). In particular, traveling outside of Rio Vista posed a major challenge for residents who would like to reach Antioch BART and Kaiser Vacaville Medical Facility among other identified locations. The integration of the Delta Breeze with other regional transit systems could be enhanced to provide seamless travel options for commuters. This includes better coordination with services like Solano Express which serve broader areas in Solano County. Improved connectivity can help increase ridership and reduce the dependency on personal vehicles, contributing to environmental sustainability goals.



Compounding these transit related issues, residents identified a need to easily access information regarding the Delta Breeze routes, schedules, destinations, and

connections along with mobility programs and services. While the Delta Breeze Transit System is a vital service for Rio Vista residents,

addressing issues related to service hours, accessibility, and regional integration is essential for its improvement. By focusing on these areas, the transit system can better meet the needs of the community, enhance user satisfaction, and promote greater use of public transportation.



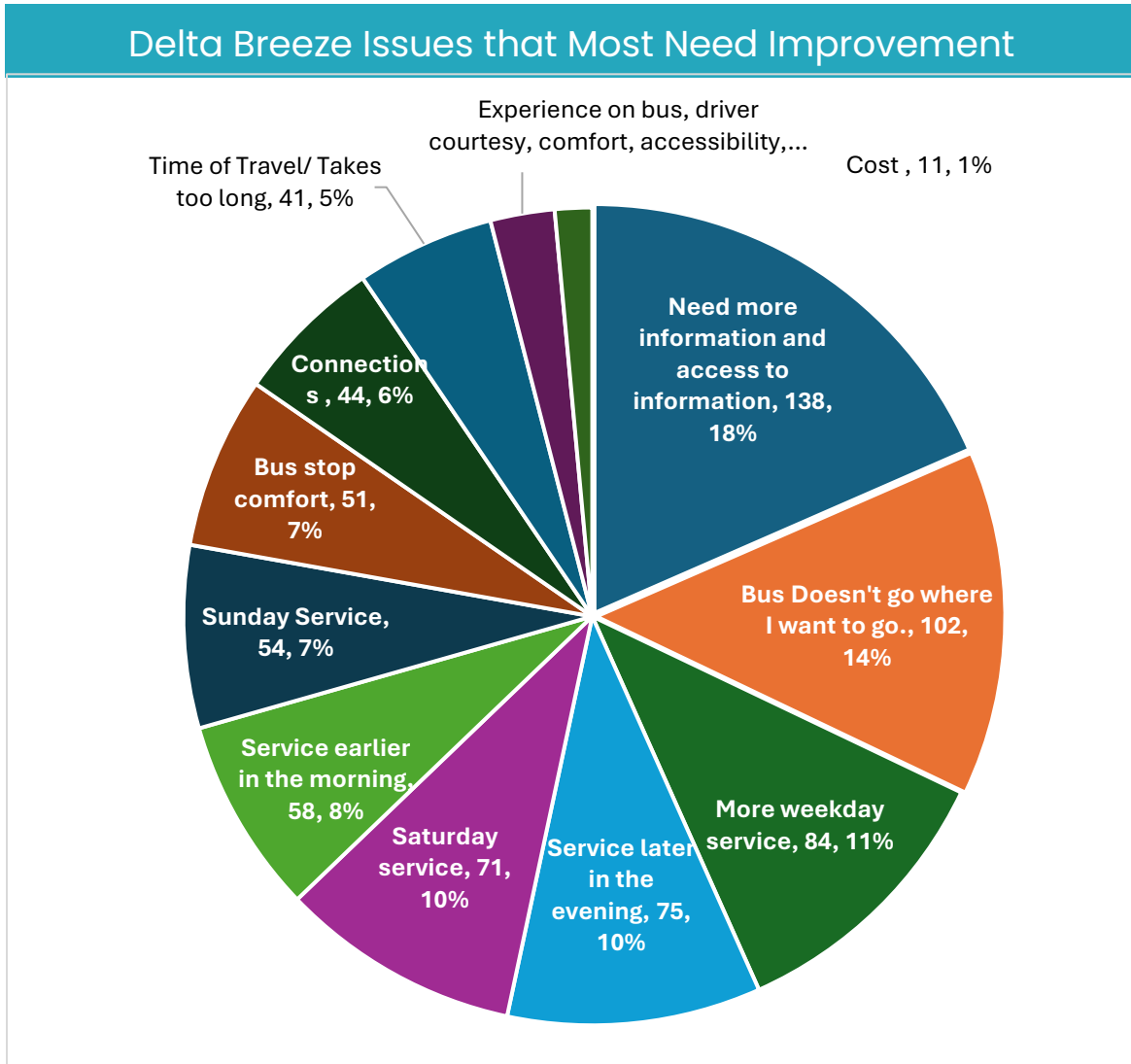


Figure 14. Delta Breeze Issues that Most Need Improvement

n=748

Figure 15. Delta Breeze Brochure, Routes, Schedule and Services

ADA CERTIFICATION
 ADA in-person assessment is a FREE process where a qualified professional interviews applicants and, if needed, assesses the applicant's physical and functional ability to use fixed route transit.

An ADA eligibility assessment center is located in Rio Vista, and complimentary paratransit rides to and from the assessment center are provided for the applicant upon request. To schedule an assessment, call **707-541-7184**.



ADA PARATRANSIT
 Rio Vista Delta Breeze offers priority service for ADA certified paratransit passengers on its Dial-A-Ride service. To make a reservation or cancel a trip call **707-374-2878**.

SOLANO MOBILITY CALL CENTER
 provides transportation information and options for Solano County and surrounding regions.

The Call Center is here to help you get where you need to go!

800-535-6883

**City of Rio Vista
 Delta Breeze
 Transit System**



707-374-2878
www.riovistacity.com/transit
 July 2022

FARE & PASS PRICING

Category	Local within Rio Vista (one way) ³	Intercity (to/within) Fairfield Suisun City Antioch Pittsburg
One Way General Fare ¹	\$2	\$6
One Way Discount Fare ²	\$1	\$3
Monthly Pass	\$120 General Fare ¹ \$60 Discount Fare ²	
Deviation Fee (Additional cost per deviation) Within 1 mile radius as available	Routes 50 & 52	\$1
	Route 51 in Isleton	\$1
	Route 52 in Isleton	\$3 General Fare ¹ \$1.50 Discount Fare ²

¹General Fare: 5-54 years old
²Discount Fare: 55 years and older, Persons with Disabilities, ADA certified passengers and Medicare Card Holders
³Fare valid for one pick-up on Route 51 at full fare

No Service on Holidays
 New Year's Day Labor Day
 Martin Luther King Jr. Veteran's Day
 President's Day Thanksgiving Day
 Memorial Day Christmas Day
 Independence Day

DELTA BREEZE INFORMATION:
Monday-Friday
 9:00 am-5:00 pm
 (707) 374-2878

TRAVEL TRAINING
 FREE one-on-one training that will help you to gain the skills to ride public transit in a safe and independent manner. Travel Training is completely free for all Solano County residents. Call **800-535-6883**



Rt 50 Hwy 12 Express Westbound to Fairfield - M-F, fixed schedule with limited deviations by reservation

Rio Vista				Suisun City			Fairfield	
Front St. @ Main St.	St Francis Way @ Across Linda Vista Way	Madera Way @ Fisher St. (Homecoming Pk.)	Trilogy Vista Clubhouse	Suisun City Walmart	Suisun City Train Depot	Beck Ave @ Courage Dr.* (Solano County HSS)	Chadbourne Rd. @ Busch Way* (Sutter Fairfield)	Fairfield Transp. Ctr.
7:30a	7:35a	7:40a	8:00a	8:30a	On Request	8:40a	8:50a	9:10a
						9:55a	10:00a	10:10a
12:00p	12:10p	12:15p	12:30p	12:50p	On Request	1:00p	1:10p	1:20p
					5:30p	5:35p	5:45p	5:50p

Rt 50 Hwy 12 Express Eastbound to Rio Vista - M-F, fixed schedule with limited deviations by reservation

Fairfield Transp. Ctr.	Gateway Blvd @ Sears Auto Ctr. (Solano Mall)*	Jefferson St & Texas St. (Solano Co. Govt. Ctr.)	Suisun City Train Depot	Suisun City Walmart	Trilogy Vista Clubhouse	Fisher St. @ De Flores Cir. (Homecoming Pk.)	St. Francis Way & Linda Vista Way	Front St. @ Main St.
9:15a	9:30a	On Request	9:50a					
10:20a	10:33a	On Request	On Request	10:50a	On Request	On Request	On Request	11:16a
1:20p	1:32p	On Request	On Request	1:50p	On Request	On Request	On Request	2:20p
5:50p	6:02p	On Request	On Request	On Request	On Request	On Request	On Request	7:00p

*Trip may serve Sutter Fairfield Med. Campus, RAI at 490 Chadbourne Rd. and Kaiser Permanente Medical Offices on request.

Rt 51 Rio Vista/Isleton City Circulator: Monday-Friday 10:00 am-1:00 pm 3:00 pm-4:30 am

General public door-to-door dial-a-ride service that serves the entire city limits of Rio Vista, Isleton, and Delta resort communities on Hwy 160 between the two cities.

Please make reservations at least 30 minutes in advance. If you need to cancel, call as soon as possible.

For reservations, call 707-374-2878.

Rt 52 Hwy 160 Express Southbound to Pittsburg/Bay Point BART - M-F, fixed schedule with limited deviations by reservation

Rio Vista				Antioch	Pittsburg
Depart Trilogy Vista Clubhouse	Fisher St @ across De Flores Cir. (Homecoming Park)	St Francis Way & Linda Vista Way	Front St @ Main St	Antioch Park & Ride Lot	Arrive Pittsburg/Bay Point BART
5:15a		5:25a	5:30a	5:35a	6:25a

Rt 52 Hwy 160 Express Northbound to Rio Vista - M-F, fixed schedule with limited deviations by reservation

Pittsburg	Antioch		Rio Vista		
Pittsburg/Bay Point BART	Antioch Park & Ride Lot	Front St @ Main St	St Francis Way & Linda Vista Way	Madera Way @ Fisher St (Homecoming Park)	Trilogy Vista Clubhouse
6:00p	6:23p	7:00p	7:05p	7:15p	On Request



RIO VISTA COMMUNITY-BASED TRANSPORTATION PLAN 2023-2024

Pedestrian Issues

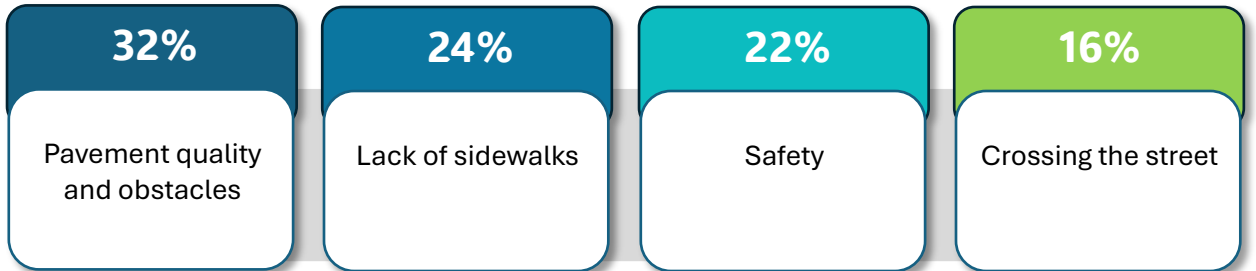


Rio Vista faces several challenges in its pedestrian infrastructure. Despite the presence of sidewalks along many roadways, there are notable gaps in the pedestrian network that hinder safe and efficient movement for residents and visitors alike. These gaps are particularly problematic along SR 12, and near key destinations such as schools, parks, and commercial areas, where pedestrian traffic is naturally higher.



The existing pedestrian facilities, such as sidewalks, crosswalks, and pedestrian zones are limited in Rio Vista, and the discontinuity in existing sidewalks can make walking a less viable option for many. This lack of connectivity not only affects the ease of movement but also raises safety concerns.

In areas where sidewalks are absent or incomplete, pedestrians are often forced to walk along roadways, increasing the risk of accidents. Moreover, the absence of adequate crossing treatments at intersections further exacerbates these safety issues, making it difficult for pedestrians to navigate the city safely.

Pedestrian issues according to the community:

The challenges faced by Rio Vista in terms of pedestrian infrastructure are not unique, but they require targeted interventions to ensure that the city can accommodate the needs of all its residents. By prioritizing the completion of the pedestrian network and implementing safety enhancements, Rio Vista can improve the quality of life for its residents and create a more walkable, accessible city. These efforts are crucial not only for enhancing mobility but also for fostering a sense of community and encouraging sustainable transportation options.



Efforts to address these gaps are underway, as seen in the Rio Vista General Plan Update and Rio Vista Active Transportation Plan. These efforts are highlighted under the Analysis section of this report.



Bicycling Issues

Cycling in Rio Vista presents both opportunities and challenges. The flat terrain, mild climate, and close proximity (i.e., within 5 miles) between residential areas and downtown makes it an ideal locale for cycling. The existing gaps and issues in the city's cycling infrastructure and pavement quality issues, however, pose risks for cyclists. As the city continues to grow, addressing these gaps is crucial for promoting safe and efficient cycling as a viable means of transportation.



One of the primary issues is the presence of significant gaps in the bikeway network. There are approximately 8.5 miles of bikeway network gaps within the city^{xii}. These gaps hinder connectivity and make it difficult for cyclists to navigate the city safely and efficiently.

The lack of continuous bike paths forces cyclists to share roads with motor vehicles increasing the risk of accidents. Exacerbating safety issues are narrow roads, heavy traffic, semi-trucks, speeding and

careless drivers. These issues discourage potential cyclists from using bikes as a primary means of transportation.



The top issues for bicyclists:



Top Areas Identified as Lacking Bicycle Paths

Forty-two percent of respondents indicated that a lack of bicycle paths was an issue. Areas where bicycle paths are lacking include areas along Airport Road, State Route 12, within Trilogy, Church Road, River Road, and downtown. Seventeen percent of respondents indicated that all of Rio Vista is lacking bike paths.

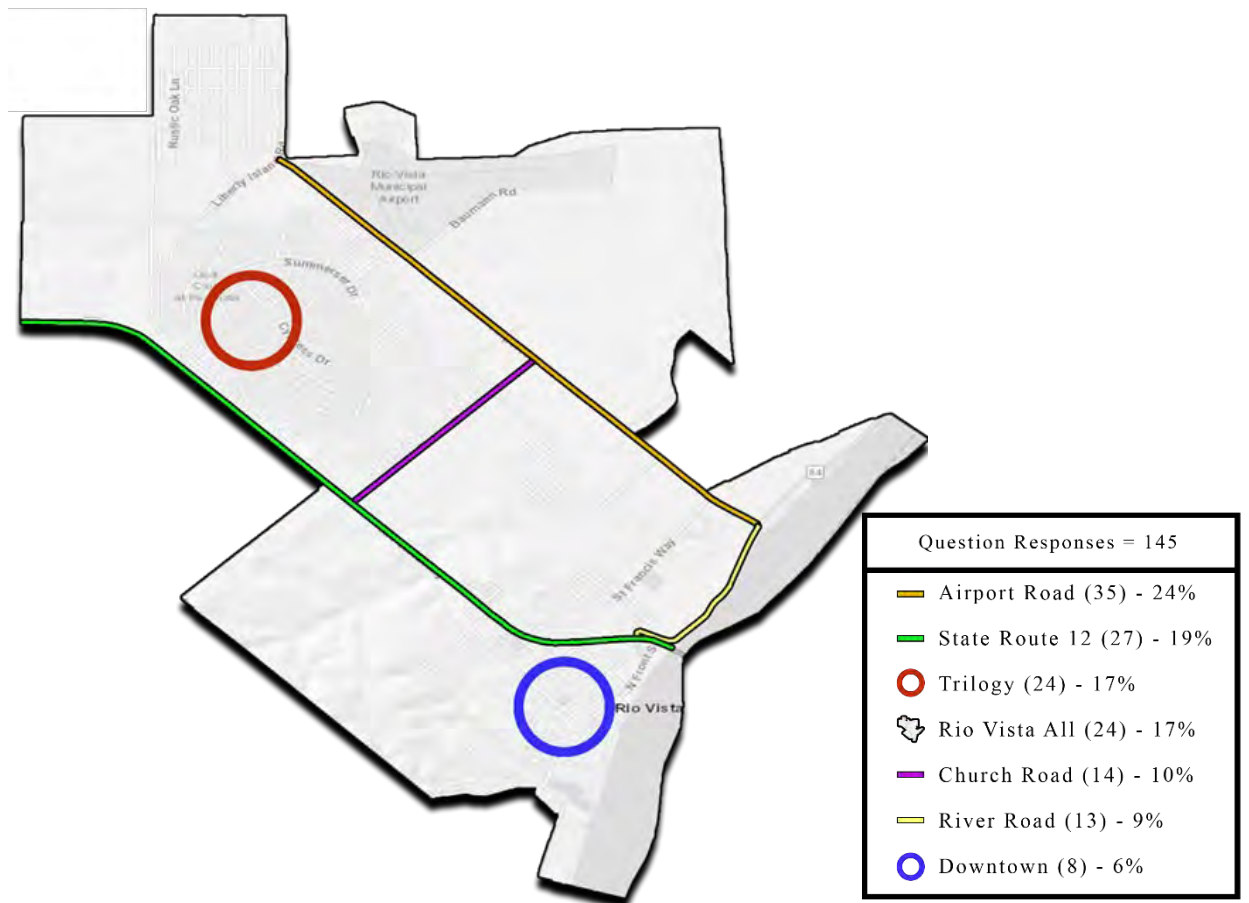


Figure 16. Areas Identified as Lacking Bicycle Paths

Top Areas Identified as having with Bicycle Safety Issues

Riding a bicycle along roads without designated bike paths or shoulders poses serious safety risks to the cyclist. Safety risk is compounded by the large number of vehicles on the road at any given time, and unsafe driver behavior. Residents reported unsafe passing, speeding, and not adhering to traffic signs and signals.



The areas where bicycle safety was identified as being the biggest issue is along SR 12 and Airport Road due to having too many cars on the road, semi's, blind spots, speeding, lack of traffic enforcement, and no bike paths.

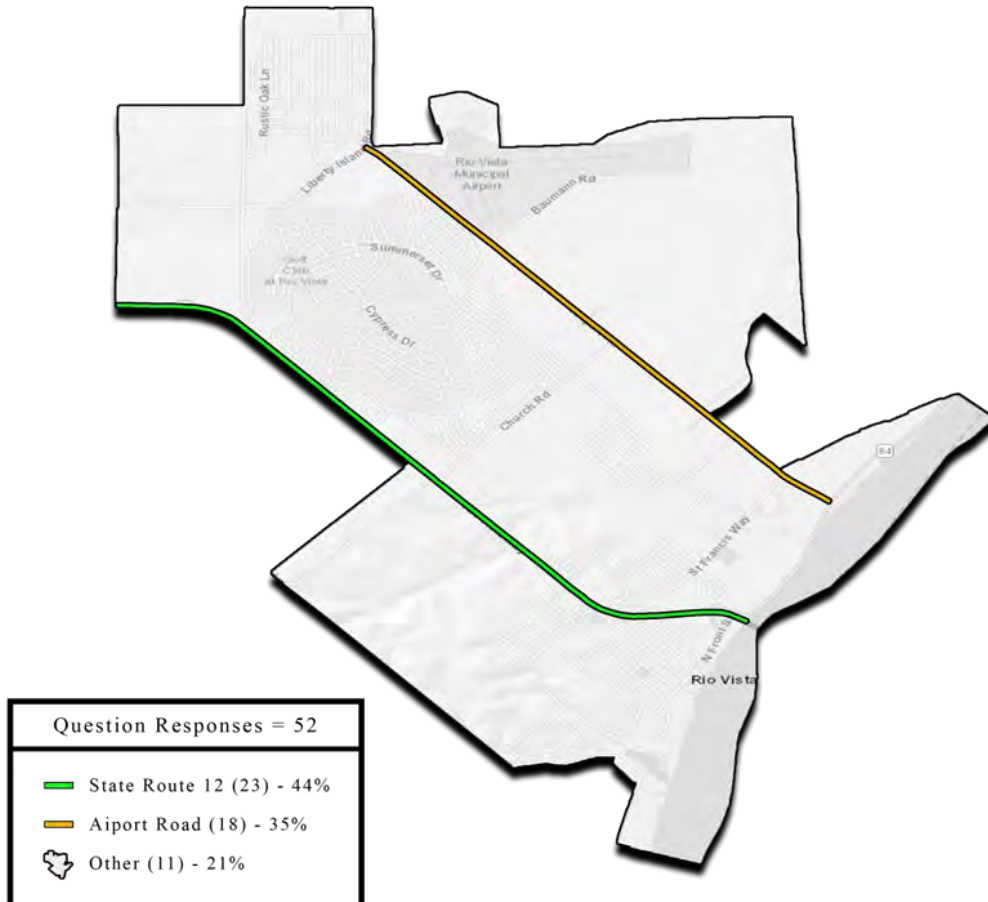


Figure 17. Areas Where Biking Safety Identified as an Issue

Streets and Roads

According to residents, there are several issues concerning Rio Vista's streets and roads. The issues are multifaceted, impacting both the daily lives of residents and the overall infrastructure of the city. Rio Vista's streets and roads face challenges related to poor pavement quality, broken pavement, maintenance, traffic congestion, and external factors like bridge conditions.

Poor street and road quality was a theme found across multiple issues: pedestrians, cyclists, and drivers. The streets and roads most frequently identified for having issues include Trilogy, Airport Road, Church Street,

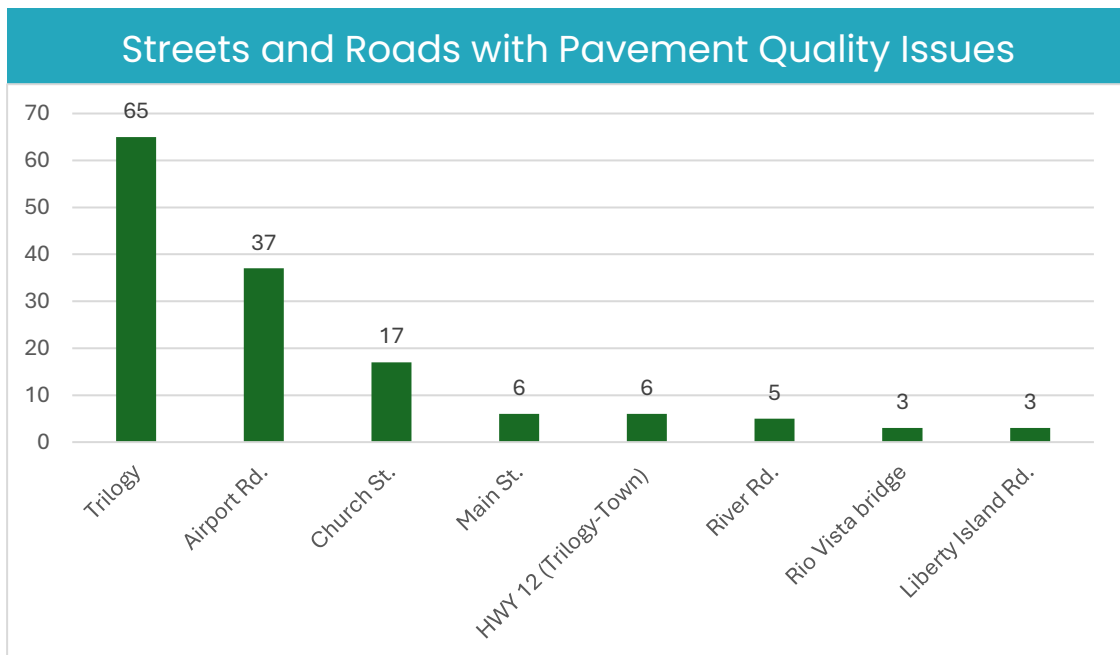


Figure 18. Street and roads with pavement quality issues

Main Street, River Road, and Hwy 12 from Trilogy to downtown (See Figure 18. Streets and Roads with Pavement Quality Issue).



Church Street near the intersection of Church and SR 12

Traffic congestion is also a notable problem in Rio Vista, exacerbated by the heavy commercial traffic in the form of semi-trucks, and other drivers traveling along SR 12. The increase in traffic has led to concerns about speeding and inattentive drivers, which not only endangers pedestrians and cyclists but contributes to the overall stress of commuting within the city. The real-time traffic updates often report delays, accidents, and road closures, highlighting the need for improved traffic management and road conditions.

Due to the lack of sidewalks, lack of bicycle paths, and narrow... if non-existent... shoulders, drivers may find themselves sharing the road with pedestrians and cyclists creating additional road hazards and safety issues for all involved.

State Route 12 and the Rio Vista Bridge

State Route (SR) 12 and the Rio Vista Bridge are critical components of the region's transportation infrastructure, yet they pose several significant issues and concerns. Although these are not directly under the city's jurisdiction, their condition and accessibility significantly affect the residents of Rio Vista. Any disruptions or maintenance issues on these routes can lead to significant delays and inconvenience.



The Rio Vista Bridge is a drawbridge that spans the Sacramento River, facilitating the movement of both local and through traffic. However, its operation and maintenance have been sources of frequent disruptions. One of the primary concerns is the bridge's frequent malfunctions and closures. These incidents often result in significant traffic congestion, as the bridge is a vital link for commuters and freight transport. For instance, there have been multiple scheduled closures for repairs, each lasting dozens of hours, which necessitate detours and cause delays. Such closures not only inconvenience daily commuters but also impact local businesses that rely on consistent traffic flow, and residents attempting to reach destinations on the other side of the Rio Vista Bridge.

The bridge's drawbridge operations contribute to congestion. The need to open the bridge for river traffic can cause delays for road users, particularly during peak travel times. This issue is compounded by the limited capacity of SR 12, which struggles to accommodate the volume of traffic, leading to bottlenecks and extended travel times.

“
If the bridge is up,
it can back up
traffic for miles.
”



Congestion on SR 12 was a recurring theme among residents, and poses a significant transportation issue. As a major transportation corridor, SR 12 sees tens of thousands of vehicles traveling between I-5 near Lodi and Walters Road in Suisun City each day. Residents are particularly concerned with the large volume of semi-trucks that travel through their community. Under heavy traffic conditions, SR 12 comes to a crawl. In order to avoid the congestion, semi-trucks will take a detour on the backroads via SR 84/River Rd to Airport road and beyond. The presence of semi-trucks on residential streets creates additional safety hazards for drivers, pedestrians and cyclists, and contributes to the wear and tear of the pavement.

Safety on SR 12 is another major concern voiced by residents. The highway has been the site of numerous accidents, partly due to its design and the high volume of traffic it handles. For instance, there is not a left turn lane for drivers to safely turn left onto SR 12 from Church Street. During peak travel times, it is nearly impossible to make a left hand turn due to the steady stream of traffic.

Additional safety concerns expressed by residents pertain to driver behavior such as speeding and driving recklessly. Drivers have been observed to pass on the left even when there are two lanes going in the same direction, or they pass on the right hand side by driving on the shoulder to pass slower moving vehicles.

In response to these challenges, local authorities and the California Department of Transportation (Caltrans) have been working on various improvement projects through the State Highway Operations and Protection Program (SHOPP).



SHOPP will encompass SR 12 through the City of Rio Vista and includes infrastructure upgrades and the exploration of alternative routes to alleviate congestion. This will be addressed further under the Analysis section of this report.



Summary of Key Findings

The findings of the Rio Vista Community Based Transportation Plan point to several key transportation and infrastructure challenges faced by the community. Although the majority of residents drive, they still face challenges reaching destinations within and outside of Rio Vista such as medical destinations, shopping centers, Antioch BART, and beyond. As the population continues to age, mobility issues will become more pronounced as individuals begin to restrict their driving. Rio Vista is positioned to become an aging friendly community that is walkable and bikeable due to the flat terrain and mild climate. To realize that goal, however, the transportation infrastructure needs improvement, and key gaps must be closed.

The transportation issues and challenges identified through the extensive community engagement and input are as follows:

1. Pedestrian Challenges

The pedestrian infrastructure is incomplete. Key streets lack sidewalks and pedestrian crossings, and gaps between existing sidewalks create discontinuity adding to safety and accessibility challenges for pedestrians.

2. Bicycling Challenges

A lack of dedicated bicycle paths, poor pavement quality and broken surfaces, are significant issues for cyclists. Safety concerns are prevalent, particularly due to narrow lanes, heavy traffic, careless drivers, and speeding without adequate enforcement. SR 12 and Airport Road are especially hazardous due absence of bike paths, narrow to non-existent shoulders, poor pavement quality, heavy traffic, blind spots, speeding, and lack of enforcement.

3. Transit Issues/ Delta Breeze

Lack of information and lack of access to information regarding the Delta Breeze (e.g., routes, connections, maps, schedules) and mobility programs was a top issue identified by residents. Other issues include infrequent bus service and limited fixed-deviated routes. Residents indicated that the bus doesn't go where they want to go (i.e., spatial transit issues) and there is a lack of early morning, evening and weekend service (i.e., temporal transit issues).

4. Streets and Roads

Issues related to streets and roads are multifaceted, impacting both the daily lives of residents and the overall infrastructure of the city. Residents reported pot holes and poor pavement quality in certain areas. The Rio Vista Bridge and SR 12 were also areas of concern for residents due to heavy traffic, delays and safety.

These issues will be explored further under the Analysis section.





ANALYSIS

The Rio Vista Community-Based Transportation Plan (CBTP) represents an effort to understand and address the unique transportation needs and challenges faced by the residents of Rio Vista. Through extensive community engagement, residents identified key transportation needs and challenges that hinder mobility and access. This analysis examines the barriers faced by residents, highlights the transportation issues, and compares those to existing and planned transportation improvements resulting in the identification of transportation gaps.

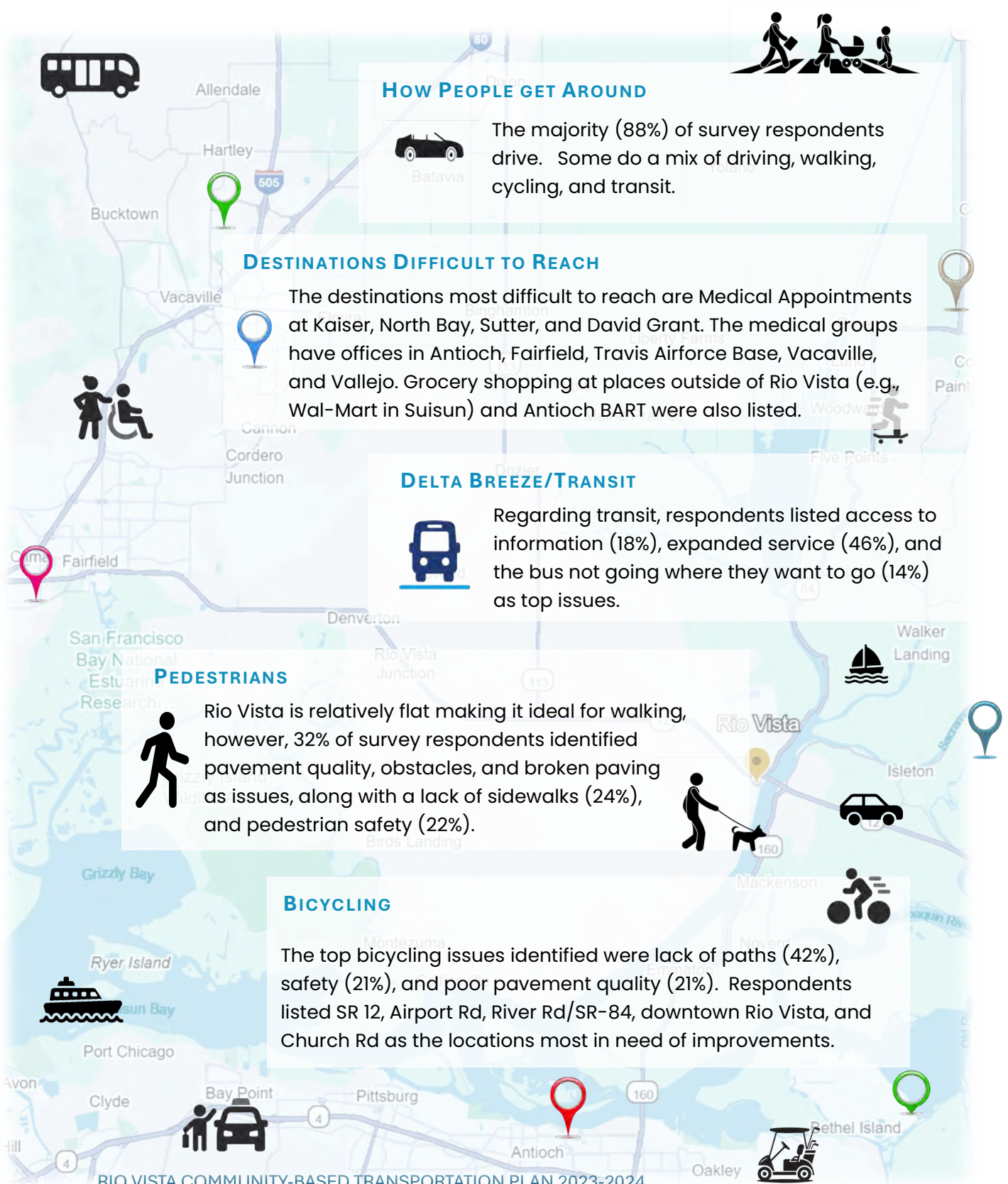
Identifying transportation gaps is crucial for several reasons. First, it ensures that the transportation infrastructure meets the actual needs of the community, rather than being based on assumptions or outdated information. Second, it helps in the efficient allocation of resources by highlighting areas that require attention. Finally, understanding these gaps allows for the development of targeted interventions that can improve accessibility, reduce travel times, and enhance the overall quality of life for residents.

Of special consideration in the analysis is the aging population in Rio Vista. It is crucial to consider their unique transportation needs and challenges when analyzing and addressing transportation gaps in the



community. Older adults often face mobility issues due to a combination of physical, cognitive, and sensory impairments, as well as the loss of driving ability. These challenges can lead to social isolation, reduced access to healthcare, and difficulty meeting basic needs, all of which can impact their overall well-being. This analysis examines the gaps with consideration of the potential impact for older adults.

Community driven solutions and strategies to address the transportation gaps will be presented in the next section of this report.



Summary of Community-Identified Issues

The analysis of the data collected through community outreach, focus groups, and surveys revealed several key transportation issues for residents in Rio Vista. Key issues include inadequate infrastructure for non-motorized transport (i.e., walking, biking, skating, etc.) and micromobility (e.g., e-bikes, electric scooters), limited public transit options, issues with streets and roads, and safety. Residents also highlighted the need for better connectivity between residential areas and key destinations such as schools, healthcare facilities, and commercial centers.

“

Micromobility refers to small, low-speed vehicles intended for personal use. ~ U.S. Department of Transportation

Micromobility includes bikes, e-bikes, bikeshare programs, and electric scooters.

”

1. **Inadequate Infrastructure for Non-Motorized Transport and**

Micromobility There is a deficiency in pedestrian and bicycling infrastructure supporting walking and cycling. The lack of infrastructure includes micromobility; that is, ways of getting around that are fully or partially human-powered – such as e-bikes, e-scooters, and mobility-assistance devices/wheelchairs. Micromobility vehicles generally do not exceed 15mph.

- 2. Limited Public Transit Options:** Residents reported a lack of public transit options. The local transit service provider, the Delta Breeze, offers infrequent transit services within Rio Vista and few opportunities to reach key destinations outside of the city such as medical services, grocery shopping, and Antioch BART.
- 3. Issues with Streets and Roads:** The issues identified with streets and roads fall into two categories, local streets and roads maintained by the City of Rio Vista, and Caltrans responsibility areas such as State Route 12 and the Rio Vista Bridge. Within these categories, traffic congestion, poor road conditions, and safety were identified.

 - a. Traffic Congestion:** High levels of traffic congestion were identified as a major concern, causing delays and affecting residents' ability to cross SR 12 safely during heavy traffic or to cross the Rio Vista Bridge without protracted delays.
 - b. Poor Road Conditions:** Poorly maintained roads were a common concern, with residents citing potholes, broken pavement, no shoulders, and safety hazards.
- 4. Safety Issues:** Safety was a cross-cutting and recurring theme. Focus group participants and survey respondents expressed

concern walking or cycling along roads without sidewalks or bike paths, crossing busy streets without crosswalks or adequate signage, attempting to turn onto SR 12 with heavy traffic, and sharing the road with semi-trucks and drivers who speed, run stop signs and signals, and make illegal, unsafe maneuvers like driving on the right-hand shoulder to pass other vehicles. Safety issues will be addressed under each respective section but warrants being separated as an issue here.

Impact of These Issues on the Community

These transportation issues have a profound impact on residents of Rio Vista. Inadequate infrastructure for non-motorized transport or micromobility along with poor road conditions discourages people from using alternative, active-based modalities, reinforcing vehicle dependence, and contributing to health issues and environmental degradation. Limited public transit options restrict mobility for those without access to private vehicles or who no longer drive, leading to social and economic isolation. Accessibility issues hinder the independence of individuals with disabilities, while traffic congestion exacerbates stress and reduces overall quality of life.

Limited Non-Motorized Transportation and Micromobility Options

When asked how they get around, residents most commonly responded that they drive. Other means of transportation include walking and biking, with a few write-ins and comments from the public that included skating and golf carts. During the Solano Mobility Study for Older Adults and People with Disabilities^{xiii} study, Rio Vista residents indicated that they would like to see options for traveling via golf carts and motorized wheelchairs within the city. Those micromobility alternatives would expand the overall transportation options in Rio Vista and reduce the number of vehicles on the road. The primary non-motorized transportation focus during the CBTP was on walking and biking.

“Almost half of all trips taken in Rio Vista by any mode of transportation (51%) are less than three miles, which is considered a reasonable bicycling distance. Over 42 percent of all trips are less than one mile, which is considered a reasonable walking distance. This indicates that almost half of all trips made within Rio Vista could be converted to walking or bicycling trips”. ~ Rio Vista Active Transportation Plan

Pedestrians

Residents identified the lack of pedestrian infrastructure as a primary barrier. They suggested creating more walking paths, sidewalks, crosswalks, and better signage and signals. In 2020, the Rio Vista Active Transportation Plan (ATP) was developed. The ATP analyzed attractors and generators and found that trip destinations that were most likely to attract high demand via walking or biking were downtown Rio Vista, Schools, Library, and parks^{xiv}. High demand routes were mapped, and projects were developed to address pedestrian and cycling safety through enhancements and improvements to the pedestrian and bicycle infrastructure, and realize the vision of Rio Vista as a walkable, bikeable community.

For example, SR 12 divides downtown Rio Vista from large housing communities to the north and west. Heavy traffic and the lack of pedestrian crossings, and signals makes crossing SR 12 perilous. The City of Rio Vista is in the process of implementing intersection improvements to connect SR 84 to N. Front Street for pedestrians. The improvements will include the installation of Radar Feedback Signs (RRFBs) and other standard crossing treatments such as signing, striping, and curb enhancements (See Figure 19. Intersection improvements).



Intersection Improvements

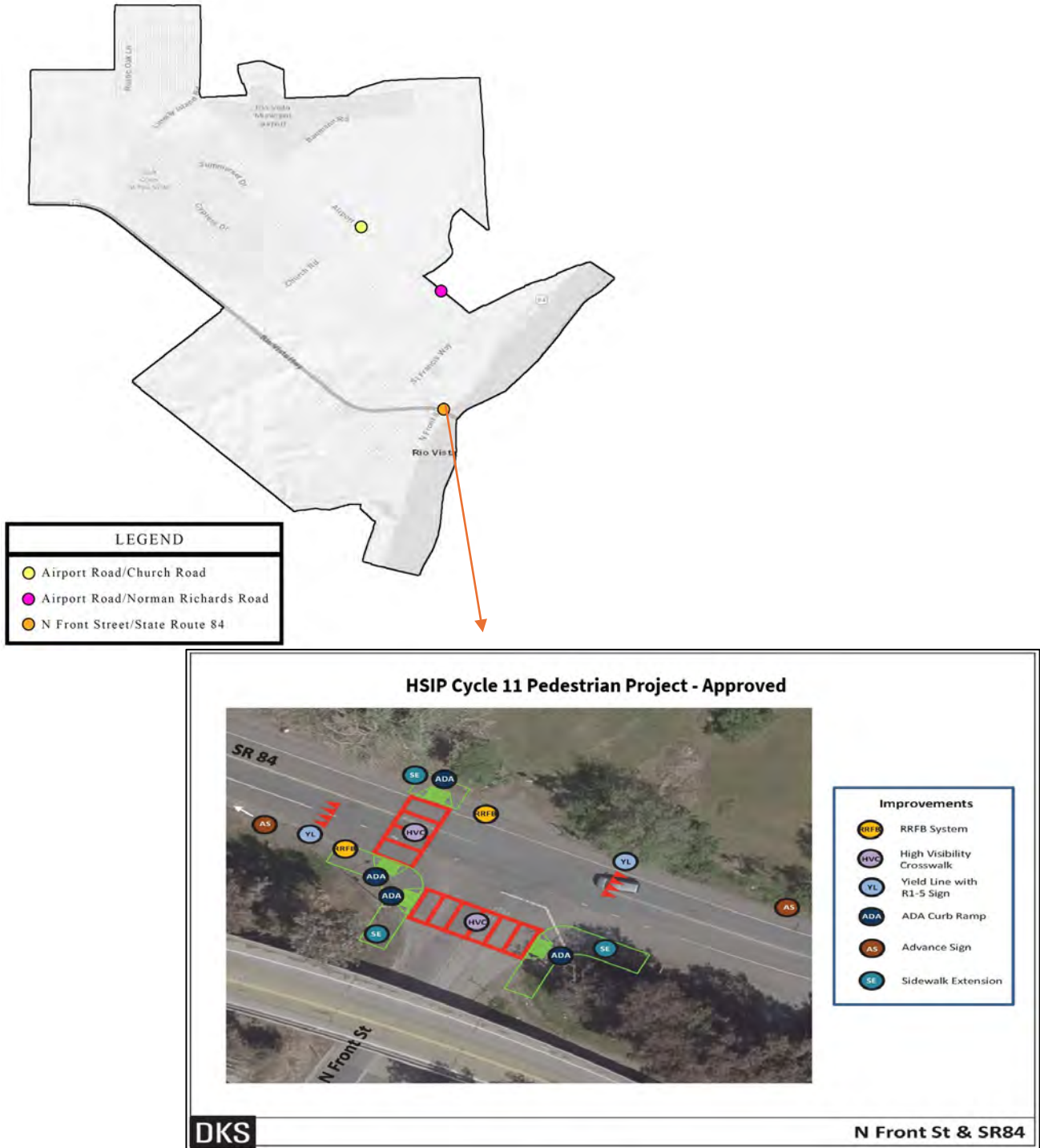


Figure 19. Intersection Improvements

The Caltrans State Highway Operations and Protection Program (SHOPP) includes pedestrian and cycling enhancements and improvements in Segment 3, complete streets project. See Figure 21. Segment 3 Enhancements and Improvements under the Streets and Roads section below.

To complement the Caltrans complete streets project and the City of Rio Vista's Intersection Improvements project, a sidewalk extension from River Road to Front Street is planned (See Figure 20. Sidewalk Extension from River Road to Front Street). The goal of this project is to install approximately 500 linear feet of new sidewalk on River Road to Front Street. The project will fill the missing section of sidewalk from the end of the Caltrans Highway 12 Complete Streets Project and the City's HSIP Cycle 11 Pedestrian project.

Additional plans, pending grant funding availability, include installing roadway improvements, pedestrian and bike paths, and enhancing existing pedestrian and bike paths with 12" landscape strips along Airport Road and Church Road (see Figure 22. Pedestrian and Bike Path Improvements and Installation.)

Sidewalk Extension on River Road to Front Street

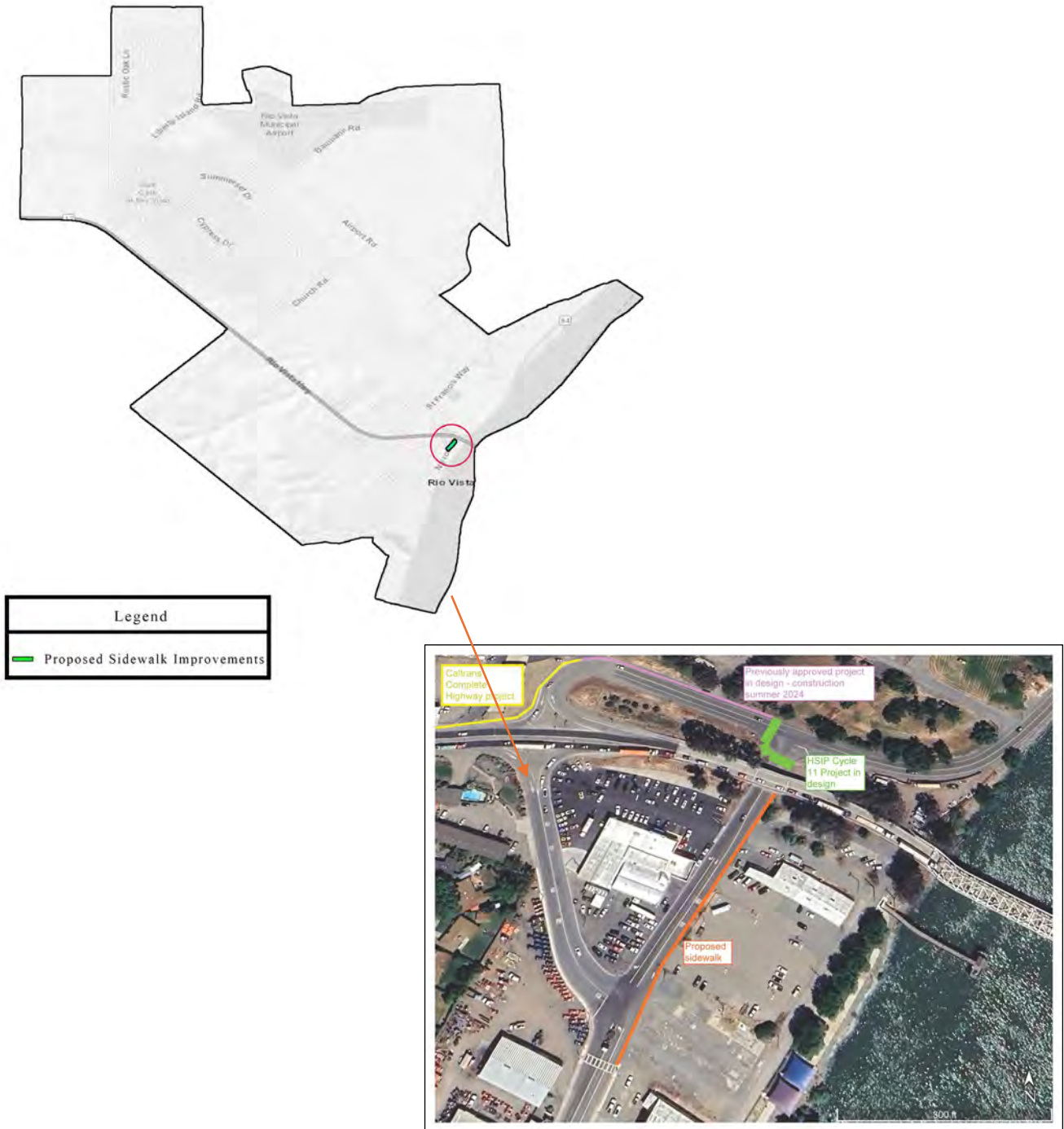


Figure 20. Sidewalk Extension on River Road to Front Street

Pedestrian and Bike Path Improvements and Installation

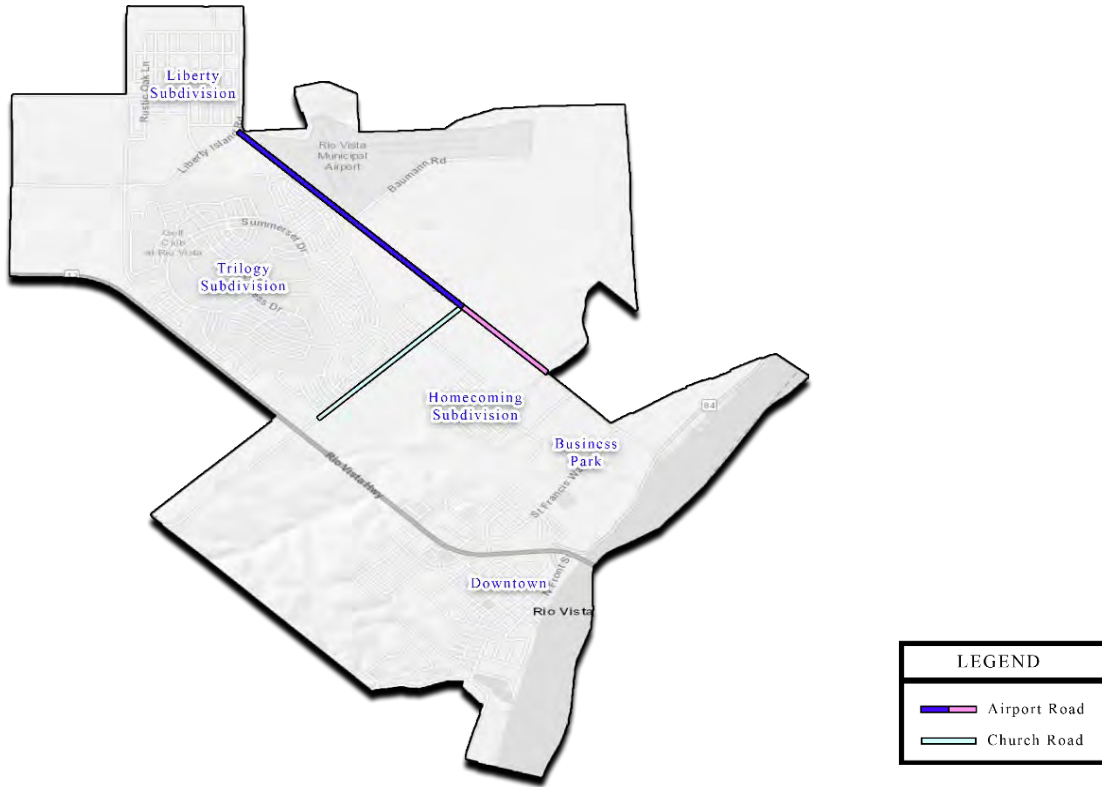


Figure 21. Pedestrian and Bike Path Improvements and Installation

Bicycling

Forty-two percent of respondents identified a lack of bicycle paths as the top bicycling issue followed by closely related issues of safety (21%) and poor pavement quality (21%). Bike paths are limited and there is minimal bike infrastructure. The Rio Vista Active Transportation Plan (ATP) recommended the development of a bicycle network. The Solano Transportation Authority has been partnering with the City of Rio Vista to identify relevant funding sources and securing funds to add miles of new bikeways and infrastructure to Rio Vista’s existing bikeway network. There are planned improvements and installation of pedestrian and bike paths along Airport Road and Church Road (see Figure X. Pedestrian and Bike Path Improvements and Installation). These projects along with the SHOPP Segment 3 improvements will address a majority of bicycling issues identified through the Rio Vista CBTP.

In addition, bike infrastructure improvements will include constructing Class II bike facilities on Norman Richards Drive. Bike facilities encapsulate the entire bike infrastructure that includes bike lanes, as well as any additional



Bike facilities encapsulate the entire bike infrastructure that includes bike lanes, as well as any additional elements that support biking in these lanes.



elements that support biking in these lanes. This can include signage, pavement markings, and potentially buffers or barriers if described as "buffered bike lanes." A Class II bike lane is a portion of the roadway that is specifically designated for one-way bicycle travel. These lanes are marked by pavement striping and signage to delineate a portion of the road exclusively for bicycles. Typically, they are situated adjacent to the vehicle travel lane and are separated from motor vehicle traffic by a painted line. In addition to the Class II bike facilities, the City of Rio Vista plans to implement Class IV bike facilities on Airport Road from Norman Richards Drive to ASTA Minerals Driveway. The Class IV bike facilities include bike lanes designed to provide a safe and comfortable space for bicyclists by physically separating them from motor vehicle traffic. These lanes are typically located within the roadway right-of-way but are distinct from traffic lanes through the use of physical barriers such as curbs, flexible bollards, or parked cars. The goal of Class IV bike lanes is to minimize interactions between cyclists and motor vehicles, enhancing safety and encouraging more people to bike by creating a more secure environment (see Figure 22 Bike Facility Improvements).

Bike Facility Improvements

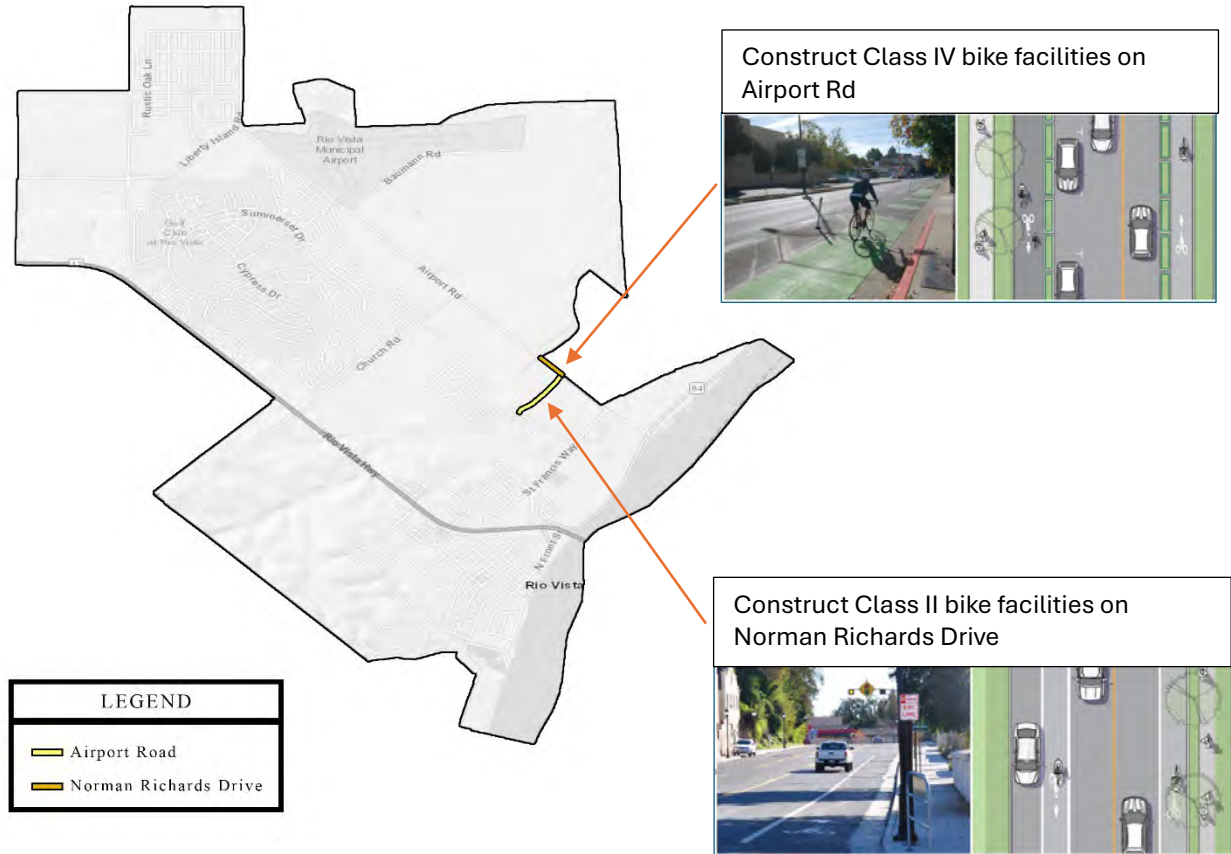


Figure 22. Bike Facility Improvements

A list of existing and planned Active Transportation Projects and funding can be seen in Table 3.

Table 3. Current Rio Vista Active Transportation Projects		
Project	Project Description	Funding Allocated
Bike Lanes on Norman Richardson Drive and Airport Project	Add Class II buffered bike lanes along Norman Richardson Drive on both sides of the roadway which would connect to the existing bike lanes on Business Park. The project would also install a Class IV bike lane on Airport Road between Norman Richardson Drive and the future Harris Road extension	\$50,000.00
Rio Vista Bike Facility Upgrades	Norman Richards Drive from Airport Road to Poppy House Road; Airport Road from Norman Richards Drive to ASTA Minerals Driveway.	\$249,201.00
	Construct Class IV bike facilities on Airport and Church roads and Class II bike facilities on Norman Richards Drive which include new signing, striping, pavement markings and barriers.	
Sidewalk Extension on River Road to Front Street	Sidewalk Extension Project: Install approximately 500 linear feet of new sidewalk on River Road to Front Street. The project will fill the missing section of sidewalk from the end of the Caltrans Highway 12 Complete Streets Project and the City's HSIP Cycle 11 Pedestrian project.	\$100,000.00
Pedestrian crossing enhancements at three street intersections (HSIP Cycle 11)	Three pedestrian crossings: Airport Road and Church Road, Airport Road and Norman Richard Drive; N Front Street and SR-84	\$241,830.00
	Install RRFBs and other standard crossing treatments including signing, striping and curb enhancements.	
Pedestrian crossing enhancements at 15 locations in Rio Vista (HSIP Cycle 10)	Various non-signalized locations throughout the City of Rio Vista	\$250,000.00
	Install high-visibility crosswalks, striping, advanced warning signs and ADA ramps.	

Streets and Roads

Driving was the most common way to travel according to the respondents. Poor road conditions and broken pavement were identified as issues for drivers, pedestrians and cyclists. Trilogy, Airport Road and Church Street were the roads most frequently reported as having low pavement quality. Others included Main Street, River Road (also known as SR 84), and SR 12. State Route 12, State Route 84, and the Rio Vista Bridge fall under the jurisdiction of the California State Department of Transportation (Caltrans). The other streets and roads fall under the City of Rio Vista's jurisdiction.

Local Streets and Roads

Cities often rely on their own local tax revenues, such as property taxes, sales taxes, or special assessments to fill gaps not covered by state or federal funding. Maintaining streets and roads is very expensive and the cost of delayed maintenance even more so. The City of Rio Vista was looking at an estimated annual budget deficit of nearly \$500,000 in 2024 even after efforts to reduce costs. The city's restricted revenue and budget deficit made it difficult to properly maintain local streets and roads. The delayed maintenance to roads has created a backlog of \$6M in projects according to the Rio Vista Public Works Department.

In November 2024, the City of Rio Vista passed Measure K, a 1% sales tax, to close the budget deficit and improve services^{xv}. The measure goes into effect on April 1st, 2025. Among the list of items that could possibly be funded are improvements to streets and roads.

The poor condition of city-maintained streets and roads remains a gap.



State Route 12

Rio Vista residents stated that State Route 12 (SR 12) needs improvement to reduce congestion, and make it safe for drivers, pedestrians, and bicyclists. SR 12 is a major corridor tying I-5 to I-80 and is the main route to and from Rio Vista. It runs through the city and is the primary thoroughfare for residents and non-residents alike.

SR 12 serves as the primary and most direct connection between Trilogy and downtown, but it is not designed to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of

“SR 12 serves as both the lifeline of Rio Vista and its biggest obstacle. It serves as the primary means of access by car and bus between Rio Vista and State Routes 84, 160, 113, and 4, as well as Interstates 80 and 5, which allow Rio Vistans to access to commerce, entertainment, and jobs in Fairfield, Sacramento, Lodi, Antioch, and beyond”.

*~ Rio Vista, CA R/UDAT
Report*

whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. In other words, it is not a “complete street”^{xvi}.

As a State highway, Caltrans maintains and improves this road, including the Rio Vista Bridge. Caltrans has plans and funds programmed to make SR 12 improvements.

At the request of Solano Transportation Authority and the City of Rio Vista, Caltrans committed to a State Highway Operations and Protection Program (SHOPP) project. SHOPP improvements will encompass SR 12 through the City of Rio Vista. Due to the different characteristics of the scope of work and the degrees of complexity among the segments, Caltrans split the project into three individual construction packages as depicted in Figure 23. State Route (SR) 12 State Highway Operation and Protection Program (SHOPP) Project Map

Segment 1: McClosky Road to Azevedo Road – Includes resurfacing and rehabilitating the existing roadway, replacing existing cross-culverts, and upgrading the existing guardrail.

Segment 2: Summerset Road to Drouin Drive – Starts with the same work items identified for Segment 1. Shoulders will be widened and reinforced with backing to extend the life of the pavement. Additionally, the vertical curve will be corrected to

State Highway Operation and Protection Program (SHOPP) Project

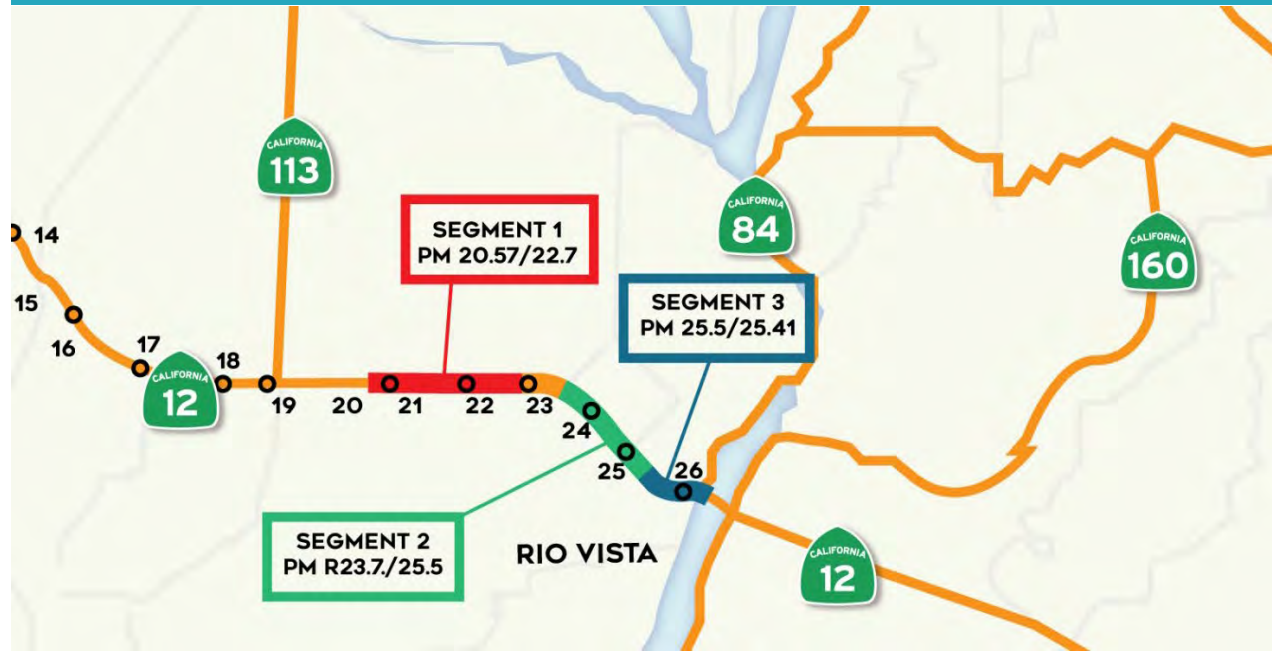


Figure 23. State Route (SR) 12 State Highway Operation and Protection Program (SHOPP) Project Map

improve sight distance. Church Road intersection requirements are included within this segment.

Segment 3: Drouin Drive to the County Line – Starts with the same work items identified for Segment 1. Upgrades existing sidewalks to meet Americans with Disabilities Act (ADA) standards and creates a new pedestrian crossing. Additional Complete Streets elements such as Class 2 and Class 4 bike lanes in Downtown Rio Vista are included within this segment.

Improvements within Segment 1 have been completed. Work on Segments 2 and 3 is expected to begin in 2026.

Enhancements and improvements expected on Segment 3 include center turn lane paving treatments, continuous wide sidewalks and furnishings, pedestrian crossing, bicycle lane, and signals (See Figure 24. Segment 3 Enhancements and Improvements).

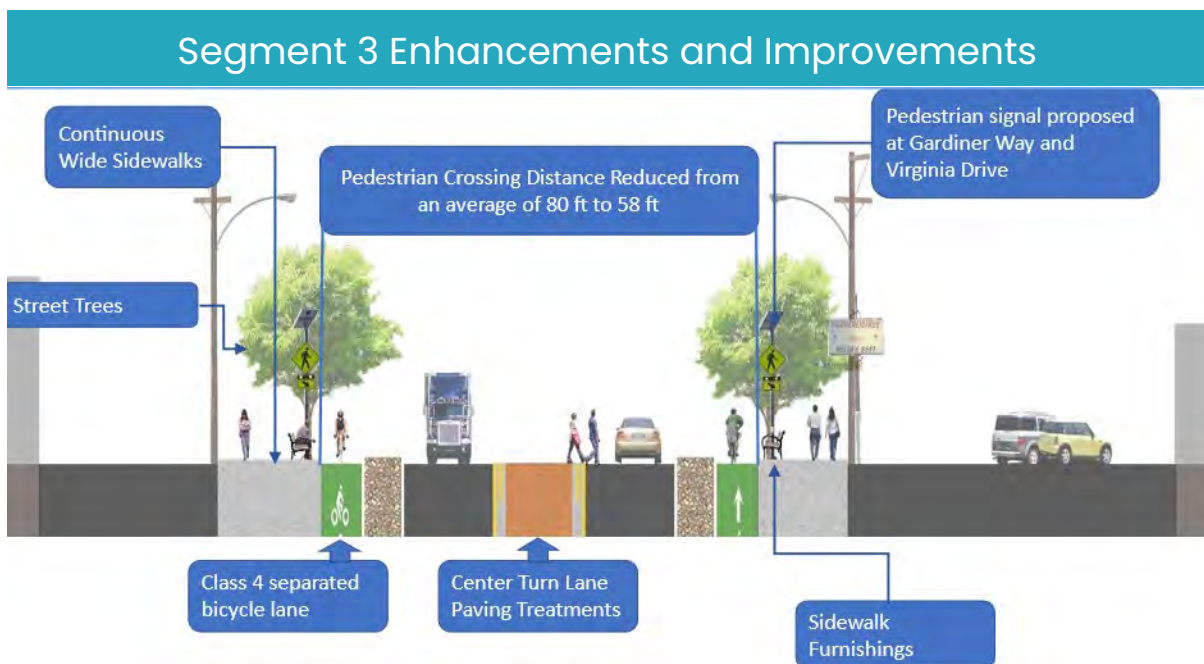


Figure 24. Segment 3 Enhancements and Improvements

Limited Public Transit



Residents expressed difficulty reaching destinations within Rio Vista during certain times of day and days of the week, and outside the city due to restricted public transit options. Rio Vista's main public transit service, the Delta Breeze, serves Rio Vista, Isleton, and Delta resort communities on Hwy 160 between the two cities via Route 51. This door-to-door dial-a-ride service is available Monday-Friday from 10:00 a.m. to 1:30 p.m. and from 3:00 to 4:00 p.m. In addition, Route 50 offers finite fixed-deviated route services to Fairfield, Monday through Friday, and Route 52 Hwy 160 Express to Pittsburg/Bay Point BART twice daily (early morning and evening), Monday through Friday, with limited deviations by reservation.

The Delta Breeze offers connections to the Fairfield Transportation Center, Pittsburg BART, and to the Suisun City Amtrak station upon request. Riders are able to access the local Fairfield and Suisun Transit (FAST) servicing the Fairfield Suisun area, the SolanoExpress intercity bus services, and the Napa VINE at the Fairfield Transportation Center.

Although Rio Vista participates in the Taxi script program there is no taxi service in Rio Vista, and there are few Lyft or Uber drivers available.

Older residents who try to utilize the GoGo Grandparent program are frustrated by the lack of available drivers in real time.

Rio Vista's remote location, and limited Delta Breeze services, makes it challenging to connect to regional public transportation systems like Amtrak, BART, or regional bus services. The Delta Breeze has taken steps to try and accommodate residents with its door-to-door dial-a-ride services within the city and offering limited deviated route options on Routes 50 and 52. The Delta Breeze offers Saturday services eight times a year during community events to encourage ridership.

City transit services, such as the Delta Breeze, are generally funded by local, State, and Federal taxes. Passenger fares and fees, and developer impact fees, are additional means of funding although to a much lesser degree. The challenge for small cities, like Rio Vista, is that a small population and minimal tourism equates to insufficient taxes to fully fund transit systems.

Limited Transit Options remains a gap.

Safety Issues

Efforts to enhance pedestrian and bicycling facilities, infrastructure, and network through the Active Transportation Plan, and improvements to SR 12 through the Caltrans SHOPP project will significantly improve transportation safety.

Two areas of safety remain unaddressed. The first is reckless driver behavior, and the second is semi-trucks driving on narrow, non-state, local roads.

Summary of the Rio Vista CBTP Analysis

The analysis of transportation issues and challenges in Rio Vista has revealed critical areas for improvement to shore up gaps in pedestrian and bicycle infrastructure, expand public transit options, address street quality, traffic congestion, and safety. Rio Vista has plans in the works to build sidewalks, add crossing treatments, and enhance overall pedestrian facilities. These projects will address many of the concerns raised by residents during the CBTP. Similarly, the city plans to increase and enhance bicycle facilities, adding Class II and IV bike lanes, signage, and treatments. For example, buffered bike lanes will be constructed along Norman Richardson Drive on both sides of the roadway and connect to the existing bike lanes in Business Park. Pedestrian and bike facility improvements will occur on Airport Road, Church Road, and Norman Richards Drive.

In addition, Caltrans SHOPP project, Segment 3 Complete Streets project will provide upgrades to existing sidewalks to meet Americans with Disabilities Act (ADA) standards and create a new pedestrian crossing.

Additional Complete Streets elements such as Class 2 and Class 4 bike lanes in Downtown Rio Vista are included within Segment 3.

Caltrans SHOPP project will also make significant safety improvements along SR 12. Segment 1 which was just completed included resurfacing and rehabilitating the existing roadway, replacing existing cross-culverts, and upgrading the guardrails. Segment 2 which is scheduled to begin in 2026 will continue these improvements, widen and reinforce shoulders, add intersection requirement at the Church Road intersection, and correct a vertical curve to improve sight distance. Segment 3 to begin sometime in the future includes a complete street approach from Drouin Drive to the County line. These improvements will address many of the safety concerns related to SR 12.

The remaining gaps, that is, issues without existing or planned improvements include: limited transit options, pavement quality and maintenance issues for local streets and roads, and safety as it pertains to semi-trucks using non-state streets and roads to avoid traffic congestion on SR 12, and poor driver behavior. These gaps will be taken up in the next section on Community-Driven Solutions and Strategies.



Community Driven Solutions

The Rio Vista Community-Based Transportation Plan (CBTP) emphasizes the importance of integrating local perspectives, needs, and aspirations into the development of transportation solutions. By engaging residents and key stakeholders, the CBTP aims to create sustainable, accessible, and equitable transportation systems that reflect the community's unique context and priorities.

To ensure that the voices of all community members were heard, a comprehensive engagement process was conducted throughout the Rio Vista CBTP process. This included community workshops, focus groups, outreach events and surveys.

Throughout the process, community members were asked to identify solutions to the transportation challenges they experienced. Solutions were clustered into themes based on their similarities and the number of similar suggestions were noted. In addition, two Findings Workshops were held and included a participatory budgeting and prioritization exercise. Previous studies were reviewed, and community feedback and suggestions were compared to the community feedback and suggestions we received during this study. This served to triangulate the data (i.e., validate what we heard from the community) and add further support to the ideas and suggestions offered to address current transportation and mobility challenges.

Participatory Budgeting and Prioritization

Participatory Budgeting and prioritization for the Rio Vista Community-Based Transportation Plan was a process to empower residents to actively engage in decision-making regarding transportation improvements within their community. This method allowed the people of Rio Vista to have a direct role in determining how funds, pending their

availability, should be allocated and which projects or improvements are most important for the community's transportation needs.

Key elements of the Participatory Budgeting and Prioritization in this context included:

1. **Community Involvement:** The process invited residents, stakeholders, and community organizations to provide input and share their perspectives on transportation issues, needs, and priorities. This ensured that the projects reflect the desires and concerns of the people who will be directly affected by them.
2. **Idea Generation:** Through workshops, surveys, or community meetings, residents proposed various transportation improvements or initiatives. These ranged from enhancing public transit options to improving pedestrian infrastructure, adding bicycle lanes, or addressing road safety concerns.
3. **Prioritization:** After ideas are collected and developed, the community members indicated which improvements they think are highest in priority. This ensures the allocation of funds will align with the preferences of the community.
4. **Budget Allocation:** Typically, a Participatory Budgeting process has a budget allocated for the transportation plan, and the

community's top-priority projects are funded according to the available resources. The goal is to ensure that the most impactful and necessary changes receive financial backing. In this case, there was no available funding. However, to simulate the concept, participants were asked to allocate an "imaginary" \$100,000 to a list of transit options on a worksheet. The transit options were those identified by the community during the Rio Vista CBTP Process. In addition to the list of options, an "Other" category was provided so residents could write in their suggestions if they did not see their priority on the list of options. The worksheets were collected and tallied to determine projects of highest priority.

5. **Transparency and Accountability:** Participatory budgeting is focused on transparency to ensure that community members can track how decisions are made and how funds are spent. This fosters trust in the process and ensures that residents see the tangible results of their participation.
6. **Sustainability and Long-Term Vision:** Participatory budgeting in this case seeks to address not only immediate transportation needs but also to lay the groundwork for long-term transportation planning that can adapt to future growth and challenges in Rio Vista.

Overall, the Participatory Budgeting and Prioritization approach ensures that the transportation plan aligns with the actual needs of the community, is driven by local input, and fosters greater civic engagement and empowerment.

Key Transportation Challenges

The community provided valuable insights into the specific transportation challenges they face. The main issues identified include:

1. **Limited Public Transit Options:** Many residents pointed to the lack of transit frequency, availability early mornings, evenings and on weekends, and transit routes not going to destinations they are interested in traveling to.
2. **Inadequate Infrastructure for Non-Motorized Transport and Micromobility:** The pedestrian and bicycle infrastructure is incomplete, with few designated bike lanes, lack of sidewalks in certain areas, and gaps between existing sidewalks that limit safe mobility for non-motorized travelers.
3. **Issues with Streets and Roads:** Several areas of Rio Vista suffer from poorly maintained roads, which makes travel challenging.
4. **Safety Concerns:** Residents highlighted safety issues along high-traffic streets and intersections, particularly for pedestrians and bicyclists.

Community-Driven Strategies

In response to these challenges, a series of community-driven strategies were developed to address the transportation needs of Rio Vista. These strategies are designed to be inclusive, sustainable, and practical, ensuring that all community members benefit from improved transportation options.

Expanding Public Transit Options

Increased Service Frequency: Expanding bus routes to include destinations like Antioch BART and increasing service on Saturdays were two priorities selected by residents through the participatory budgeting process. Residents were also favorable to having a school tripper. The participatory budgeting exercise revealed that expanding routes to include Antioch BART was the number one priority for participants.

Potential Sponsoring Agencies: City of Rio Vista

Potential Funding Sources: TDA, FTA 5311, City General Funds

Timeline: Immediate – Short (1-2 years)

Medical Shuttle Program: Coordinate and implement a pilot medical shuttle program to Kaiser in Vacaville. Reaching medical destinations was the number one challenge residents identified. The majority of residents (75%) identified Kaiser Permanente as the medical destination of choice. The Delta Breeze offers deviated routes to Kaiser in Fairfield; however, no direct shuttle is available to reach Kaiser in Vacaville. The community recommended an on-demand once a week shuttle to Kaiser in Vacaville. They suggested that residents would gladly schedule their appointments to occur on the designated day of the week. This proposed solution was offered during the Rio Vista CBTP and the Solano Mobility Study for Older Adults and People with Disabilities 2017-2019 update.

Potential Sponsoring Agencies: City of Rio Vista, STA, Partnership Health Plan

Potential Funding Sources: TDA, City General Funds, Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds, FTA 5311, Transportation Fund for Clean Air (TFCA)

Timeline: Immediate – Short (1-2 years)

Actively Promote Solano Mobility's Medical Trip Concierge Service Program: Rio Vistans are not familiar with all the transit and mobility services that are available. The Solano Mobility's Medical Trip Concierge

Service Program is one example of a program that assists residents in reaching their doctor's appointments. The Medical Trip Concierge program provides subsidized Uber and Lyft rides through Go Go Grandparent, for Solano County residents to get to and from medical appointments, within Solano County. This program is aimed at older adults, aged 60 or older. Appointments can include trips to the hospital, dentist, chiropractor, pharmacy, etc. In addition, Solano Veterans of any age can get to Travis AFB, the Martinez VA clinic, the Hume Center and the Med Evals/QTR Assessment Center in Concord. Solano Mobility will pay 60% of the ride, and for qualifying low-income residents, Solano Mobility will pay 80% of the ride.

Potential Sponsoring Agencies: STA

Potential Funding Sources: Solano Mobility Programs

Timeline: Immediate

Infrastructure for Non-Motorized Transport and Micromobility

Pedestrian Facilities: Make Rio Vista a walkable/bikeable community by constructing new sidewalks and adding/enhancing cross walk treatments and signage throughout the city, especially on major roads and areas with high pedestrian activity. This will encourage walking and enhance pedestrian safety.

Potential Sponsoring Agencies: City of Rio Vista

Potential Funding Sources: TDA, HSIP, and YSAQMD; Future gas tax funds, and possible RTIF funding for pavement rehabilitation, Transportation Fund for Clean Air (TFCA).

Timeline: Short – Medium (1-4 years). *Note:* Projects underway.

Bicycle Facilities: Build/enhance bicycle infrastructure to include the construction of bike lanes and paths for “cyclists and golf carts”, install signage and lighting, repair pavement. These improvements will not only encourage more active forms of transportation but enhance cycling safety as well.

Potential Sponsoring Agencies: City of Rio Vista

Potential Funding Sources: TDA, HSIP, Transportation Fund for Clean Air (TFCA), and possible RTIF funding for pavement rehabilitation.

Timeline: Short – Medium (1-4 years). *Note:* These projects are underway.

Road Maintenance and Improvements

Repaving and Repairing Roads: Prioritize road maintenance in areas with high levels of wear and tear to ensure safer, smoother travel for all road users.

Potential Sponsoring Agencies: City of Rio Vista

Potential Funding Sources: Measure K, FTA 5311, Transportation Fund for Clean Air (TFCA)

Timeline: Medium and Ongoing. *Note:* Road maintenance and repair are ongoing needs to prevent the disintegration of the roadways.

State Route 12: Enhance safety and reduce congestion along SR 12.

Responsible Agencies: Caltrans

Funding Sources: State

Timeline: Short - Medium (1-4 years). *Note:* Caltrans SHOPP is in progress to make improvements and enhancements along three segments of SR 12.

Enhancing Safety for All Road Users

Enhance pedestrian and bike infrastructure and facilities to ensure safe travel and crossings: Designated, well-marked pedestrian crossings, especially near schools, parks, and shopping areas, along with installing sidewalks and closing gaps between existing sidewalks will improve pedestrian safety. Install bike lanes, signage, and lighting to improve bicycling safety.

Responsible Agencies: City of Rio Vista

Potential Funding Sources: TDA, HSIP, and YSAQMD; Future gas tax funds, and possible RTIF funding for pavement rehabilitation

Timeline: Short – Intermediate (1-4 years). *Note:* These projects are underway

Speed Limit Adjustments and Traffic Enforcement: Reducing speed limits in high-traffic or residential areas, particularly near schools and parks, and traffic enforcement was proposed to help reduce accidents and increase safety for children, older residents, and others on foot or bicycle. Additionally, residents suggested prohibiting semi-trucks from using local and streets and roads to avoid traffic congestion on SR 12.

Responsible Agencies: City of Rio Vista, Caltrans

Potential Funding Sources:

Timeline: Short – Intermediate (1-4 years). *Note:* These projects are underway

Marketing and Outreach

Disseminate Transit and Mobility program information: To address concerns related to the lack of information, community suggestions include mailing the Delta Breeze Route and Maps to households annually, place advertisements of the Mobility Programs in the Trilogy Magazine and similar publications that are distributed to targeted households. Consider submitting articles to be published in the local newspaper, the Rio Vision magazine, and community newsletters.

Potential Sponsoring Agencies: STA/Solano Mobility, Rio Vista Delta Breeze

Potential Funding Sources: Existing marketing budgets

Timeline: Immediate - Medium (1-4 years).

Additional Transportation and Mobility Solutions for

Consideration

The following proposed solutions are for consideration.

Incentivize and Subsidize Ride-Hailing Service Drivers in Rio Vista: Rio Vista has few Uber/Lyft drivers and no city-based taxi service. This deficit makes it challenging to use programs like Go Go Grandparent and Medical Concierge Services which rely on Transportation Network

Companies (TNC). The high cost of gas and maintenance, and lower rider demand in rural areas makes it difficult to sustain business for independent drivers. Consider creating a driver incentive program to encourage TNC drivers to offer more service hours and increase the number of drivers in Rio Vista and/or providing insured and maintained ADA accessible vehicles for the drivers to use while providing rides and lower their out-of-pocket costs.

Vehicle Share Program: Promote the Vehicle Share Program to Rio Vista non-profits and faith-based organizations who serve older adults and people with disabilities who need a wheelchair accessible vehicle. Provide training and support to implement volunteer-based transportation services.

Recruit and Partner with Non-Profit and Volunteer Based Organizations: Non-profits can provide highly personalized transportation services to older adults and people with disabilities thanks to volunteer drivers. Recruit and partner with existing non-profits and organizations to provide personalized services.

Leverage Existing Transportation and Planning Efforts

Numerous county and regional studies and plans have been developed with targeted strategies and potential funding streams. It's important to

stay abreast of those efforts and to coordinate initiatives to maximize efforts, avoid duplication, and leverage partnership opportunities.

Solano Mobility programs, Solano Countywide Road Safety Plan, Rio Active Transportation Plan (ATP) and ATP Update, and the 2023 Solano County Congestion Management Plan are among those that may prove beneficial to residents of Rio Vista.

Implementation and Collaboration

These community-driven solutions will be implemented through a coordinated effort involving the city, transportation agencies, and local organizations. Successful implementation will require:

- **Ongoing Community Feedback:** Continued engagement with residents will be essential to refine solutions and ensure that the transportation plan adapts to evolving community needs.
- **Partnerships with Local Stakeholders:** Collaboration with local businesses, non-profits, faith-based groups, schools, and other service providers will ensure the plan's success and sustainability.
- **Securing Funding and Resources:** Leveraging state, federal, and local funding, along with private sector partnerships, will be critical for the realization of these strategies.

By prioritizing community-driven solutions, the Rio Vista Community-Based Transportation Plan aims to create a transportation network that is safe, accessible, and sustainable for all residents, regardless of their mobility needs or income levels.

Summary

The Rio Vista Community Based Transportation Plan reflects a multifaceted approach to transportation, accommodating various preferences and needs. By prioritizing improvements in infrastructure and services, the plan aims to enhance mobility and accessibility for all residents, fostering a more connected and sustainable community.

The proposed solutions in this section reflect a sample of ideas share by residents during this and other community involved plans. For a full list of ideas see Appendix C: Community Comments.



ⁱ United States Census Bureau, 2023 population estimates, retrieved from <https://www.census.gov/quickfacts/fact/table/vallejocitycalifornia,fairfieldcitycalifornia,vacavillecitycalifornia,beniciacitycalifornia,suisuncitycitycalifornia,dixoncitycalifornia/PST045223>

ⁱⁱ *ibid*

ⁱⁱⁱ Solano EDC County and City Profiles, retrieved from <https://solanoedc.org/data-center/city-and-county-profiles/city-profiles/rio-vista/>

^{iv} WalkScore.com

^v *Ibid*

^{vi} Metropolitan Transportation Commission, 2001 Lifeline Transportation Network Report

^{vii} United States Census Bureau, 2023 population estimates

^{viii} United States Census Bureau, Quick Facts, retrieved from

<https://www.census.gov/quickfacts/fact/table/riovistacitycalifornia/PST045222>.

^{ix} The Cost of Being Californian, Bay Area/Solano County Fact Sheet, retrieved from https://insightccd.org/wp-content/uploads/2021/05/INSIGHT_Factsheets-Solano-2.pdf

^x CalEnviroScreen 4.0, California Environment and Health Hazard Assessment. Retrieved from

https://experience.arcgis.com/experience/11d2f52282a54ceebcac7428e6184203/page/CalEnviroScreen-4_0/ [CalEnviroScreen 4.0 Results](#)

^{xi} Solano Countywide Local Road Safety Plan, 2022

^{xixii} Solano Transportation Authority

^{xiii} Solano Mobility Study for Older Adults and People with Disabilities 2017-2019 Update

^{xiv} Rio Vista Active Transportation Plan (2020).

^{xv} City of Rio Vista, [Measure K \(also known as the Sales Tax Measure\) | Rio Vista, CA](#)

^{xvi} U.S. Department of Transportation. Retrieved from

<https://www.transportation.gov/mission/health/complete-streets>

APPENDIX A

Appendix A. Flyers and Fact Sheets

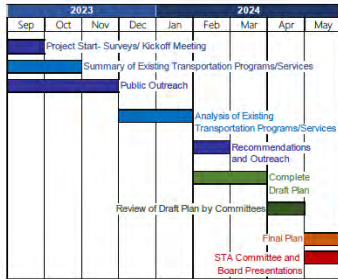


Project Overview

The Solano County Transportation Authority (STA) in partnership with the City of Rio Vista is implementing a Community-Based Transportation Plan (CBTP) to study and listen to transportation challenges facing Rio Vista's 10,000 residents.

The Rio Vista Delta Breeze provides 4,000 annual trips for approximately 10,000 Rio Vista residents. The Solano Mobility GoGo and Veterans Programs offer reduced cost rides to medical providers throughout the county and designated medical facilities in Contra Costa, while the Travel Training Program promotes independence by teaching patrons to ride fixed route transit. By providing feedback during this CBTP process, you will help the City of Rio Vista and STA better understand current transit conditions and opportunities to make mobility services more accessible and efficient for older adults, youth, low income, individuals with disabilities, veterans, commuters, and all residents across the community.

STA is responsible for Solano County's transportation planning, programming, and project delivery and prioritization. In partnership with its eight member agencies, STA serves a countywide population of over 440,000 and an area of over 900 square miles in coordination with various transit, rideshare, travel demand management, active transportation, and first/last-mile initiatives.



Save the Date!

September 26th, 2023

STA
Solano Transportation Authority

CBTP Kick Off Meeting:

4:00 PM – 5:30 PM

Rio Vista City Hall Council Chambers
1 Main Street, Rio Vista

To Join by Zoom, Please Use This Link: zoom.us/join

Meeting ID: **892 3250 5044** Passcode: **076336**

**METROPOLITAN
TRANSPORTATION
COMMISSION**

The Project team is conducting a robust analysis of existing transportation services, local and countywide demographics, and regional plans to identify transportation trends, challenges, and opportunities. We want to hear from you about your experience with transportation options around Rio Vista.

Along with your input, this information will allow us to propose changes that will strengthen the network of mobility alternatives in Rio Vista.

Surveys
Surveys will be available soon. Please check the QR code to the right on September 26, 2023.

Website
For more information, visit the project website:
<https://www.solanomobility.org/rvcbtp/>



APPENDIX B

Appendix B. Rio Vista Community-Based Transportation Survey



Rio Vista CBTP

To Take the survey online, use the QR code:

Please submit survey by January 31st 2024

The Solano County Transportation Authority (STA) is partnering with the city of Rio Vista to implement a Community-Based Transportation Plan (CBTP) to study and listen to the transportation challenges facing Rio Vista residents. The CBTP will help the City and STA better understand current transit conditions, the impacts of the Covid-19 pandemic, and opportunities to make mobility services more accessible and efficient for older adults, youth, low income, individuals with disabilities, and all residents across the community. By providing your feedback, you will help us design transportation system improvements that work for you!

A. How do you Travel?

1. How do you usually get around? (Check all that apply.)

- Walk Drive Bicycle Delta Breeze Get a ride/Carpool Taxi Lyft/Uber Someone Drives Me
 Non-Profit Agency Other: _____

2. Is traveling to any of these destinations difficult?

(Check the destinations and name specific locations that are hard to reach.)

- Job (Specific location) _____
 Grocery shopping (Specific location) _____
 Parks and recreation (Specific location) _____
 School and daycare (Specific location) _____
 Bart Suisun train depot Other destinations (Which ones?) _____

- Service earlier in the morning Service later in the evening Time of Travel/Takes too long
 More Saturday service More Sunday service Bus Connections
 Cost Bus Doesn't go where I want to go (Where?) _____
 Other: _____

B. Identify Transportation Needs

Which transportation problems are the most serious for you? For EACH type of transp think most need improvement. (Check three boxes and specify the location or route.)

1. WALKING (Check up to THREE issues that most need improvement.)

- Crossing the street (Which streets?) _____
 Lack of sidewalks (Which streets?) _____
 Pavement quality, obstacles, broken paving (Where?) _____
 Safety (Which streets? What safety issues?) _____
 Other: _____

2. BIKING (Check up to THREE issues that most need improvement.)

- Lack of bicycle paths (Where?) _____
 Lack of bicycle parking (Where?) _____
 Safety (Which streets? What safety issues?) _____
 Pavement quality, broken paving, grates (Which streets?) _____
 Cost of bicycle and accessories _____
 Other: _____

3. TAKING Delta Breeze (Check up to THREE issues that most need improvement.)

- I don't ride Delta Breeze No improvement needed
 Delta Breeze running according to schedule (Which lines?) _____
 Need more information and access to information (Maps, schedules, etc.) _____
 Need information in a language other than English (Which language?) _____
 Bus stop comfort: shelters, benches, lighting (Which bus stops?) _____
 Bus stop safety (Which bus stops? What safety issues?) _____
 Experience on bus, driver courtesy, comfort, accessibility (Which routes?) _____
 Safety on bus (Which lines? What safety issues?) _____
 More weekday service (Shorter wait time) _____

4. How frequently do you ride the Delta breeze? I do not ride Delta Breeze It's been over a year since I rode the Delta Breeze
 Rarely, less than twice a year Occasionally, at least once monthly Weekly Daily

5. Are you ADA eligible? Yes No I'm not sure

6. Do you use Priority Booking with the Delta Breeze? Yes No

7. DRIVING

Do you have a car available to drive? Always Usually Sometimes Never

If you have a car available but do not always drive, why not? (Check all that apply)

- Self-imposed driving restrictions Legal restrictions Sharing with others Cost of fuel Insurance
 Cost of parking/tolls Cost of maintenance/repair EV Charging Stations Other: _____

8. Lyft/Uber (Check all that apply)

- I am not familiar with these services Response time Trip reservation customer service Cost Information
 Driver customer service Access to smartphone app (Lyft/Uber) Safety Payment method (Specify: _____)
 Other: _____

9. Taxi (Check all that apply)

- I am not familiar with these services Response time Trip reservation customer service Cost Information
 Driver customer service Safety Payment method (Specify: _____) Other: _____

10. If public transit was made available for school aged children, would your child utilize the service? Yes No

11. Please describe other transportation issues or needs in your neighborhood

(Please be as specific as possible.) _____

12. Please Tell us about your ideas for improving transportation to address the challenges above

(Please be as specific as possible.) _____

C. Please tell us about yourself

The following information will help us understand unique needs and to ensure inclusivity in this process and in the development of strategies.

1. What is your zip code? 94571 Other: _____

Where do you live? (Neighborhood or major cross streets near your house) _____

2. Are you (Check all that apply): Employed full-time or part-time A student Unemployed Retired

Active military or veteran Prefer not to say

3. What is your age? Under 18 19-25 26-40 41-55 56-64 65+ Prefer not to say

4. Ethnic origin (Please specify your ethnicity. Check all that apply). White, non-Hispanic Hispanic or Latino

Black or African American Native American or American Indian Asian / Pacific Islander Other: _____

5. Gender (What is your current gender identity?) Male Female Prefer not to say Prefer to self-describe: _____

6. What is your household income per year: Under \$10,000 \$10,001 to \$35,000 \$35,001 to \$50,750

\$50,751 to \$78,560 \$78,561 to \$92,501 Over \$92,501 Prefer not to say

7. Household size: 1 2 3 4 or more

8. Do you have difficulty using transportation because of a disability: Yes No Prefer not to say

9. Do you have a (check all that apply): Basic cell phone Smartphone Prepaid phone Landline

Comments (Please add any additional comments or clarifications here): _____

Would you like to stay informed about this project? If so, please share your name and email address and we'll add you to the distribution list.

Name: _____ Email: _____

Thank you for taking the time to complete our survey! Your input is an essential part of this effort to improve the transportation system in and around Rio Vista. If you'd like to share this survey with someone or find out about additional ways to get involved send them this link: <https://www.solanomobility.org/rvcbtp/>

APPENDIX C

Appendix C. Community Comments (Sample)

The following is a sample of the kinds of comments and feedback we received from the community.

Transit Related Comments

Have a regularly scheduled route to BART, to Amtrak, to Sunset Center, to the Solano Mall and to the nearest Sacramento Light Rail Station.

Might be a crazy idea but a light rail from Rio Vista to Suisun. Fairfield. Vacaville and Dixon might help people here in Rio Vista.

I don't drive anymore so I use a variety of services to get around. I use Delta Breeze for trips within Rio Vista. And Uber/Lyft for trips outside Rio Vista. I also use GoGo grandparents but find it difficult to use, the Uber/Lyft drivers find it difficult to use as well. It would be helpful to me to be able to use Delta Breeze bus service to go to Kaiser in Antioch.

If I take a train how do I get back. Doesn't go to Vacaville or Fairfield past shopping center. How long will driver wait?

Funds need to go to streets, this city does not need 5 busses.

Trips to airports SFO, Oakland and Sacramento. Medical trips with escort

Lack of good, convenient public transportation from Rio Vista to Antioch Bart, Vacaville, Davis and San Francisco Airport

Getting to Bart in Antioch getting to VA Medical Center in Martinez from Rio Vista

In rural farm country, driving is about the only option, even just to get to a public transportation hub such as Antioch BART.

Airport transportation service would be great

Difficult to connect with Sacramento International and other airports.

Delta Breeze

Very very limited options and the school district, Rio Vista/River Delta Unified, does not offer transportation for most students

No school bus lately for some kids. Delta Breeze not allowing kids to ride themselves.
Costly to ride DOT Delta Breeze bus.

We don't have buses for our kids in town to travel out of Rio Vista. We are not a Retirement community.

Kids need transportation to school

There is no school bus for our neighborhood.

Only 1 school bus at DH White.

Need bus service and Bart close to Trilogy because nothing out here.

Need transportation for school age children

Kids to school

No busses or anyone to come out to Sherman Island

Need more extended hours for those who work nights

Downtown shuttle service

There is no transportation service in my community I believe the bus comes to the community next door.

Delta Breeze to Antioch

More Delta Breeze times and availability

Need more Buses in Rio Vista

Need more service hours for Delta Breeze transportation very limited access

Delta Breeze Bart trips are so limited. We need to at least be able to reserve a trip other than so early in the morning

I'd like to get to the BART station in Antioch, Walmart in Suisun city, Kaiser in Fairfield by public transportation.

My problem with Delta Breeze is that the driver told me that I was not allowed to carry a larger suitcase while I wanted to go Pittsburg Bart station then take Bart to go to the San Francisco Airport. While there was plenty space in the Delta Breeze bus for one or more suitcase, Why is this not allowed?

Not a lot of routes? Add routes to go to Costco, Vacaville, Premium Outlets, Kaiser Vacaville and Auto Mall Vacaville

It would be helpful to me to be able to use Delta breeze bus service to go to Kaiser in Antioch.

It is not convenient to take the Delta Breeze to go to work in San Francisco or San Jose because of its timetable. We need a bus schedule that could make the necessary transit connections so people can get around without thinking about it. Would like to take BART or Amtrak to work with Delta Breeze as a connection, but as it is right now, the schedule is not convenient especially if people arrive at the station at 9 p.m. and there is no bus to get them back to Trilogy / Rio Vista.

I don't use Delta Breeze because I don't know the schedule and where the stops are.

Delta Breeze needs to run more often and to more places ie. Vacaville and Solano College

Need more bus lines to go out of town to Antioch Bart, Vallejo Ferry Building.

Need weekend service of Delta Breeze.

Need evening and weekend service - more uber like on demand.

Need commuter friendly schedules posted on website to be adhered to.

I live in Trilogy Rio Vista need Delta Breeze

Transportation to and from events and festivals. Save on parking fees and Traffic

Need Delta Breeze buses to resume service to the Antioch Bart again

The buses rarely have more than 1-2 riders. What a great savings to the city if they had ADA vans. The buses are overkill.

No weekend service transportation even to Rio Vista town. No evening service

Need information about bus stops, routes, etc.

Bus service is irregular and infrequent. I just rather drive then call and make appointment

Need more transportation(Delta Breeze) to Vacaville/Travis hospitals

Don't know where to find info about where buses go and when or how

More service to grocery stores, convenient times and better time frames for pickup and retraveling home . Should not be an all-day trip

Delta Breeze is vital to Rio Vista

Delta Breeze needs to expand hours of operation

If I want to get from Trilogy in Rio Vista to North Concord, and back, how would I do it? I currently drive back & forth at least once a week because I never see a bus and don't know where they stop & if they are available.

NEEDED PARATRANSIT AVAILABILITY

Frequently running reliable service to transportation hubs like BART and Capital Corridor are needed. This would naturally run at a loss for the first year or more, until residents are confident that it works, and more take advantage

Need bus service from Antioch to Rio Vista

Have Delta Breeze offer more places to go and more times available

They need for the bus to come to Rio Vista more time than just twice a day

The last time I took Delta Breeze year ago I was told I needed to give them 3 days notice !!! They called me back they were able to pick me up two hours later. was not satisfied with driver (male) and experience

Transportation for ADA individuals round trip Rio Vista to Fairfield, Vacaville and TAFB

Need Bart to Antioch

Need service to Bart in Antioch

Getting to doctors office in Fairfield and VA

Bus going to the Bart station

Bus to Bart station

No transportation for us disabled here in Rio Vista

It would be helpful to print a schedule in the local newspaper (The Beacon).

TNC/Ride-Hailing Services

I have been driving for LYFT/UBER for over 6 years and we have only 3 working drivers, and we cannot afford the current price of gas from \$5.27 to \$6.09.

UBER/LYFT drivers have to take wheel chairs, walkers and service animals!

I use Uber/Lyft for trips outside Rio Vista. I also use GoGo grandparents but find it difficult to use, the Uber/Lyft drivers find it difficult to use as well.

Uber costs are for wealthy patrons. Solano is rural agricultural.

Uber cannot provide just in time service

Difficult to get Uber/Lyft drivers.

Need more Uber rideshare drivers

Mobility Programs

Employer Commuter Program is NOT in effect in Rio Vista

Solano Mobility/ GoGo Grandparent will not work in Rio Vista until they get more Rideshare drivers

GoGo Grandparent takes too long to set up rides and answering phone

Pedestrian Related Comments

I'm not sure what ADA eligible means. I do have a handicap placard, and I am mobility challenged. I either walk with a cane or a rollator. One of my knees doesn't bend properly.

When there are events in Rio Vista (downtown), we end up taking the car. Weird. It's just walking distance. With better sidewalks, people can get out of their cars and walk around.

Walking path all through Rio Vista.

Not able to walk to Rio Vista from Trilogy - no sidewalk on Airport Rd./Streets to get to downtown

Walking in Rio vista is easy but the state of sidewalks is dangerous. Lighting is dim.

Need Lighting - especially Main Street

Lack of sidewalks

Need increased pedestrian safety, enforcing the 25mph speed limit on S. Front and Hwy 12 coming off bridge

More accessible walking paths and sidewalks needed around town

Although I live less than 2 miles from downtown Rio Vista, it is not convenient or safe to walk or bike to the library, post office, or retail establishments from my home in Trilogy. I have found a round-about way weaving through the Homecoming subdivision, along downtown streets, and then crossing highway 12 at the signaled pedestrian crosswalk (which most drivers ignore) near Lira's. Walking along Church Road to get to Harris Road is unsafe unless I walk through the grass/weeds close to the block wall.

If I wanna walk into Rio vista from Trilogy there are no sidewalks. Walking on uneven ground along a 2 lane road is very dangerous for seniors.

Trilogy doesn't have sidewalks

We need walking and bike paths on Airport & Church Roads so we can safely get around

Bicycling/Micromobility Related Comments

Golf Cart lanes, Lanes for non-street carts(Bike lanes maybe) like they have in Lincoln

No bike paths or walking paths. Cracks and uneven places in sidewalks.

Would love to have more bike trails, currently can only ride in my immediate neighborhood because of lacking sidewalks & bike lanes.

Trilogy need more safety lanes that will allow for biking and walking to town

How inclusive for seniors and people with disabilities to have wheelchair and golf cart access paths from the golf course to downtown and back.

We need Bike Lanes along airport road to facilitate walking/riding to downtown.

Need bike paths in Trilogy.

Even though we are retired, my wife and I are volunteers for a variety of charities in town and other non-paid work for local services. We often travel to Fairfield, Dixon, Vacaville, Suisun for shopping and entertainment, but will cancel quick trips because traffic at that moment is a barrier. There should also be ways to travel safely by eBike, bicycle, or powered skate boards along segments of highway 12 other than by car.

Safety Related Comments

Delta Breeze to BART early am and late pm

Delta Breeze should have a timetable that would be convenient to those who need to commute to San Francisco or San Jose via Amtrak and BART. We all need to work, regardless of age. It would be nice to get to Lodi or Elk Grove without taking the car. Have a transit center in Rio Vista. Antioch BART is just on the other side of the bridge.

Safe crossing from Trilogy across Hwy 12.

I live in Trilogy. Laws simply need to be enforced.

Cars speeding down Front St. from Main to Hamilton. No stop sign @ Hamilton & Front. Maybe one way North

Need better enforcement of speed laws and stop sign violations on rural county roads.

No CHP to keep with crazy traffic back ups on Hwy 12 and Helen Madre Bridge. Almost downtown streets in Rio Vista

Retest older people like me more often.

Trilogy-residents often drive through the stop signs and speed

Concrete barriers on Hwy 12 from Walmart in Fairfield/Suisun to Lodi.

Congestion; one lane roads, dangerous drivers, large trucks, drivers passing on road against traffic.

Cars, people drive too fast on my street, kids playing, pets walking.

Too many people speed, pass illegally, and ignore stop signs.

Too many reckless drivers, especially Hwy 12, 113, 160 passing on right, unsafe passing on left. Need to observe stop signs and use turn signals correctly.

The commuter traffic results in people being redirected off of the highway to go through town to skip traffic. They speed around Montezuma hills and turn on second street into St. Gertrude and run the stop sign on St. Gertrude and South Front St. This occasionally leads to near accidents with other cars coming up the hill on South Front St. going north.

DH White neighborhood - driving too fast down Virginia taking corners too fast.

Hwy 12 and 160 both seem to becoming more dangerous to drive on. Traffic seems to be more aggressive over the last few years.

More police to enforce unsafe drivers

High speed and reckless driving on Hwy 12 thru out Rio Vista. Especially in the afternoons when school is getting out

Unsafe driving

Traffic and driver law enforcement.

Streets and Roads Related Comments

Pave the streets in core Rio Vista.

New and wider streets Airport Rd, Hwy 160.

Too many trucks. They also tear up the roads.

Airport road needs paving

Esperson Ct needs a NOT A THRU STREET sign on Droulon

Church Rd, Airport Rd and Highway 12 all have serious pot holes issues, need repaving.

Repair the roads and keep up on the maintenance

Repair the roads

Retar/pave alleys, sidewalks, rough streets

Just Re-paved everything

Making all residential street, residential street. Traffic trying to bypass waiting traffic - blocking driveway , streets and places in town we need to get to.

Road conditions fix pot holes etc.

Not obeying street signs

Improve the roads

Road conditions, too many trucks just driving from HWY 80 to HWY 5 in Lodi and reverse also.

Streets need repair in many places.

Need to fix broken pavement throughout Rio Vista and more police monitoring of speeding autos, trucks and running stop signs.

Road conditions need major improvement.. pot holes have caused car damage

Miscellaneous Comments

Solano Mobility: Please consider the Rio Vista senior population in your public transportation plan.

Half the population in this city is over 65. Many people 80+ are driving due to the lack of services - including public transportation. You focus on commuters going to Antioch. Many of us go to medical appointments. In Vacaville, Fairfield. We shop there or in Lodi. Please consider more stops and easy on & off ie. include Summit at Lliberty.

At times I can't afford to fill my gas tank so I can't go to pick up prescriptions at Walmart in Suisun or Amtrak to Stockton or the ThruWay buses . Rio Vista is an Island prison. It takes 2days to go to SF from here on public transportation

I am a retired professional. I have advanced glaucoma and cannot drive. My wife drives but she is visually impaired also and cannot go long distances

The majority of the population is over 60, some cannot drive anymore or have no one to drive them. I feel discriminated against because there are minimal public transportation options Delta Breeze schedule is limited.

There isn't much available in Rio Vista

Traffic can't handle any more housing.

Need transportation to Med. Appointments and back home.

Friday traffic on Hwy 12. Whole town is blocked from St. Francis way, Front St. River Rd and Hillside Terrace

Traffic in Rio Vista is a big problem. Especially on Fridays, it can take an HOUR to drive from Summerset to the bridge. I have no real idea how we would ever get out of RV if there was a major emergency. All roads would be blocked.

Folks with disabilities to Vacaville and Fairfield

Not great for seniors probably will have to move when me and my husband can't get around

Difficult to get to medical facilities.

Money

Need a medical center in town

Gas price

Caltrans Related Comments (SR 12, SR 84, Rio Vista Bridge)

The biggest problem with transportation in the Delta is CALTRANS!!! Bridges, highways & ferries are not being managed properly, resulting in major delays!

Too many trucks on HWY 12, bridge repairs out of hand

The types and volume of traffic on Highway 12 has changed. Many more cars and commercial vehicles (18 wheelers as well). Rio Vista is not solely an agriculture town, and Highway 12 often backs up during the day from the Rio Vista Bridge to as far away as Currie Road in one direction, and simultaneously as far as Tomato Slough (towards Lodi) in the opposite direction. Crossing this barrier to get around town is often dangerous.

A new traffic study needs to be done along Highway 12 from the round about thru the town of Rio Vista to get an updated, accurate picture of road usage. The last study I saw mentioned listed seasonal trucks for agriculture. Man, not anymore!

The single most serious problem with transportation in Rio Vista is Highway 12. It is congested, people drive too fast, and the situation is made more complicated (and worse) by the frequent problems with the bridge over the Sacramento River (none of these are STA issues, but they are sorely in need of attention). Highway 160 congestion is a close second.

The entrance to Trilogy Rio Vista is via HWY 12. The 18-wheel truck traffic, just about any weekday (worse closer to the weekend) is ridiculous. Very frequently, our entrance to Trilogy is standing traffic, almost every afternoon until past 6:30 p.m. one mile east and one mile west, standing traffic.

SR 12 is too congested. Need to replace Rio Vista Bridge.

Too much traffic on Hwy 12, Can't get to downtown Rio Vista during rush hour or when bridge is up. Terrible

We avoid travel due to continuous bridge/accident issues & traffic through town.

I live in Trilogy, Hwy 12 is frightening. Way too many trucks clog up our town. Can't go to town after 2pm, will sit in traffic.

Highway 12 and 113 are horribly inadequate for our needs in this area. We need 4 lane highways! Too much traffic!

The Rio Vista bridge is a massive obstacle to my transportation destinations, and something needs to be done about it!

Rio Vista bridge is a major issue. Improve traffic flow.

Hwy 12 traffic every afternoon clogs up all streets in town

It is really hard to get to any airport from Rio Vista. Because of the unreliability of the roads/bridges you almost have to leave a day early. The ferries are an absolute disaster. They are broken more than they are open. Somebody in Caltrans needs to be fired for purchasing such bad equipment. Finding a way to get the trucks off Highway 12 would really be great. Congestion on Highway 12 from Trilogy to downtown Rio Vista is an incredible challenge every afternoon.

Caltrans has to be reliable with access to Ryer Island. Should run ALL the time.

Long long waits on Hwy 12 going east and west. Ban boats at the peak of traffic times.

Traffic congestion through Rio Vista has become terrible . Need a new bridge

Hwy 12 need additional lanes period. Too many semi-trucks huge vehicles that destroy the road and slow weekdays

Traffic jam on route 12 needs to be widen road and double lane on the Rio Vista bridge

Traffic on Hwy 12 from Summerset into town is awful from 2-3 pm till 6 or 7pm at night

Semi Trucks driving through our neighborhood to avoid traffic on Hwy 12

Roads needs improvements Hwy 12

Hwy 12 needs 2 lines going through Rio Vista to fight congestion caused by bridge

cut down on truck traffic on Hwy 12 or make it 4 lines

Hwy 12 & Bridge are constant gridlock in the mornings. I can't get to work with bridge worker

improve by scheduling crossing boats after 11pm to 5am so in an emergency the ambulance won't be stuck.

Rio Vista Bridge, frequent break downs or long wait time

Traffic of big semi trucks on hwy 12 and our city streets and roads. The bridges always breaking down

Traffic on Hwy 12 through Rio Vista is atrocious. The RV Bridge is overloaded and cannot handle the current traffic. No matter what improvements you make to Highway 12, the problem still comes down to the two lane limit on the bridge.

160 needs widening , need 2 more bridges on Hwy 12 needs 4 lanes at least 2 bridges

Need a bridge over Sac River to detour some traffic going to Antioch/Brentwood. Daily back up at Rio Vista Bridge

Fix the Bridge PLEASE!!! Often it is impossible to get to the basics like Post Office and grocery stores due to the back up on Hwy 12

road damage on Route 12 east and west and route 160-need more police coverage

Hwy 12 and Hwy 160 need 4 lanes or more passing lanes. Rt 12 entering Rio Vista from the west needs to be less hilly (more level and flat)

There is a constant bottle neck traffic from Azevedo on Hwy 12 to past the bridge, I am constantly late for appointments, ect. Hwy 12 needs to be widen. The bridge needs to be widen as well

Need lights on Hwy 12 and more lane

Heavy traffic on Hwy 12. Long delays crossing Rio Vista bridge

Hwy 12 too narrow /dangerous needs concrete divider. Hwy 160 is unsafe, too many cross lines

Highway 12 is too narrow, too dark at night needs a concrete divider and is dangerous and unsafe. Hwy 160 is also unsafe

Less traffic on hwy 12 - Congestion occurs often causing stopped traffic.

More lanes on highway 12. New bridge or tunnel at Sac River.

get through trucks off hwy 12.

Build a new tunnel bridge under Highway 12. Limit the hours trucks can drive on Highway 12 to 7 pm - 6 am; 10 am - 2 pm. Buy a new ferry that can run on demand and serve as backup when the Highway 12 bridge is broken or being maintained. Make the ferries resident-only during heavy traffic periods.

Only allow bridge to open during specific hours and not during peak traffic.

Build another bridge in Rio Vista or get Ferry that works 24/7, No semi on Hwy 12 , Don't allow 18 wheelers

Ideas for improving transportation to address the challenges above

Put speed bumps on Hamilton near the middle school to slow down commuter traffic that uses Bird Landing to bypass congestion on Hwy 12

A sidewalk along Church Road would improve safety significantly. A wide one, as is in place along Airport Road, would be ideal for walking & biking. Also, a dependable alternative to driving my own car to Antioch BART, rather than relying on the availability of friends/neighbors, which can be a huge inconvenience on their part.

Delta Breeze needs to expand schedule and provide services to BART from RV

Using Vans instead of buses.

The Delta Breeze is great, maybe expand it or add another similar service that can run on weekends and pick up later down town (specific drop off pick up area in town).

Improve Uber/Lyft service. Provide increased service to medical facilities.

I drive alot. My medical issues have me driving to Stockton and Napa. Getting to Stockton is a crap shoot because of traffic and bridge issues. Not so bad driving into napa. Grocery shopping is done twice a week out of town usually in Dixon or Vacaville. Traffic is a challenge and crazy drivers. My idea above for light rail would help.

An interactive, lighted sign along Highway 12 and 160 posting times when the RV bridge will be closing (water traffic) for planning purposes. Expand routes along highway 12 allowing for more turn outs or for passing lanes. Signage restricting commercial truck traffic, taking city streets to bypass congestion from the highway.

Be aware that Highway 80 isn't the only route used by commercial and commute traffic these days to get to or from the Bay Area, or Sacramento area to Interstate 5 and freeway 99. 12 and 160 are growing in usage for vehicles taking alternate means to avoid I 80 congestion.

For the people that don't drive in Rio Vista getting around to the places I need to go has been a challenge. Better bus transportation and more Uber/Lyft drivers would help. Also improvements to GoGo grandparents very clunky phone system that they use for client's to ask for rides, needs a lot of attention, they have a hard time matching up Uber/lyft drivers with riders.

Caltrans needs to make a major investment in improving Highway 12. If lanes can't be added, then shoulders need to be widened, and permanent barriers erected to prevent passing except in passing zones. Unfortunately, none of this will likely happen unless/until the bridge over the Sacramento is replaced (and that probably means replacing the bridge over the Mokelumne as well. (And over Potato Slough.)

Please provide access to BART stations from Trilogy in Rio vista.

Caltrans is the biggest hurdle. They are not sympathetic to our local safety issues nor our severe congestion on Hwy. 12 (mostly 18 wheel trucks). Many of our back roads to downtown Rio Vista are now being used to try and avoid congestion on Hwy 12. This makes living in Trilogy a challenge. Every weekday, it is unlikely that one can enter Hwy 12 from our main gate without sitting in standing traffic, all the way to the RV bridge.

We need county assistance with Caltrans. We are a small town but growing much larger every month. It appears we may have a few thousand or more residents in the next 6-12

months. Our local government officials are all volunteers with some full time key position such as City Manger, etc.

SR 12 Widen to 4 lanes.

BAN trucks on Hwy 12, It's a two lane country road.

I think if boats issued certain hours to go through bridge traffic might be better. Especially since more people are moving to Rio Vista.

The service from Rio Vista to Antioch BART is only for working commuters. There should be a mid-morning at 10:00 am and mid afternoon 3 - 4:00 pm service.

Limit trucks from cutting through our town, from 80 to 5. Only let trucks through that are delivering to our area. I don't mind the trucks that have to be on HWY 12 but the ones that cut through just cause bridge and highway problems.

I have written to CA governor & congressman M. Thompson need for multi county plan to provide transportation to Lodi and Stockton to Ace and Amtrack, rail for long distance travel. Fairfield is not aligned with Amtrack. Suisun City station is not dependable. Interstates are going to big rigs. Individuals must have access to rail & thruway _?_ for future travel. Solano County alone doesn't resolve it - Rio Vista needs to travel east.

A 2nd bridge in Rio Vista over the Sacramento River would give us 4 lanes! Need 4 lane hwy from I-5 to I-80.

Dial a ride gets full fast need more space. Place for bikes, lower fare.

A second bridge for restrictions on stuck traffic

Limit Times for big rigs to travel on. Highway 12 is a parking lot

The only way to get a rideshare driver is to call them to go "online" so they get out of Rio Vista. Once you get "out there" you will always find a ride!

Marketing of services provided.

Speed enforcement is non-existent Reckless drivers! More CHP presence!

To have a energy efficient (electric) train service from Rio Vista to Solano County.

Get rid of Delta Breeze

Make Buses available for all in Rio Vista

More frequent bus schedules

Safety, better roads, more access to stores in area

Add sidewalks on Airport Rd. Also need more frequent buses to Antioch BART.

Transportation in going to church in Rio Vista and downtown

Have alternate drivers to cover the Delta Breeze route when original drivers not to report to work between Suisun train depot and Rio Vista

There should be a CHP officer to direct traffic around accidents or bridge closures on Hwy 12 and 160 as people very unsafe ways to circumvents on their own .

Enforce truck speed limit use of the side roads when heavy traffic keep the trucks off Airport and enforce speed limit

Extend double wide sidewalk from Church Rd to River Rd along Airport Rd. Bike lanes along CA 12 from Helen Madre Bridge to Walters Rd.

Service daily Rio Vista & Walmart, Home Depot Target in Fairfield route grocery too

One bus to pick up to door-to-door people in Trilogy and another bus to go out of town. This might keep the out-of-town buses on schedule

Why is the railroad not an option or being utilized? Route 12 needs at least one more lane in either direction. Add bus route that does not deviate from set routes/stops.

Adding bike paths and walking paths. Fixing cracks and uneven places in sidewalk.

Need speed bumps at intersections where people repeatedly burn out their tires and do donuts on purpose

Direct delta breeze bus lines to access these important locations often.

At least 3 Delta Breeze buses a day from Trilogy in Rio Vista to Antioch Bart and transport connection in Suisun or Vacaville

Promote riding public transportation

Fix the roads

Potholes on Hwy 12 and Airport Rd hurts my car suspension system

Traffic light at Hwy 12 & Church Road. Stop sign or traffic light at Hwy 12 & Jackson Slough Rd (to Isleton).

If there was a nice bike trail that used the side of Airport Rd, that went to downtown/boardwalk. Maybe through some back roads.

Bus on Saturday night in Rio Vista

Fix some of the roads in town

Bus to Vacaville and Vallejo Kaiser and back to my house.

Use more cameras

Need weekend drivers

Maybe CHP presence on Hwy 12 to handle illegal left turns and some sort of directions to keep trucks out of residential areas

Teachers use the parking area at the school

Send maps, stops, via snail mail (to home)

Traffic mitigation measures: more crosswalks, stop signs, no through traffic on residential streets to provide safety and walkable neighborhood

Better bus or something service, or even a ferry to SF.

60% of Rio Vista residents are > 65 years. There are too many 80-year-old people driving around town.

Speed bumps

Repair roads & potholes timely, add paved shoulders-limit semis on surface residential streets as designated. More enforcement on 160 to Antioch, there are accidents almost daily.

Carve out bike lanes and/or mixed-use paths on rural roads and state highways.

I think that streets near the bridge and highway need to have times of the day that turns that cannot be used. The commuter traffic makes it very difficult to get across the highway or around time during this time.

Make Highway 12 into 4 lanes instead of 2 or at least lengthen the passing lanes and add a few more. Commuters are always at the mercy of the speed of the Big Rigs which tend to drive slower than 55 mph....this max speed should also be changed to 60

Need safer ways to get downtown Rio Vista from Trilogy either walking or bike paths on the roads into town

Repair roads, increase CHP patrols to catch the crazies

Need a light rail from Trilogy to downtown and Riverwalk

Ban trucks on Hwy 12 & 113 and Back roads, Hwy 12 and 113 are dangerous/rough roads

More flashing lights and crosswalks. Enforcement of the speed limit more bike lanes

More police to ticket wild drivers

Educate in writing updated routes and pick up times for buses, taxis etc. that are public

While taking my sister home from an already lengthy cardiologist visit out of town, (because in case you haven't noticed, there are no doctors or medical facilities in Rio Vista) the bridge went up (no boat) and my sister was in gastric distress. not only is she weak from radiation therapy, she needed a bathroom for more than twenty minutes. it would have been a short jaunt from Antioch home, where relief was possible, but, no, the bridge operator thought it would be fun to add to the already impossible traffic jam that has become Rio Vista.

Need better pedestrian /bike transit connection between Liberty and Core.

Advertise - make the info available

Same thing bike/golf carts walking friendly to get to downtown

Please Advertise the Delta Breeze more prominently in the Beacon & social media

Make schedules available via mail to every resident in Rio Vista and where to take the transportation & contact information.

More center barriers so less people pass on these HWYS. More HWY patrol to catch the speeders.

You have heard repeatedly from me on this. Construct a link Transportation services , perhaps between Delta Breeze and Lodi, Grapevine or create a new service between them so people will have access to transport east

Signage on when the bridge going up before you head out would be helpful

Medical center in town and have a shuttle to [pick up seniors and others to go to the medical center

Install a stoplight many drivers ignore the yellow caution light

Safer sidewalks, more police to monitor unsafe drivers

Make some roads " Local Traffic Only to prevent traffic jams

I use GOGO grandparent . The only areas outside of Solano to access are Antioch and Brentwood. There are medical facilities like Pittsburg, Concord and Stockon.