

**Citizens Advisory Committee (CAC)**  
**Yolo County Transportation District**  
350 Industrial Way, Woodland, CA 95776---(530) 661-0816

<p><b>Topic:</b>  Receive update on the Yolo Active Transportation Corridors (YATC) Project and affirm two preferred segments to advance to design phase</p>	<p><b>Agenda Item#:</b></p>	<p><b>4</b></p>
	<p><b>Agenda Type:</b></p>	<p>Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No</p>
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## RECOMMENDATION:

1. Receive an update on the Yolo Active Transportation Corridors (YATC) Project.
2. Affirm the following two segments as preferred segments to advance to design phase in coordination with relevant local and state agency representatives:
  - Madison to Esparto (State Route 16 from CR 89 to CR87)
  - Davis to Woodland (via CR 102 / CR 27 / Harry Lorenzo Ave)

## BACKGROUND:

*\*\*Staff Note: This staff report builds on prior staff reports, presented most recently at the July 2024 and October CAC and YoloTD Board meetings, respectively. Those staff reports focused on Existing Conditions Report and Phase 1 Outreach. This staff report focuses on Phase 2 Outreach, Development of Prioritized Corridors, and identification of preferred segments to advance to design. Readers are referred to the October 2024 YoloTD Board meeting staff report for earlier project activity:*

<https://yolotd.org/wp-content/uploads/2024/10/Oct-2024-Board-Agenda-Packet.pdf>

The Yolo Active Transportation Corridors (YATC) Project will develop an active transportation plan for a network of multiuse trails that will help to address barriers to mobility for low-income and minority residents of Yolo County. This planning project will build upon YoloTD's recent efforts to explore how public interest design of transportation services can be used to address the needs of the region's most isolated and disadvantaged areas.

In 2021, YATC was awarded \$1.2 million in federal funds from the Rebuilding Americans Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.

YATC will accomplish two objectives:

- Establish a long-term vision and planning document for active transportation corridors in Yolo County.
- Establish priorities and complete construction documents for at least one (1) and up to three (3) corridors, thereby positioning the project(s) for discretionary grant funding.

The scope of work addresses the initial planning and outreach phase of the YATC project, comprised of Tasks 1 (Project Management), 2 (Existing Conditions Assessment), 3 (Public Outreach & Community Engagement), and 4 (Plan Preparation) identified in the RAISE grant application. The scope of work for the design, engineering, and environmental phase of the YATC project (also RAISE -funded) is the subject of this staff report.

### **Citizens Advisory Committee Comments: July 22,2024**

In July, staff brought to the CAC an update on the YATC project following completion of the Existing Conditions Report and Phase 1 Community Outreach. CAC member input included the following:

- Concerns about the focus areas and how the preliminary recommendations would be determined.
- Questions about commuting data, including electric vehicles (EVs) and e-bikes.
- Yolo County TAC's 2013 bicycle plan was limited and emphasized the need to consider both on-street and off-street projects
- Concerns about road debris and shading for cyclists, significantly as heat-related incidents are rising.

### **YoloTD Board Feedback: October 14, 2024**

In October, staff brought to the YoloTD Board an update on the YATC project following completion of the Existing Conditions Report and Phase 1 Community Outreach. While no formal Board action was taken, specific Board member input included the following:

- Would be possible to consider creating a Class A bikeway paralleling the railroad right-of-way between Davis and Woodland? The project team confirmed that this option is being considered.
- Clarification on the budget for the project, confirming that it involves a \$1.2 million RAISE grant. Staff noted that about half is dedicated to the planning and outreach phase, while the other half is for engineering and design.
- Are YoloTD staff working with cities on projects that connect them is possible, even if they retain jurisdiction? Staff responded that the boundaries of West Sacramento and Sacramento are adjacent, which might have influenced the decision to limit the project to Yolo County and not extend into Sacramento.

## **DISCUSSION:**

One of the primary outcomes of the Yolo Active Transportation Corridor (YATC) project is to identify and prioritize low stress walking and biking connections between the communities within Yolo County. The federal RAISE grant which funded the project includes a small amount of funding for design/pre-construction work on 1-3 priority corridors. The corridors which are selected as the highest priority will receive these funds, thereby bringing them one step closer to implementation.

Because the design funding is limited and there are many corridors that would benefit from receiving those funds, the YATC team led a thorough process to evaluate corridors and determine which are strong candidates for prioritization. This section provides an overview of that process.

## **Development of Preliminary Corridors**

The process spanned two rounds of community engagement with the first identifying the unmet community needs and logical connections to neighboring communities. The second focused on validating the identified corridors and ranking guiding principles for the prioritization of the corridors.

Corridor identification started with understanding the existing opportunities within Yolo County to pair a new shared use walking and biking path with other linear features between communities. Railroad corridors, irrigation district canals and maintenance roads, natural waterways and creeks, along with county roads were candidates for path alignments. Rails-to-trails projects utilize the process of converting unused rail corridors for future transportation use, such as shared use path. Many creek corridors such as Putah and Cache Creeks have had past studies evaluate enhancing the riparian open space with trail infrastructure. The maintenance roads alongside irrigation canals and ditches can be paved and enhanced with security features to allow multimodal use with cooperative agreements. County roads can be widened to include a side path to allow for people to walk and bike within proximity to the existing driving public without having to share the roadway.

## **Phase 2 Outreach: Process**

A draft network of these potential corridors was developed to create logical and efficient connections between the communities. The team received public feedback on the draft network during the second round of public outreach.

Phase 2 of community engagement for the Yolo Active Transportation Corridors Plan occurred between November 2024 and January 2025. During this time, we hosted eight open houses in unincorporated areas and three in the incorporated cities of Woodland, Davis, and West Sacramento. The goal was to hear directly from community members about the draft improvement projects that were developed based on feedback from Phase 1. We also asked people to weigh in on which of the six project selection criteria mattered most to them. To make it easier for folks to share their input, a second Crowdsource+ tool focused on the proposed projects was launched. All event notices were shared in both English and Spanish, online and through our project StoryMap to make sure we reached as many Yolo County residents as possible.

## **Phase 2 Outreach: What We Learned**

The general sentiment among attendees was excitement for new facilities and amenities, and support for the proposed improvements; however, there were some opposition and skepticism. Common themes included

- Participants in unincorporated communities were generally more invested in the safety and access within their communities than the broader countywide active transportation network. For example, lighting, high-speed traffic and need for traffic calming, safe crossings, road conditions, etc.
- Participants in incorporated cities expressed greater excitement for connectivity to other communities.

Readers are referred to Attachment 2 for more community outreach details

## **Development of Draft Evaluation Criteria for Active Transportation Corridors**

The nine draft criteria in the table below were vetted and revised through the project's Technical Advisory Committee. Each criterion was paired with an available or easily created data set that could be used to evaluate the project corridors. Generally, safety criteria helped elevate YATC corridors that paralleled high speed roadways or areas with a history of collisions involving pedestrians and bicyclists. Access criteria helped elevate corridors that provided access to services such as schools, social services, grocery stores, and transit for

underserved populations in disadvantaged communities or isolated affordable housing. Corridors that were identified as high priority in this process tended to connect low population centers to one of the cities within Yolo County. As trails in the network are completed, future mid and low priorities trails will elevate in importance as they will become the new linkage to services for communities on the edges of the County.

Table 1: List of Factors for YATC Intercommunity Connections Prioritization

Input Factor	Source / GIS Format	Range of Factor	Variable Score	Notes
Parallels a high-speed facility (posted speed)	County GIS /Staff	45+	100	
		30-35	50	
		0-25	0	
Bicycle/Pedestrian involved Fatal or serious injury collisions within corridor area (2018 – 2022)	UC Berkeley SafeTREC TIMS	2+ collisions	100	
		1 collision	50	
		0	0	
Schools, Libraries, Parks – within a community at each end of a path	CA Dept. of Education	6+ locations	100	Highest scores for connections between high factor and low factor values
		1-5	50	
		0	0	
Recreation Area/Open Space Area/Trailhead	Staff	yes	50	
		no	0	
Other destinations (community centers, grocery stores, social services, medical center) – within a community at each end of a path	Google and Staff	6+ locations	100	Highest scores for connections between high factor and low factor values
		1-5	50	
		0	0	
Population – persons living within catchment area of trail	Census	10,000+	100	
		2501-9,999	50	
		0-2500	0	
Transit Service – Fixed Route, Express Routes, or BeeLine service	YTD	One End	100	
		None	0	
Serves Disadvantaged Community Area	Caltrans EQI	Yes	50	
		No	0	
Connects to underserved housing outside of a CDP	Staff	Yes	100	
		No	0	
<b>Total</b>			<b>0-700</b>	

### Prioritized Corridors Results

Figure 1 below illustrates the results of applying the Draft Evaluation Criteria to the Preliminary Corridor segments. Eligible scores for corridor segments range from 0 to 700 and are color coded in shades of green to red, respectively. A larger map and preliminary scoring results can be found in Attachment 1.

Figure 1: Map of Prioritized Corridors



## **Coordination with Yolo County**

Yolo County owns and maintains much of the right-of-way for many of the corridors within the YATC plan. YoloTD staff have given regular updates to the Yolo County Transportation Advisory Committee throughout the project. Additionally, Yolo County staff have participated on the project-specific Technical Advisory Committee (TAC). However, as the first project advances, increased coordination will occur with Yolo County to ensure a comfort level with the proposed corridors, the Preferred Segment proposed here, and continued YATC plan implementation. Accordingly, in May staff will seek feedback on the Preferred Segment from the Yolo County TAC and affirmation from the Yolo County Board of Directors.

## **Staff Recommendations**

**Affirm the following two preferred segments to advance to design phase in coordination with relevant local and state agency representatives:**

**Madison to Esparto (State Route 16 from CR 89 to CR87): ~2.7 miles**

The 2.7 mile segment between Madison and Esparto is not currently possible by walking or bicycling and can only be made via the high speed State Highway 16. This project will provide a critical active transportation connection between two interdependent communities, an identified priority of both expressed during the community outreach process.

**Davis to Woodland (via CR 102 / CR 27 / Harry Lorenzo Ave): ~5.5 miles**

The 5.5 mile segment between Davis to Woodland will complete a long-envisioned safe, off-street active transportation path connecting the two communities. Travel analysis reveals high demand for active transportation between these two communities and for which walking and bicycling can only be made on high speed and high volume county roads.

The recommendation for these two segments is based on their performance against the evaluation criteria, input received from the TAC and the two community outreach phases, and available remaining budget. The significance of the recommendation is the remaining project budget will be used towards engineering (design) , of these two projects which brings them a step closer to completion. Projects from the YATC Prioritized Corridors list not selected (i.e. all the others) must be deferred until funding becomes available.

The estimated design cost is approximately \$850,000, with a remaining project budget of approximately \$640,000. Staff are including in the FY 25/26 capital budget an additional \$200,000 which, combined with the remaining grant funds, would enable the two segments to be developed to a level of completion that satisfies the commitment to the RAISE grant program and positions both segments competitively for final design and external competitive grant construction funds.

## **Segments Already In-Progress**

Importantly, YATC will incorporate into the plan two additional active transportation project segments that are in various stages of development. Because they are advancing with separate funding and are being managed by other local agencies, staff does not propose using remaining project grant funds for these segments.

## **West Sacramento to Clarksburg (via Clarksburg Branch Line Trail Extension): ~7.5 miles**

This segment is currently in the design phase and being led by the City of West Sacramento, in partnership with Yolo County, the Delta Protection Commission, and Yolo Transportation District. Funding for this project was provided by SACOG.

## **El Rio Villa to Winters (via Russell Blvd & Grant Ave): ~1.2 miles**

Another in-progress project being folded into the YATC plan is being developed by the City of Winters, Yolo County, and Caltrans District 3 to connect the El Rio Villa affordable housing site with Winters via a new I-505 active transportation overcrossing parallel to Grant Ave. This project has completed the planning & outreach phase and Caltrans has identified it as a Sacramento region priority project for the state's Active Transportation Program (ATP) Cycle 7. If awarded, funding would include design and construction of improvements from between El Rio Villa east of I-505 and Morgan Street in Winters. ATP awards are expected to be announced in June 2025.

The geographic distribution of projects is shown in the table below.

*Table 2: YATC Projects in Design Phase*

YATC Segments in Design	Segment Length (mi)	Status	Yolo Co. Supervisorial Districts				
			1	2	3	4	5
West Sacramento to Clarksburg	7.5	In Progress	✓				
El Rio Villa to Winters	1.2	Pending Funding		✓			
Madison to Esparto	2.7	Pending Approval					✓
Davis to Woodland	5.5	Pending Approval			✓	✓	

With approvals from both the YoloTD and Yolo County Boards, critical YATC segments would move forward in all County Supervisor Districts and supporting all major population centers.

## **Next Steps**

**YoloTD Board (May 12<sup>th</sup>):** Following the CAC meeting, staff will bring this item to the YoloTD Board.

**Yolo County TAC (May 22<sup>nd</sup>):** In the spirit of interagency partnership, YoloTD will bring this item to the Yolo County TAC for feedback.

**Yolo County Board of Directors (TBD):** YoloTD staff will coordinate with Yolo County staff to present this item to the Yolo County Board of Directors at the earliest opportunity and prior to initiating design on the preferred segment recommended in this staff report.

**Plan Completion (mid-/late- fall 2025):** Completion of the YATC plan is expected to occur in mid-late fall 2025. Once complete, staff will return to the CAC, Yolo County TAC, YoloTD Board, and Yolo County Board of Supervisors for approval.

**Completion of Design (mid-late-2026):** Completion of design is expected to occur in mid-late 2026. Concurrent with design, staff will seek potential funding sources for project construction.

## **Project Process**

The exhibit below illustrates key project milestones and current status.

*Figure 2: Project Schedule*

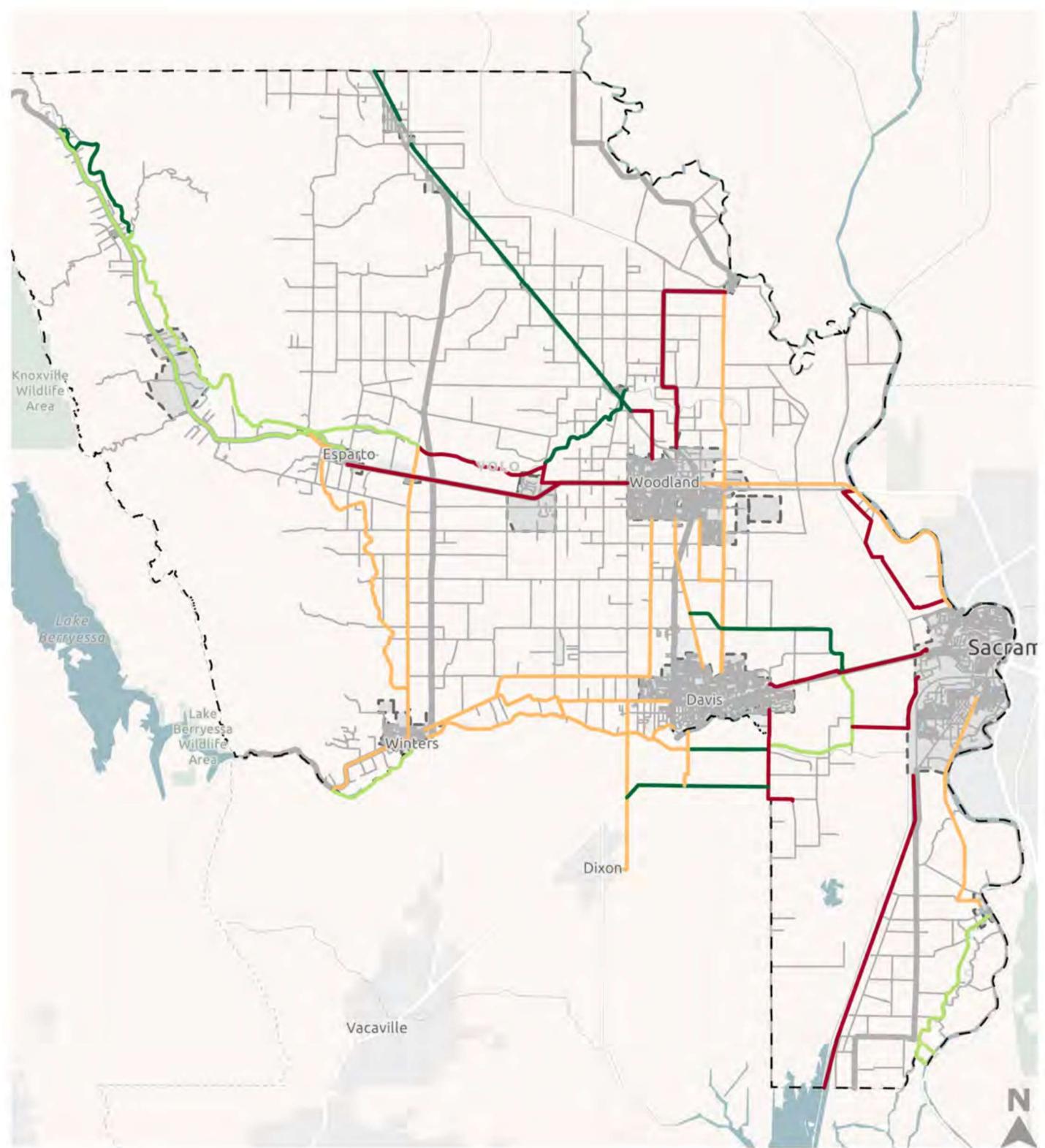


## **BUDGET IMPACT:**

The project is funded by the Federal RAISE grant. Staff is requesting in the FY 25/26 Budget an additional \$200,000 to complete design.

## **Attachments:**

1. Prioritized Corridors Map & Scores
2. Phase 2 Community Outreach Summary



Priority Score



## Intercommunity Connections Corridor Prioritization

OBJECTID Location	Description	End1_Name	END2_Name	Priority Score	Length [miles]
12 Sacramento River Deep Water Ship Channel	Following Levee Road/Channel Dr alongside the western side of the Sacramento River Deep Water Ship Channel	Unincorporated County	West Sacramento	700	13.6
21 County Rd 22	County Road 94B, beginning at the southern side of Cache Creek, going south and turning onto County Road 22; ending at Yolo Causeway Bike Path along the northern side of the I-80.	Monument Hills	Woodland	700	4.4
32 Yolo Causeway Bike Path	From Road 32A to W Capital Ave	West Sacramento	Unincorporated County	700	4.0
37 County Rd 32A	County Road 32A from Mac Blvd to the I-80 on-ramp	Davis	Unincorporated County	650	2.9
28 County Rd 99/County Rd 18	County Road 99 between County Road 18 and West Kentucky Avenue	Yolo	Woodland	600	2.9
5 Cache Creek	Starting from County Road 85, on the northern side of Cache Creek following the creek eastward to County Road 94B	Monument Hills	Madison	550	5.6
6 County Rd 24	County Road 118 to 124 to 126 between East Yolo Levee Road and Old River Road	West Sacramento	Unincorporated County	550	8.1
17 County Rd 36/Mace Blvd	Mace Boulevard between South El Macero Drive and Tremont Road	Catalyst Davis Migrant Center	Davis	550	4.8
22 N East St	State Route 113 between County Road 102 and Churchill Downs Avenue	Knights Landing	Woodland	550	9.6
30 State Route 16	State Route 16 between Yolo Ave (in Esparto) and County Road 22, just east of County Road 95 outside of Monument Hills	Esparto	Monument Hills	550	9.2
35	Starting in West Sacramento, where the railroad tracks intersect with Channel Drive. Following Channel Dr going south then moving westward through the Yolo Bypass Wildlife Area. Ends at when it intersects with Levee Road.	Unincorporated County	West Sacramento	550	4.6
7 County Rd 89	County Road 89 between State Route 16 and County Road 128	Madison	Winters	500	12.1
8 Willow Point Rd	Starting at the Clarksburg Branch line Trail, near the corner of Raider Lane and Linden Road. Going south along Raider Ln then along Antioch Ave, across Village Pkwy. Following along S River Road but continuing straight south to end at the Winchester lake dam and Pumphouse Road	Clarksburg	West Sacramento	500	10.0

OBJECTID Location	Description	End1_Name	END2_Name	Priority Score	Length [miles]
10 County Rd 101 (Harry Lorenzo Ave)	Starting at County Road 101 (Harry Lorenzo Ave) and Farmers Central Road, continuing south to County Road 27 and turning east to go to County Road 102. Following Road 102 south to about Picasso Ave (Davis city boundary)	Davis	Woodland	500	7.3
14 County Rd 99	County Road 99 between Farmers Central Ditch and W Covell Blvd	Davis	Davis	500	6.5
15 County Rd 102	County Road 102 between Bronze Star Road and East Covell Boulevard	Davis	Woodland	500	7.3
16 County Rd 102	County Road 102 between State Route 113 and Interstate 5	Woodland	Knights Landing	500	8.2
23 Putah Creek	Northern side of the South Fork Putah Creek, starting from Interstate 505 and going east, ending at Old Davis Road	Davis	Winters	500	13.8
24 Russell Blvd	Russell Blvd between County Road 95A and State Route 113	Winters	Davis	500	11.0
25 County Rd 101A	Along the California Northern Railroad tracks, between Farmers Central Ditch and ending at the Willow Slough Old River Road between Interstate 5/Northbound ramps and Tule Lake Road	Davis	Woodland	500	6.3
27 County Road 22/Old River Rd	Old Davis Rd between Interstate 80 and Tremont Rd	West Sacramento	Woodland	500	14.0
34 Old Davis Rd	Starting in Winters, Russell Blvd eastward up County Road 39A to County Rd 31 moving eastward to County Road 99 (Davis city boundary)	Unincorporated County	Davis	500	2.4
38 County Rd 31	County Rd 98 between Russell Blvd and Vaughn Rd	Winters	Davis	500	10.2
19 County Rd 98/Pedrick Rd	Along the east side of Winters Canal, starting from County Road 85, continuously heading south, turning east towards and ending at County Road 89	Winters	Unincorporated County	450	8.0
20 Winters Canal	County Road 128 between Putah Creek Rd and Railroad Ave	Capay	Winters	450	14.7
26	State Route 16 between County Road 85 and County Road 87	Esparto	Capay	400	4.3
9 State Route 16/Woodland Ave	Starting at the intersection of Netherland Ave, Park Ave, and N School St in Clarksburg. Heading west along Netherlands all the way to the intersection of S Netherland's Rd and Waukeena Rd (Road 145). Going south along Waukeena Road to then go east on Courtland Road across Elk Slough ending at the intersection of Courtland Road and S River Road.	Clarksburg	Unincorporated County	400	2.2
13 Elk Slough to Morgans Landing	Starting from County Road 85, on the northern side of Cache Creek following the creek eastward to County Road 94B	Madison	Capay	400	8.9
44 Cache Creek	Following along the north-eastern side of Cache Creek across from County Road 71, from Brooks to Capay	Brooks	Capay	350	4.8
1 Cache Creek	Putah Creek Rd, between County Road 128 and Railroad Avenue	Unincorporated County	Winters	350	6.5
36 Putah Creek				350	4.4