



## BOARD OF DIRECTORS MEETING AGENDA

**Directors:** Dawntè Early (Chair, City of West Sacramento)  
Jesse Loren (Vice-Chair, City of Winters)  
Lucas Frerichs (Yolo County)  
Josh Chapman (City of Davis)  
Mayra Vega (City of Woodland)  
Kelly Fong Rivas (UC Davis, ex-officio)  
Sukhi Johal (Caltrans, ex-officio)

This Board Meeting will be held in person at the location below. Members of the public who wish to participate remotely may use the zoom link or phone number below.

### **IN-PERSON INFORMATION**

**Meeting Date:** May 12, 2025

**Meeting Time:** 6:00 PM

**Meeting Place:** Yolo Transportation District Board Room  
350 Industrial Way  
Woodland CA 95776

### **ZOOM INFORMATION**

Link: <https://us06web.zoom.us/j/87969227172?pwd=hIaEqV4cjgNVfdOT80mRulUABybc3v.1>  
Meeting ID: 879 6922 7172  
Passcode: 105086

All participants will be entered into the webinar as attendees.

YoloTD offers teleconference participation in the meeting via Zoom as a courtesy to the public. If no voting members of the YoloTD Board are attending the meeting via Zoom, and a technical error or outage occurs with the Zoom feed or Zoom is otherwise disrupted for any reason, the YoloTD Board reserves the right to continue the meeting without remote access.

The YoloTD Board of Directors encourages public participation in its meetings. Members of the public shall be given an opportunity to address the Board of Directors in person, remotely, and/or in writing. For more information on how to provide public comment, please see the section of this agenda entitled "Public Participation Instructions."

The Board reserves the right to take action on all agendized items at any time during the meeting, except for timed public hearings. Items considered routine or non-controversial are placed on the Consent Calendar. Any Consent Calendar item can be separately addressed and discussed at the request of any member of the YoloTD Board.

Estimated Time	Agenda Item	Information	Action Item
6:00 PM	1. Determination of Quorum (Voting members: Woodland, Davis, West Sacramento, Winters, Yolo County) (Nonvoting members: Caltrans, UCD)		X
6:05 PM	2. Approve Agenda for May 12, 2025 Meeting		X
6:10 PM	3. Comments from public regarding matters <u>on the consent calendar</u> , or <u>items NOT on the agenda</u> but within the purview of YoloTD. Please note, the Board is prohibited from discussing items not on the agenda.	X	

### CONSENT CALENDAR

6:15 PM	4a.	Approve Board Minutes for Regular Meeting of April 14, 2025 <i>(J. Marte, pp 5-9)</i>		X
	4b.	Approve Revised Job Descriptions for two Information Technology (IT) Staff Classifications <i>(D.Romero, pp 10-20)</i>		X

### REGULAR CALENDAR

6:20 PM	5.	Public Hearing for Staff Vacancies (AB2561) <i>(J. Marte/A.Bernstein, p 21)</i>		X
6:30 PM	6.	Receive YoloTD Draft FY 2025-2026 Budget <i>(C. Fadriga, pp 22-52)</i>	X	
7:00 PM	7.	Receive update on the Yolo Active Transportation Corridors (YATC) Project and affirm two preferred segments to advance to design phase <i>(B. Lomeli/ B. Abbanat, pp 53-74)</i>		X
7:30 PM	8.	Fourth and Hope Grand Jury Response Recommendation <i>(L. Torney, pp 75-100)</i>		X
7:45 PM	9.	<b>Administrative Reports (A. Bernstein, p 101)</b> Discussion regarding subjects not specifically listed is limited to clarifying questions. A. Board Members' Verbal Reports B. Executive Director's Verbal Report C. Transdev Report D. Long Range Calendar	X	
8:00 PM	9.	Adjournment		X

Unless changed by the YoloTD Board, the next meeting of the Board of Directors will be Tuesday, May 27 2025, at 6:00 pm at Yolo Transportation District, 350 Industrial Way, Woodland CA 95776

I declare under penalty of perjury that the foregoing agenda was posted on or before Friday, May 9, 2025 at the Yolo County Transportation District Office (350 Industrial Way, Woodland, California). Additionally, copies were transmitted electronically to the Woodland, Davis, West Sacramento, and Winters City Halls, as well as to the Clerk of the Board for the County of Yolo.

*J. Marte*

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Janeene Marte, Clerk of the Board

### **Public Participation Instructions**

Members of the public shall be provided with an opportunity to directly address the Board on items of interest to the public that are within the subject matter jurisdiction of the Board of Directors. Depending on the length of the agenda and number of speakers, the Board Chair reserves the right to limit the time each member of the public is allowed to speak to three minutes or less.

#### **IN PERSON:**

Please fill out a speaker card and give it to the Board Clerk if you wish to address the Board. Speaker cards are provided on a table by the entrance to the meeting room.

#### **ON ZOOM:**

If you are joining the meeting via Zoom and wish to make a comment on an item, click the "raise hand" button. If you are joining the webinar by phone only, press \*9 to raise your hand. Please wait for the host to announce the comment period has opened and indicate that you wish to make a comment at that time. The Clerk of the Board will notify the Chair, who will call you by name or phone number when it is your turn to comment.

#### **IN ADVANCE OF THE MEETING:**

To submit a comment in writing, please email [public-comment@yctd.org](mailto:public-comment@yctd.org). In the body of the email, include the agenda item number and title with your comments. Comments submitted via email during the meeting shall be made part of the record of the meeting but will not be read aloud or otherwise distributed during the meeting. To submit a comment by phone in advance of the meeting, please call 530-402-2819 and leave a voicemail. Please note the agenda item number and title with your comments. All comments received by 4:00 PM on Monday, May 12, 2025, will be provided to the YoloTD Board of Directors in advance.

### **Americans With Disabilities Act Notice**

If requested, this agenda can be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact the office for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, to participate in a public meeting should telephone or otherwise contact Yolo Transportation District as soon as possible and preferably at least 24 hours prior to the meeting. We may be reached at telephone number (530) 402-2819, via email at [custserv@yctd.org](mailto:custserv@yctd.org) or at the following address: 350 Industrial Way, Woodland, CA 95776.



# VISION, VALUES AND PRIORITIES



## Vision Statement

*The vision statement tells us what we intend to become or achieve.*

Provide seamless, sustainable mobility solutions to help Yolo communities thrive.

## Core Values

*A core value describes our individual and organizational behaviors and helps us to live out our vision.*

- We are transparent, inclusive and accountable to the public, stakeholders and partner agencies
- We are committed to addressing inequities and improving outcomes for our most vulnerable communities
- We prioritize environmental sustainability and climate resilience
- We value efficiency, innovation and responsible stewardship of public funds

## District-Wide Priorities

*Priorities align our vision and values with our implementation strategies.*

1. Provide transit service that is faster, more reliable and convenient.
2. Partner with member jurisdictions, community-based organizations and local, regional, state and federal agencies to identify and address the current and evolving mobility needs of Yolo County.
3. Coordinate, plan and fundraise to deliver a full suite of transportation projects and programs.

*Updated November 2022*

**BOARD COMMUNICATION: YOLO COUNTY TRANSPORTATION DISTRICT**  
**350 Industrial Way, Woodland, CA 95776 (530) 661-0816**

<b>Topic:</b> Receive update on the Yolo Active Transportation Corridors (YATC) Project and affirm two preferred segments to advance to design phase	<b>Agenda Item#:</b>	7
	<b>Agenda Type:</b>	Attachments: <input checked="" type="radio"/> Yes <input type="radio"/> No
<b>Prepared By:</b> B. Lomeli and B. Abbanat		<b>Meeting Date:</b> May 12, 2025

## 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)
3. Direct staff to provide an update to and seek concurrence from the Yolo County Board of Supervisors

## 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 3 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.

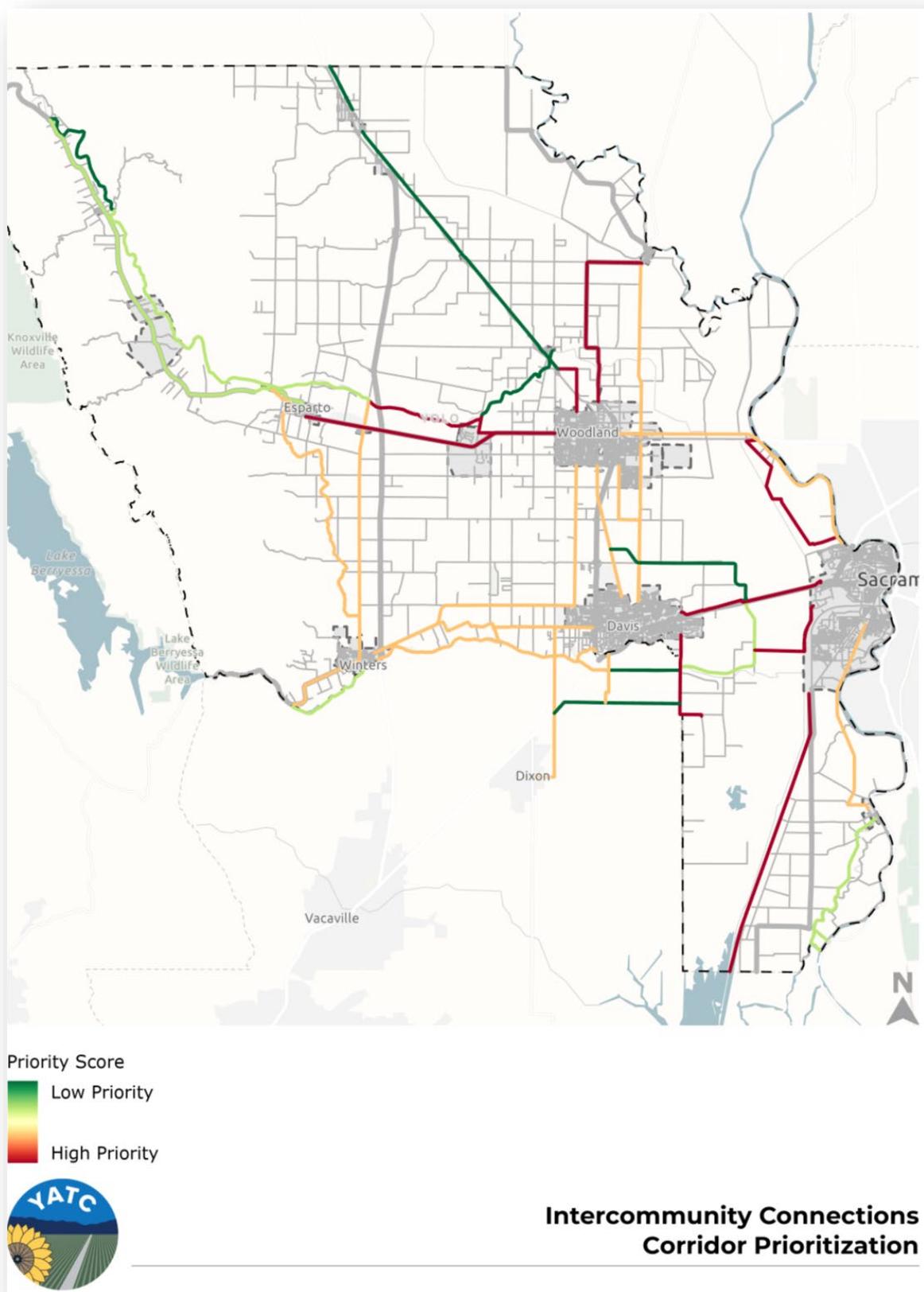
Table 1: List of Factors for YATC Intercommunity Connections Prioritization

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	YID	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>			0-700	

### 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 2.

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, staff will seek feedback on the Preferred Segments from the Yolo County TAC and affirmation from the Yolo County Board of Directors.

### **YoloTD CAC Feedback: May 5<sup>th</sup>, 2025**

Staff received valuable input from the CAC on May 5<sup>th</sup>. Conversation highlights included overall support for the project with questions regarding:

- How specific alignments were chosen for routes in the plan, particularly the route between Woodland and Davis along CR 102.
- Responsibility for maintenance
- Caltrans awareness and coordination on routes affecting state highways
- Connections to destinations on other side of the county line

The CAC unanimously supported the staff recommendation below.

### **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 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
Madison to Esparto	2.7	Pending Approval					✓
Davis to Woodland	5.5	Pending Approval			✓	✓	
West Sacramento to Clarksburg	7.5	In Progress	✓				
El Rio Villa to Winters	1.2	In Progress, Pending Funding		✓			

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

## **Direct staff to provide an update to and seek concurrence from the Yolo County Board of Supervisors**

The Board's approval of the staff recommendation will indicate an intent to a key project partner (Yolo County) that YoloTD of advancing these two segments. Staff will then bring these items to the Yolo County Transportation Advisory Committee and Board of Directors for concurrence and then return to the YoloTD Board in July with a consent agenda item executing an agreement amendment with Fehr & Peers to begin design services.

### **Next Steps**

**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 Supervisor (July 8th):** YoloTD staff have coordinated with Yolo County staff to present this item to the Yolo County Board of Supervisors on July 8<sup>th</sup>.

**YoloTD Board of Directors (July14th):** At this meeting staff will bring for Board approval a resolution:

- 1) Authorizing expenditure of remaining RAISE grant funds
- 2) Approving agreement amendment with Fehr & Peers:
  - a. To conduct civil engineering (design) for the two preferred segments
  - b. Agreement time extension

The amended agreement will include a full proposal for design services.

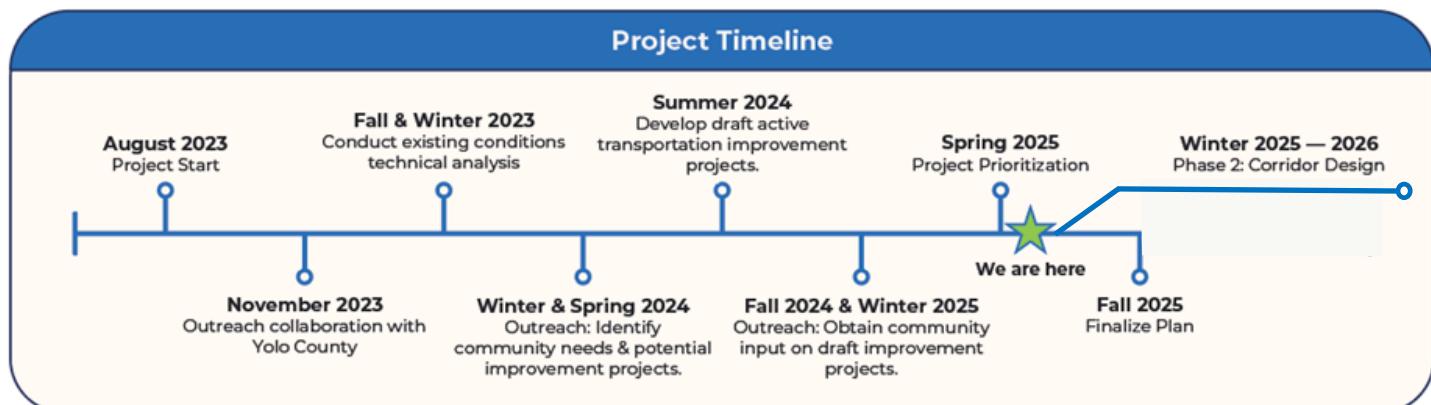
**Plan Completion (mid-/late- fall 2025):** Completion of the YATC plan is expected to occur in mid-late fall 2025. Once complete, staff will return to the CAC, Yolo County TAC, YoloTD Board, and Yolo County Board of Supervisors for approval.

**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**

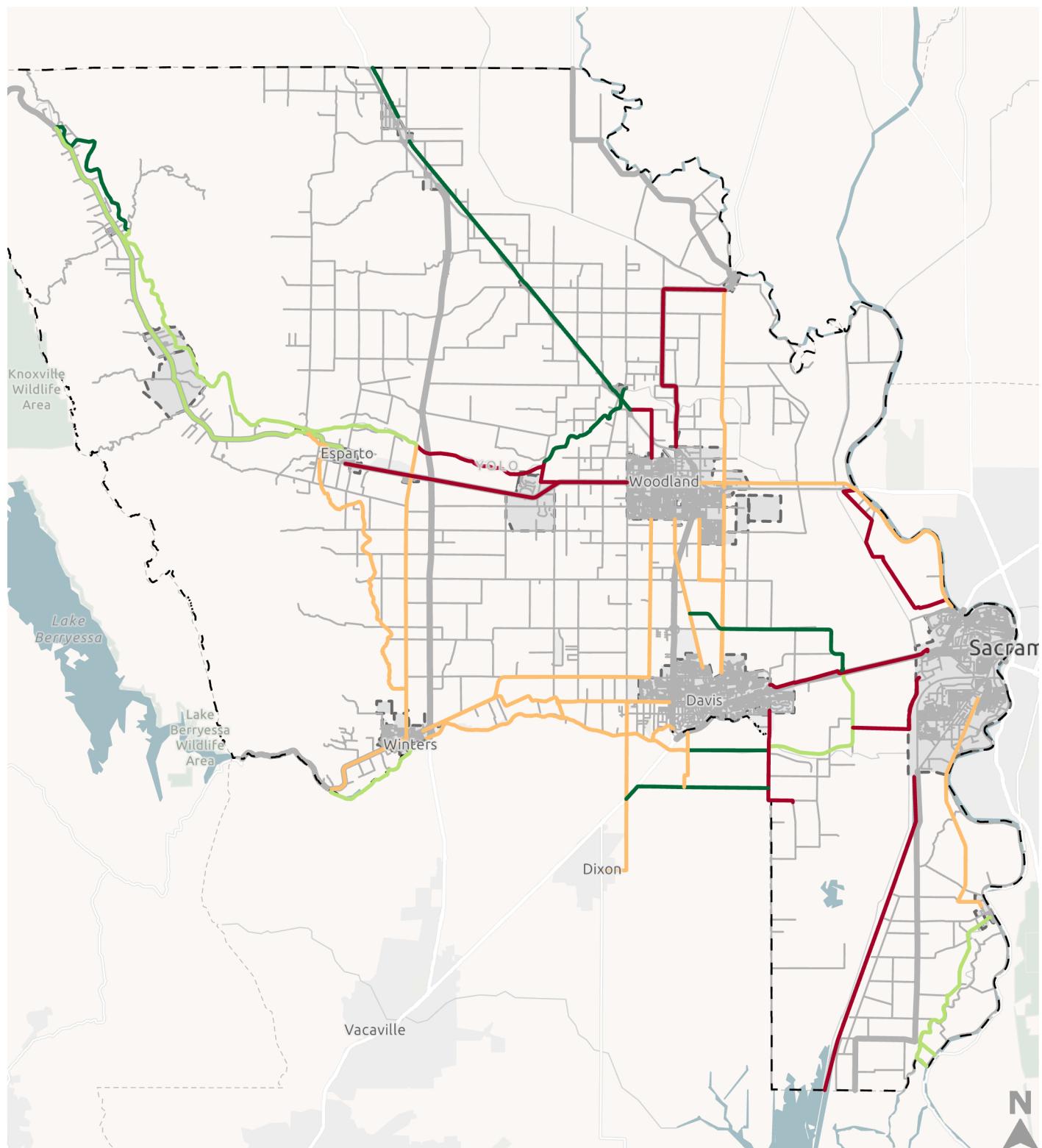
The exhibit below illustrates key project milestones and current status.

*Figure 2: Project Schedule*



## ATTACHMENTS:

- A. Prioritized Corridors Map & Scores
- B. Phase 2 Community Outreach Summary



Priority Score

Low Priority

High Priority



## 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	Unincorporated County	Davis	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 124	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	Woodland	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	Davis	Woodland	500	6.3
27	County Road 22/Old River Rd	Old River Road between Interstate 5 Northbound ramps and Tule Lake Road	West Sacramento	Woodland	500	14.0
34	Old Davis Rd	Old Davis Rd between Interstate 80 and Tremont Rd	Unincorporated County	Davis	500	2.4
38	County Rd 31	Starting in Winters, Russell Blvd eastward up County Road 39A to County Rd 31 moving eastward to County Road 99 (Davis city boundary)	Winters	Davis	500	10.2
19	County Rd 98/Pedrick Rd	County Rd 98 between Russell Blvd and Vaughn Rd	Davis	Unincorporated County	450	8.0
20	Winters Canal	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	Capay	450	14.7
26		County Road 128 between Putah Creed Rd and Railroad Ave	Unincorporated County	Winters	450	4.3
9	State Route 16/Woodland Ave	State Route 16 between County Road 85 and County Road 87	Esparto	Capay	400	2.2
13	Elk Slough to Morgans Landing	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 Netherlands 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	8.9
44	Cache Creek	Starting from County Road 85, on the northern side of Cache Creek following the creek eastward to County Road 94B	Madison	Capay	400	4.8
1	Cache Creek	Following along the north-eastern side of Cache Creek across from County Road 71, from Brooks to Capay	Capay	Brooks	350	6.5
36	Putah Creek	Putah Creek Rd, between County Road 128 and Railroad Avenue	Unincorporated County	Winters	350	4.4

OBJECTID	Location	Description	End1_Name	END2_Name	Priority Score	Length [miles]
42	State Route 16	State Route 16 from Brooks to Capay Levee Road beginning at Interstate 80, going south and turning left along the northern side of South Fork Putah Creek, ending at	Capay	Brooks	350	6.6
3	South Fork Putah Creek/Willow Slough	Mace Boulevard	Unincorporated County	Unincorporated County	300	6.7
33	State Route 16	State Route 16 from Brooks to Guinda	Brooks	Guinda	300	6.9
41	State Route 16	State Route 16 from Guinda to Rumsey	Guinda	Rumsey	300	5.2
43	Cache Creek	Following along the north-eastern side of Cache Creek across from County Road 71, from Guinda to Brooks	Brooks	Guinda	300	7.8
2	County Rd 99W	County Road 99W from County Road 4 to County Road 1	Dunnigan	Hershey	250	2.3
11	County Rd 99W	County Road 99W from County Road 8 to County Road 6	Dunnigan	Dunnigan	250	1.6
18	Cache Creek	Following along the north-eastern side of Cache Creek across from County Road 71, from Rumsey to Guinda	Guinda	Rumsey	250	7.1
39	County Rd 99W	County Road 99W along I-5 from County Road 18 to County Road 6	Dunnigan	Yolo	250	12.7
45	Cache Creek	Starting from County Road 94B, on the northern side of Cache Creek following the creek eastward past County Road 99W into Yolo	Monument Hills	Yolo	250	5.2
29	Tremont Rd	Tremont Road from Mace Boulevard to Interstate 80	Unincorporated County	Unincorporated County	200	6.1
4	South Fork Putah Creek	Northern side of the South Fork Putah Creek, between Old Davis Road and Mace Boulevard	Unincorporated County	Unincorporated County	150	3.3
40	County Rd 29	Starting on the corner of County Road 105 and County Road 29, going along CR 29/Willow Slough. Moving east then south to go along Levee Road. Ending at the corner of Levee Road and Road 32A	Unincorporated County	Unincorporated County	100	8.2
						0.0

# Memorandum

Date: March 10, 2025

To: Brenda Lomeli and Brian Abbanat, Yolo Transportation District

From: Adrian Engel and Pa Nhia Yang, Fehr & Peers

**Subject: YATC Phase 2 Outreach Summary**

*SA22-0164*

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Phase 2 of community engagement for the Yolo Active Transportation Corridors Plan occurred between November 2024 and January 2025, for a total of 11 open houses and one pop-up event. The purpose of Phase 2 was to solicit input on the proposed improvement projects that were drafted after Phase 1 Outreach concluded, in addition to the significance community members placed on six criteria groups for plan project selection. A second Crowdsource+ tool was launched for collection of feedback on the proposed projects. Event notices were posted and distributed in both English and Spanish, online and on the project StoryMap.

This memorandum summarizes the approach, noticing, and outcomes of each activity during Phase 2.

## Community Engagement

Each event was conducted open house-style where attendees were free to roam the room and view the boards at their leisure. There were six to eight boards and maps present at each meeting, each jurisdiction type (city and unincorporated) having their own set of boards. Most attendees were either new to the project or aware but did not attend an event prior to Phase 2. A handful had engaged with the project in person previously. The project team closely interacted with attendees by walking them through the contents of the boards and facilitated input by asking questions about the proposed improvements and how well they address existing active transportation concerns and needs. 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, as elaborated in the following community- and city-specific summaries. Meetings were held in the following communities:

- Yolo – November 13, 2024
- Madison – November 19, 2024



- El Rio Villa – November 21, 2024
- Esparto – December 2, 2024
- Davis – December 4, 2024
- Knights Landing – January 9, 2025
- Woodland – January 13, 2025
- Dunnigan – January 16, 2025
- Clarksburg – January 21, 2025
- West Sacramento – January 23, 2025
- Capay – January 28, 2025

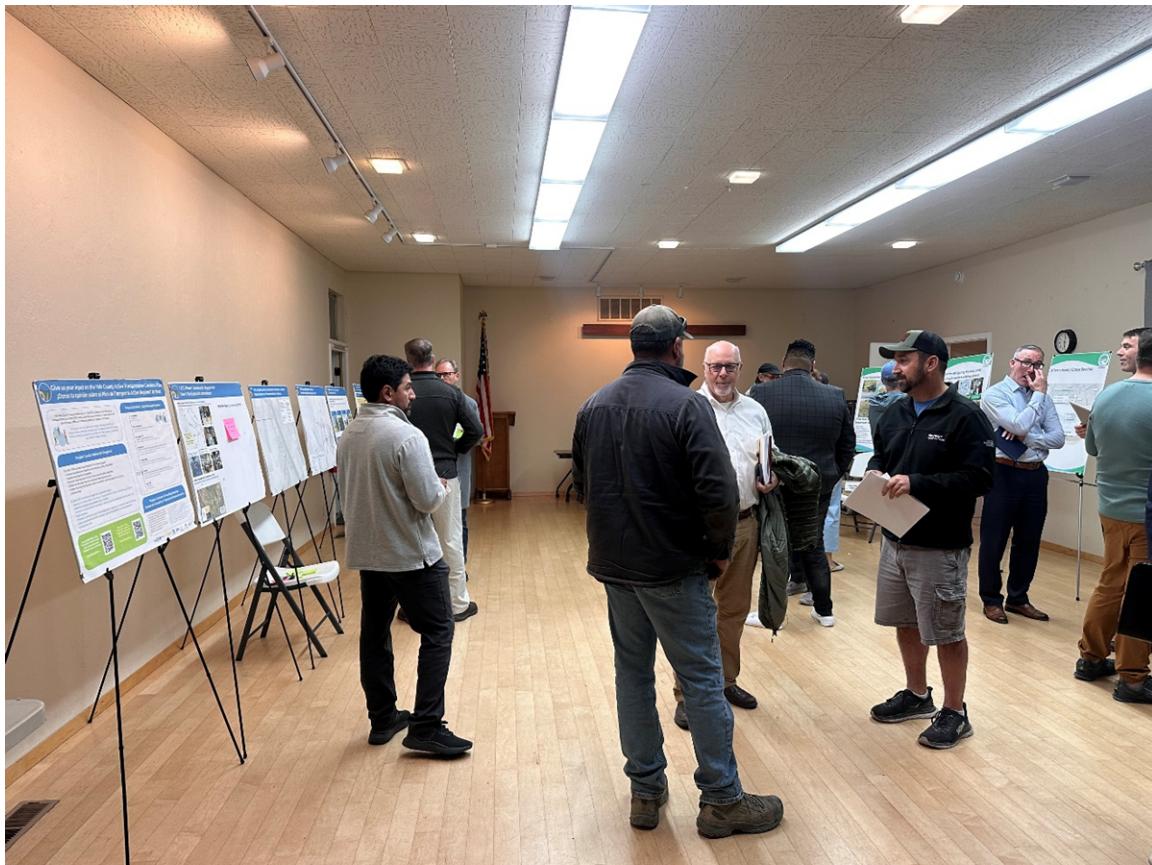
The pop-up meeting was hosted within the Yolo County Food Bank Resource Fair held in Woodland on November 26, 2024.

Each meeting presented the following boards and map: (1) project information, (2) regional connectors map, (3) improvements visual reference, and (4) project prioritization criteria input board. Meetings held in the unincorporated communities also presented (5) a board summarizing Phase 1 outreach, and (6) a community-specific map displaying the proposed improvements, which attendees were encouraged to leave comments on. The meetings held in the cities of Davis, Woodland, and West Sacramento presented (7) maps of improvements for all the unincorporated areas of focus in addition to boards 1-4.

1. The project information board detailed the project's goals, purpose, timeline, and funding source.
2. The regional connector map displayed the network of connected paths that would serve all of Yolo County.
3. The board served as a visual reference board for the types of improvements that were being proposed.
4. This board allowed the project team to gather community input toward project prioritization by asking attendees to rank the significance of six priority criteria at three levels: high, medium, and low.
5. This board summarized the events that were conducted in Phase 1, in addition to comments heard in each respective community.
6. This map displayed on-street improvements such as bike lanes, sidewalks, crosswalks, etc.
7. These were a collection of maps showing improvements for all the unincorporated communities.



*Community engagement in Madison*



*Community engagement in Clarksburg*

## Key Takeaways

This section summarizes the input heard at each meeting and highlights specific concerns and comments. Refer to the Appendix for an exhaustive list of comments left by community members.

### **Yolo**

1st St feels unsafe due to intoxicated drivers and the high-speed auto traffic going to and from CR 98, and should be an area of focus for traffic calming. It is also noted to be a bumpy road. More speed bumps, in addition to the proposed ones, are desired on Clay St and 1<sup>st</sup> St. One resident noted the 2<sup>nd</sup> St & Sacramento St intersection lacks an accessible ADA ramp, and crosswalks are desired there. The 2<sup>nd</sup> St and Cacheville Rd is an intersection of major concern due to poor visibility. In addition, there is no clear signage or lighting, making this a common site for crashes. Some street signs are faded and in need of replacement.



## **Madison**

A resident pointed out that because roads are narrow, it would be more feasible to install lighting rather than add bikeways on the roads, in terms of improvements. Lighting exists on block corners but are not as common mid-block; mid-block areas are dark and need more lighting. People travel fast around the community, prompting the residents in attendance to ask for more traffic calming measures throughout town. Speed bumps or tables are needed at the Main St & Railroad St intersection for the safety of the children. Tutt St is a bumpy road that needs repavement, since it is uncomfortable for walking and biking. A resident would like to see sidewalks all over town, not just certain blocks. A Quincy St resident is weary about floodwater reaching her residence if sidewalks are installed there, since that area currently experiences water puddling.

## **El Rio Villa/Winters**

Multiple attendees at the El Rio Villa meeting stressed the need for more lighting throughout the area. There is poor sight distance at the Shams Way driveway onto Russell Blvd, and some have brought up the need for a traffic light there. Bike lanes and sidewalks along Russell Blvd are desired. The overpass at the 1-505 and Russell Blvd intersection is not ideal for crossing by bike and foot since the bike lanes and sidewalks are narrow.

## **Esparto**

Several Esparto residents were concerned about the Yolo Ave & Woodland Ave intersection due to the speed at which drivers travel. There were comments regarding sidewalks: attendees wished for a more connected system of sidewalks, and to have them on both sides of the street; some are in bad shape. There were a few concerns raised at the middle school location: there is no safe crosswalk on CR 21A to get there, and flooding that happens on CR 21A sometimes reaches the school. More lighting is desired at certain locations. Highway 16 needs safer crossings for residents getting to the Dollar General area by foot. One resident flagged CR 85 as a route to get to Dunnigan from Capay.

## **Davis**

Davis residents brought up facilities and amenities they wanted to see along active transportation infrastructure as well as safety concerns. Some attendees listed lighting, call boxes, and bike repair stations as desired amenities. A resident pointed out the growing number of scooters and e-devices on the road potentially making pedestrians and those not using electronic devices feel unsafe. There were comments about getting safer bicycle connections going from Davis to West Sacramento and Woodland, and many calls for separated, off-road bike paths in general. Other desired connections include one between Dixon and Lake Berryessa, and another from Monument Hills to Putah Creek along 95. Some bike lanes and sidewalks are in need of maintenance.



## **Knights Landing**

Several comments were made about adding traffic calming measures on Locust St, since it often sees high-speed traffic travel. A resident stressed the need for safety measures there since it is the road children cross to get to school. RRFBs, speed bumps, and crosswalks may help. An attendee proposed a regional connector path on CR 13 between I-5 and SR-113 so that Knights Landing residents can access Zamora. A resident wishes for the expansion of the bridge north of town to allow for walking and biking; another, a pedestrian connection between Knights Landing and Woodland.

## **Woodland**

Woodland open house attendees were excited to hear about the possibility of getting more facilities connected to other communities. They were particularly enthusiastic about unpaved trails and separated paths for bicycling. Connections from Woodland to Davis and West Sacramento are desired. One attendee suggested converting parallel county roads to one-way streets and coupling each with greater active transportation facilities.

## **Dunnigan**

The handful of Dunnigan residents that attended the open house were skeptical of roadway improvements implementation for a couple reasons: the roadways are challenging, and they anticipate strong pushback from the community. They acknowledged lighting as a more needed and feasible improvement. They also noted that although a path on County Road 5 would provide access for the residents living closer to it, it will likely not generate usage. CR 4 & CR 99W was flagged as an intersection of concern due to flooding, and the lack of lighting has made it prone to accidents.

## **Clarksburg**

The open house held in Clarksburg was a joint meeting between the YATC Plan project and the Clarksburg Branch Trail Line Extension project. Clarksburg residents that were in attendance were weary of restrictions on their farming practices, such as having to limit their pesticide spray and whether new facilities would interfere with road usage of their agricultural equipment. However, avid bicyclists were excited to hear about potential improved bike-friendly connections between West Sacramento and Clarksburg. Overall, residents were skeptical about Clarksburg's existing road infrastructure being able to accommodate active travel, especially the levee road, but were more optimistic about other on-street safety improvements. Speed bumps, lighting, and RRFBs would be particularly helpful on Clarksburg Rd, since that is a corridor that sees high speed-traveling vehicles, some which are trucks transporting agricultural goods.



## **West Sacramento**

The West Sacramento open house was also held in conjunction with the Clarksburg Branch Trail Line Extension project. Comments were made about clearer striping and making bike lanes wider to accommodate larger bikes and provide greater protection against vehicular traffic; separated paths are preferred. One attendee would like the regional connector on CR 104 south of Mace Blvd to be a shared-use path. A comment was left about wanting a connection from Fremont Weir to Knights Landing.

## **Guinda & Capay**

County Road 49 is frequented by pedestrians and cyclists but heavy flooding there is a major concern for residents that wish to walk and bike on it. In addition, it needs re-pavement as road conditions have deteriorated. Another safety concern is the high-speed traffic through town on Highway 16. The Highway 16 & Forest Ave intersection is a school bus stop, and residents wish to focus safety improvements at that location, especially for school kids. A resident suggested a bikeway along the old railroad tracks between Woodbine St and Highway 16.

## **Crowdsource+**

Community members were able to vote on projects on the Crowdsource+ tool with a "like" (thumbs up) or "dislike" (thumbs down), in addition to leaving written comments. Comments received on the tool highlighted connections between Woodland and West Sacramento, West Sacramento and Clarksburg, and a trail along Cache Creek.



## Open House Activity

Figure 1. Project Prioritization Criteria Activity Board

How Are We Prioritizing Projects? ¿Cómo estamos eligiendo los proyectos?	
Criteria   Criterios	Significance   Significado
Improved <b>Safety</b> for walking & biking <i>Seguridad mejorada para caminar y andar en bicicleta</i>	
Better <b>Access</b> to Destinations, like Schools <i>Mejor acceso a destinos como las escuelas</i>	
Benefits to <b>Disadvantaged Communities</b> <i>Beneficios para las comunidades desfavorecidas</i>	
Increased <b>Connectivity &amp; Mode Shift</b> via New Low-Stress Routes <i>Aumento de conectividad y cambios de modos a través de nuevas rutas de bajo estrés</i>	
Level of Anticipated <b>Demand/Usage</b> <i>Nivel de uso esperado</i>	
<b>Feasibility</b> of Construction <i>Viabilidad de la construcción</i>	

In the blank space, place a dot indicating how you think each criteria should be weighted.  
*En el espacio en blanco, coloque un punto indicando cómo se debería medir cada criterio.*

● High | *Alto*    
 ● Medium | *Medio*    
 ● Low | *Bajo*

**Other Ideas | Otras ideas**

At every Phase 2 event, attendees were asked to weigh in on the different criteria groups to be used for project selection by placing a color-coded dot sticker that corresponds to one of three levels of significance (high, medium, and low) in each box. There was space for them to leave suggestions in the box on the right. Refer to the Appendix for results from each event.

## Noticing Strategies

Comprehensive noticing was undertaken before each community event for the public at large, as well as for public agencies and private sector organizations. Noticing strategies included:

- Flyers and signs at community gathering areas and message boards, including locations such as churches, schools, restaurants, post offices, community centers, libraries, and other local businesses.
- Collaboration with TAC member agencies to distribute and post notices through established channels, including social media, press releases, website and newsletter content, and others.
- Distribution of flyers and social media graphics through CBO and stakeholder partners



- Distribution using existing YoloTD channels and leveraging transit outreach undertaken by YoloTD staff.
- The StoryMap events page contained the list of events in addition to their locations and dates.

## Next Steps

Project prioritization begins upon the completion of Phase 2 Community Engagement. The proposed projects will undergo evaluation based on the finalized scoring guidelines developed by the project team.