

**Citizens Advisory Committee (CAC)
Yolo County Transportation District**
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Topic: Update on the Yolo Active Transportation Corridors (YATC) Project	Agenda Item#: Agenda Type:	<div style="font-size: 2em; font-weight: bold; margin-bottom: 10px;">4</div> <div style="font-weight: bold; margin-bottom: 10px;">Informational</div> <div style="display: flex; justify-content: space-between; align-items: center;"> Attachments: <div style="border: 1px solid black; border-radius: 50%; padding: 2px 10px; margin: 0 10px;">Yes</div> No </div>
Prepared By: B. Lomeli		Meeting Date: July 22, 2024

RECOMMENDATION:

Informational. Receive an update on the Yolo Active Transportation Corridors (YATC) Project.

BACKGROUND:

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.

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. A subsequent scope of work for the design, engineering, and environmental phase of the YATC project will be prepared once additional information is available regarding the priority corridors identified during the YATC planning process.

The focus of this update is on the completion of Tasks 2 (Existing Conditions Assessment) and Phase 1 of Task 3 (Public Outreach & Community Engagement).

Overview of Existing Conditions Analysis

An existing conditions analysis was prepared to provide an overview and assessment of the current state of active transportation facilities and usage within Yolo County. The purpose of the analysis is to:

- Document the existing active transportation network in unincorporated Yolo County, including sidewalks, crosswalks, trails, bike lanes, and other facilities.

- Analyze socioeconomic characteristics and travel patterns for existing and potential future users of the active transportation network.
- Evaluate the comfort and quality of existing active transportation facilities on unincorporated Yolo County roads.
- Pinpoint gaps, barriers, and deficiencies in the current active transportation network.
- Highlight opportunities to enhance active transportation facilities and programs.

The existing conditions analysis included a comprehensive review and analysis of the following documents and datasets:

- State, regional, and local agency plans, including policies that pertain to active transportation and previously planned improvements to the active transportation system in Yolo County
- Transportation system data, including information on roadway facilities, bicycle facilities, pedestrian facilities, transit service and facilities, and collision history
- Travel market data, including information on socioeconomic characteristics, disadvantaged communities, land use patterns, commute mode share, commute travel patterns, origin-destination travel patterns, and active transportation suitability
- Field data collection, including site visits and windshield surveys



The existing conditions analysis included a comprehensive inventory of all existing pedestrian facilities in unincorporated Yolo County. This graphic illustrates existing pedestrian facilities in Esparto.

The existing conditions analysis resulted in the following key takeaways. Together with input received during the Phase 1 Public Outreach process, this information will be utilized to identify draft active transportation improvement recommendations in the YATC Plan.

Local Active Transportation Facilities – Incorporated cities in Yolo County – Davis, Winters, West Sacramento, and Woodland – are served by relatively extensive and well-established active transportation systems. Conversely, unincorporated Yolo County communities generally have local active transportation networks that are discontinuous or lacking altogether, limiting opportunities for

safe and comfortable local travel by walking, bicycling, or rolling. Opportunities exist to implement local active transportation improvements in unincorporated areas to promote active travel for commute, school, shopping, recreational, and other local trips.

Countywide Active Transportation Facilities – Existing active transportation facilities connecting Yolo County communities are limited to bikeways on select routes such as Russell Boulevard and the I-80 Causeway. High vehicle traffic volumes, high travel speeds, and a general absence of dedicated physical space for people walking or bicycling on county roads and state highways pose barriers to countywide active travel and can reduce the safety and comfort for active mode users who may desire to use them. Moreover, many county roads are relatively narrow, lack shoulders, and have active roadside uses such as irrigation channels and utility lines. These factors limit opportunities to widen many Yolo County roads to accommodate space for new active transportation facilities.

Travel Distances – The large geographic distribution of Yolo County communities creates substantial travel distances between them, particularly from outlying residential communities to job opportunities in Woodland and Davis. Many of these longer trips cannot reasonably be completed by walking or bicycling, except for the most confident and experienced bicyclists who are more willing to travel for longer distances. Larger potential markets for bicycle travel exist between more closely spaced communities such as those in the Capay Valley.

Travel Patterns – Current commute travel in Yolo County is heavily dependent on cars – 85 percent of total Yolo County commute trips are completed by car compared to 97 percent for commute travel in unincorporated communities. Moreover, vehicle ownership is substantially higher in unincorporated communities compared to Yolo County overall, likely due to the lack of other travel options and long travel distances in these communities. Predominant travel patterns in Yolo County include:

Travel within incorporated and unincorporated communities

Travel between incorporated communities (e.g., Woodland to/from Davis)

Travel between unincorporated communities and Woodland (and to a lesser extent, Davis, West Sacramento, and Winters) for access to jobs, goods, and services

Travel between nearby unincorporated communities (e.g., Esparto to/from Madison)

Limited Routing Options – The agricultural land use pattern of Yolo County results in a roadway network with wide spacing between roads and intersections. Moreover, features such as the Yolo Bypass and the Capay Hills and Blue Ridge Mountains that form the Capay Valley limit opportunities for connections in some parts of Yolo County. These factors create limited routing options for longer distance active transportation routes and for connections serving unincorporated communities.

Off-Street Corridors – Natural waterways such as Putah Creek, Cache Creek, and the Sacramento River, manmade waterways such as Willow Slough and the Deep Water Ship Channel, and rail corridors such as the UPRR mainline, the California Northern line, and the Clarksburg Branch Line can pose physical barriers to active transportation across these corridors. However, these corridors also present opportunities to potentially expand the active transportation by introducing off-street trails and active transportation facilities along these corridors. Implementing such improvements would require partnerships with relevant property owners and corridor operators.

Collision History – Since 2018, there have been 26 collisions involving a pedestrian and 18 collision involving a bicyclist in unincorporated Yolo County. About 64 percent of pedestrian collisions resulted in a pedestrian being killed or severely injured. Many pedestrian collisions occurred when it was dark in areas without streetlighting.



Typical county roads in Yolo County lack dedicated physical space for people walking or bicycling.

Project StoryMap

An online project StoryMap was created to provide information on the YATC Plan and an online platform for the targeted communities to learn about the project and share input. The StoryMap details the purpose, goals, and schedule of the Plan,

and contains a Crowdsourc+ mapping tool that allows community members to spatialize their comments. This mapping tool is useful to identify problem areas and locations for connections and amenities that would best serve the targeted communities. This map contains comments that were originally made online as well as those provided at the targeted workshops and pop-ups. **Figures 1, 2, 3, and 4**, included here as attachments, are density maps that visualize the frequency at which the different categories of comments are made:

Biking: These are comments showing where residents would like to see bicycle facilities, amenities, and other improvements. These can be comments made at a point on the map or lines that map out where a bicycle connection is desired.

Walking: These are comments showing where residents would like to see pedestrian facilities, amenities, and other improvements. These can be comments made at a point on the map or lines that map out where a walking connection is desired.

General: These are general comments, concerns, and suggestions.

Destination: These are comments about destinations that residents desire a connection to.

You can share your input or view comments on the StoryMap by using the link: https://bit.ly/YATC_en.

Community Outreach Phase 1

Staff conducted extensive outreach in Yolo County through various community approaches, including participation in community events hosted by partner and stakeholder organizations. These events enabled staff to interact with Yolo County residents, inform them about the project, and gather their input in an informal environment.

Additionally, staff attended cultural celebrations, which not only respected and celebrated the diverse cultures within the community but also served as a platform to promote the YATC project. This approach ensured that outreach efforts were inclusive and culturally sensitive, fostering a sense of community involvement and support.

Furthermore, staff attended food distribution events, utilizing these gatherings as opportunities for engagement and connection with residents. These events, which consistently attract significant community attendance, provided an ideal setting for discussions about the project. Lastly, staff developed a media kit to assist organizations, community leaders, and local businesses enhancing outreach efforts. YoloTD partnered with local entities to amplify their message and reach a broader audience. These collaborative efforts ensured that the YATC outreach was comprehensive, effectively engaging various community segments and garnering widespread input and support for the project.

The first phase of the Yolo Active Transportation Corridor's public outreach and community engagement has been successfully completed. Throughout this phase, we conducted a series of 8 workshops in the unincorporated areas of Yolo County, as well as three Open Houses in the incorporated cities of Davis, West Sacramento, and Woodland.

These workshops were facilitated by our sub-consultants, Prairie Form and Place-It, a planning specialist group recognized for its play-based community planning approach involving accessible, hands-on, and sensory activities. Each activity type (Model- Building, Pop-Up Model, and sensory-based walking Tour) was matched to each community's needs. The workshops use artmaking, storytelling, objects, and play to help participants think deeply and differently about the built environment and each other, tapping into their creative ideas and sensory-based knowledge. Each 90-minute workshop includes two model-building activities: one centered on a favorite memory and the other on creating an ideal space or place as a group. Place-It utilized a range of interactive techniques to engage community members, ensuring that everyone had the opportunity to contribute their ideas and perspectives.

In addition to the workshops, we hosted three community open house events in the cities of Davis, West Sacramento, and Woodland. Over 100 community members came out to provide input on the Yolo Active Transportation Corridor project. Attendees were asked to engage with a series of interactive boards. The format was interactive and included multiple ways for attendees to give their feedback, including Q&A with staff, activity boards, and written comments. Several key themes emerged, including:

- The need for bike routes that provide protection against the high-speed county and state routes that connect the incorporated cities to one another and the rest of Yolo County
- Connections to parks and recreational areas like Grasslands National Park.
- Desire for bike loops, such as the Woodland-Davis-Winters-Capay loop.
- Improved trail connectivity between cities (e.g., Davis-West Sacramento, Davis-Winters, Woodland-Dunnigan).

Phase 1 Outreach: What We Learned

During Phase 1 outreach, the team engaged extensively with targeted communities to understand their walking and biking experiences within Yolo County. Key themes from the comments received, highlighting common experiences and concerns within these communities:

1. Lighting and Safety

- Desire for better lighting on roadways and paths
- Concerns about speeding vehicles and the desire for speed bumps to slow down traffic, especially near schools
- Concerns about safety for pedestrians and cyclists due to fast or aggressive drivers
- Concerns about safety for cyclists due to a lack of dedicated space for cyclists on county roads

2. Sidewalks and Crosswalks

- A significant number of comments requested more sidewalks, crosswalks, and improved pedestrian infrastructure within unincorporated Yolo County communities
- Desire for safer crosswalks with flashing lights to ensure pedestrians can cross streets more safely

3. Bike Lanes and Paths

- Many comments emphasize the need for dedicated bike lanes and off-street bike paths to ensure cyclist safety
- Requests for bike lane connectivity between towns and cities

4. Traffic Calming Measures

- Suggestions for traffic calming measures like roundabouts, rumble strips, and additional stop signs

5. Accessibility

- There was a desire for infrastructure improvements to support mobility, including ADA-compliant ramps, better maintained sidewalks, and new pathways for biking and walking. This includes specific projects like converting old railroad tracks into trails, adding benches and resting spots, and ensuring paths are wide and smooth enough for all users.

Feedback relevant to the YATC project included the following:

- Importance of lighting for nighttime safety and visibility
- Ensuring infrastructure is functional for all socioeconomic classes
- Enhancing accessibility to activity centers by walking and biking
- Providing safe and accessible paths for people with disabilities
 - Addressing the needs of people with walkers and other mobility aids.
 - Ensuring evacuation provisions for people with disabilities.
- Suggestions for planting trees and adding greenspaces along streets and at transit stops
- Desire for safe bike routes and trails
 - Improving bike infrastructure near schools
 - Providing elevated bike lanes and secure bike racks
 - Developing bike paths in nature areas
 - Improving crosswalks
- Improving transit connections from rural areas to cities.
- Encouraging bike education and safety awareness for drivers.

Next Steps

Upon completion of Phase 1, the project team will draft potential improvements based on the feedback provided during the first phase of outreach and the existing conditions technical analysis. This stage of the plan will take place during the summer of 2024. The team will then commence Phase 2 Outreach, where they will solicit input on an initial list of improvement projects from the same targeted communities. This phase is expected to begin in the fall of 2024 and winter of 2025.

Project Process

The exhibit below illustrates key project milestones and current status.



BUDGET IMPACT:

The project is fully funded by the Federal RAISE grant.

Attachments:

1. Figures 1, 2, 3 and 4: Density maps showing feedback received on the Crowdsourcing interactive map.

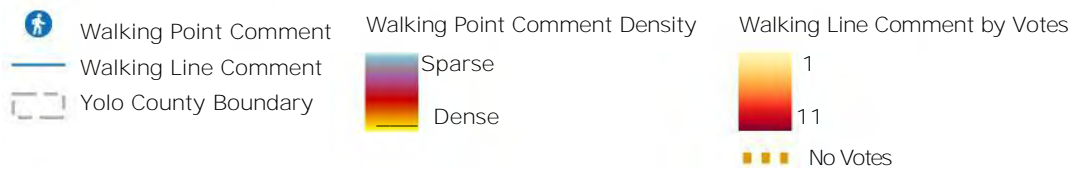
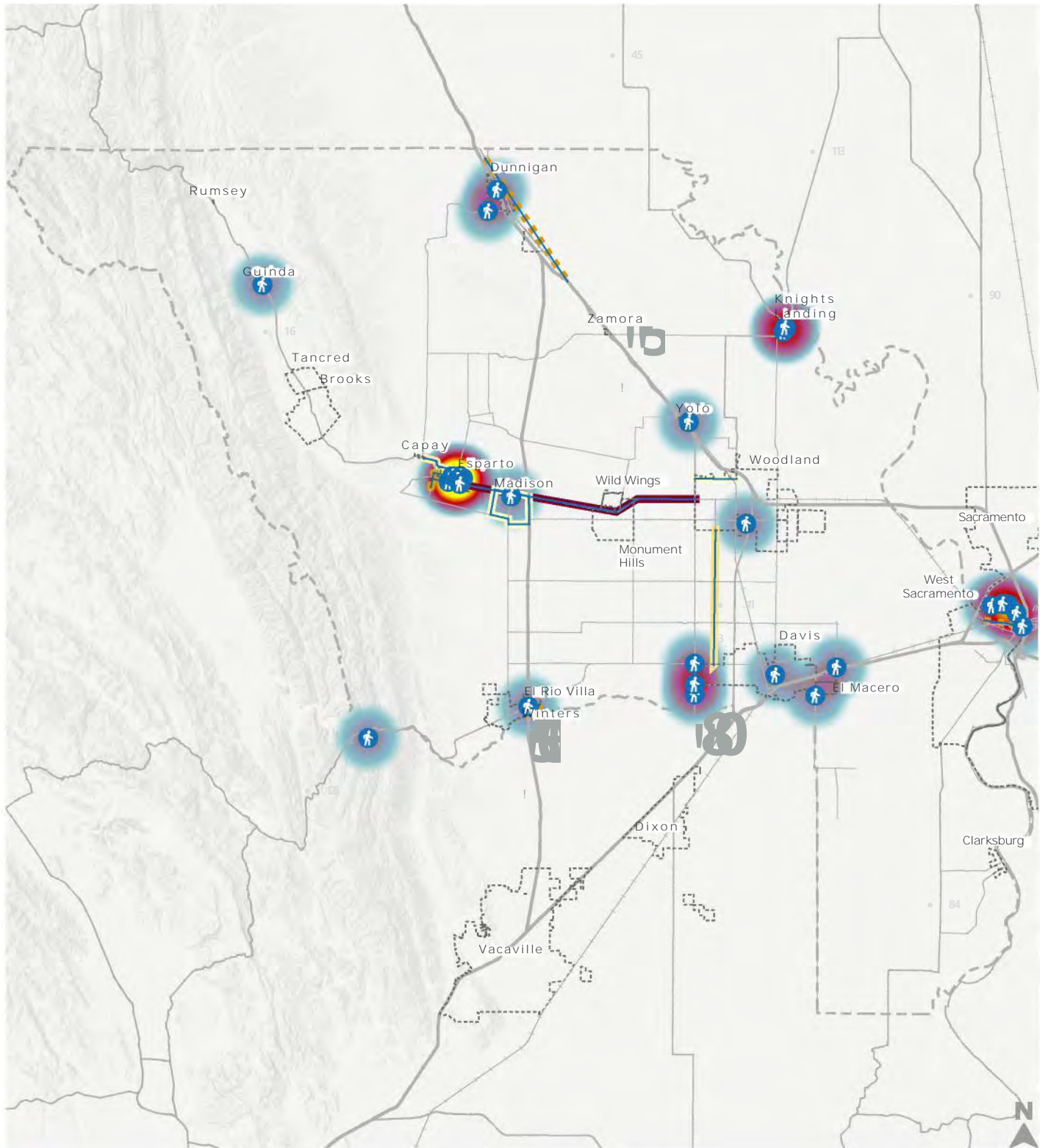
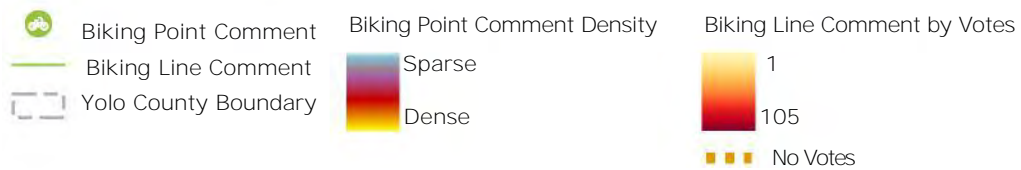
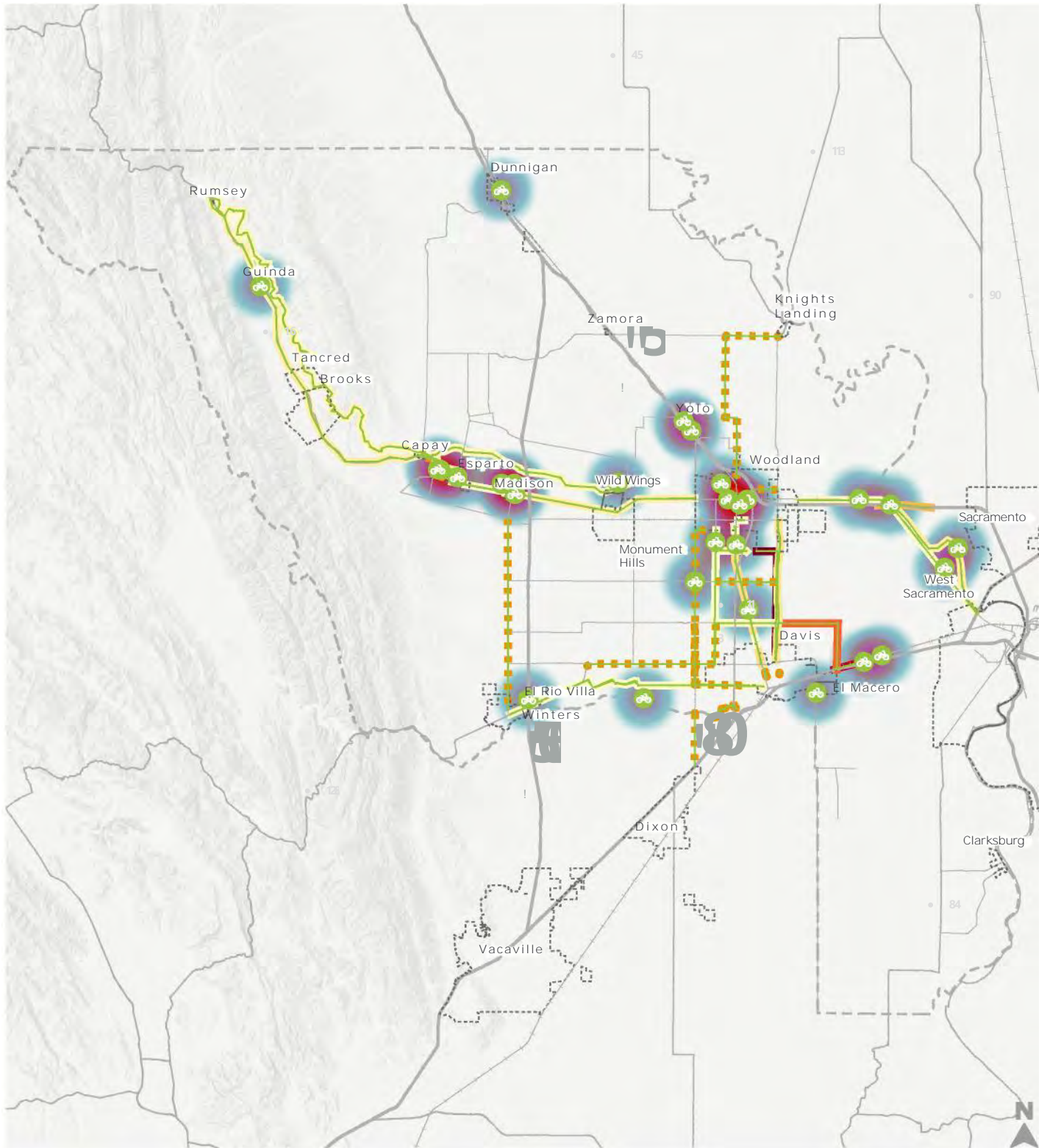


Figure 1
Crowdsource+
- Walking Comments





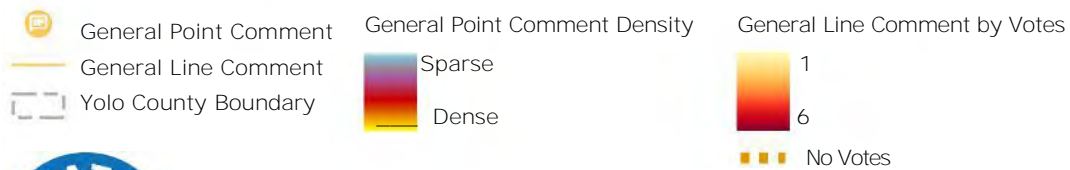
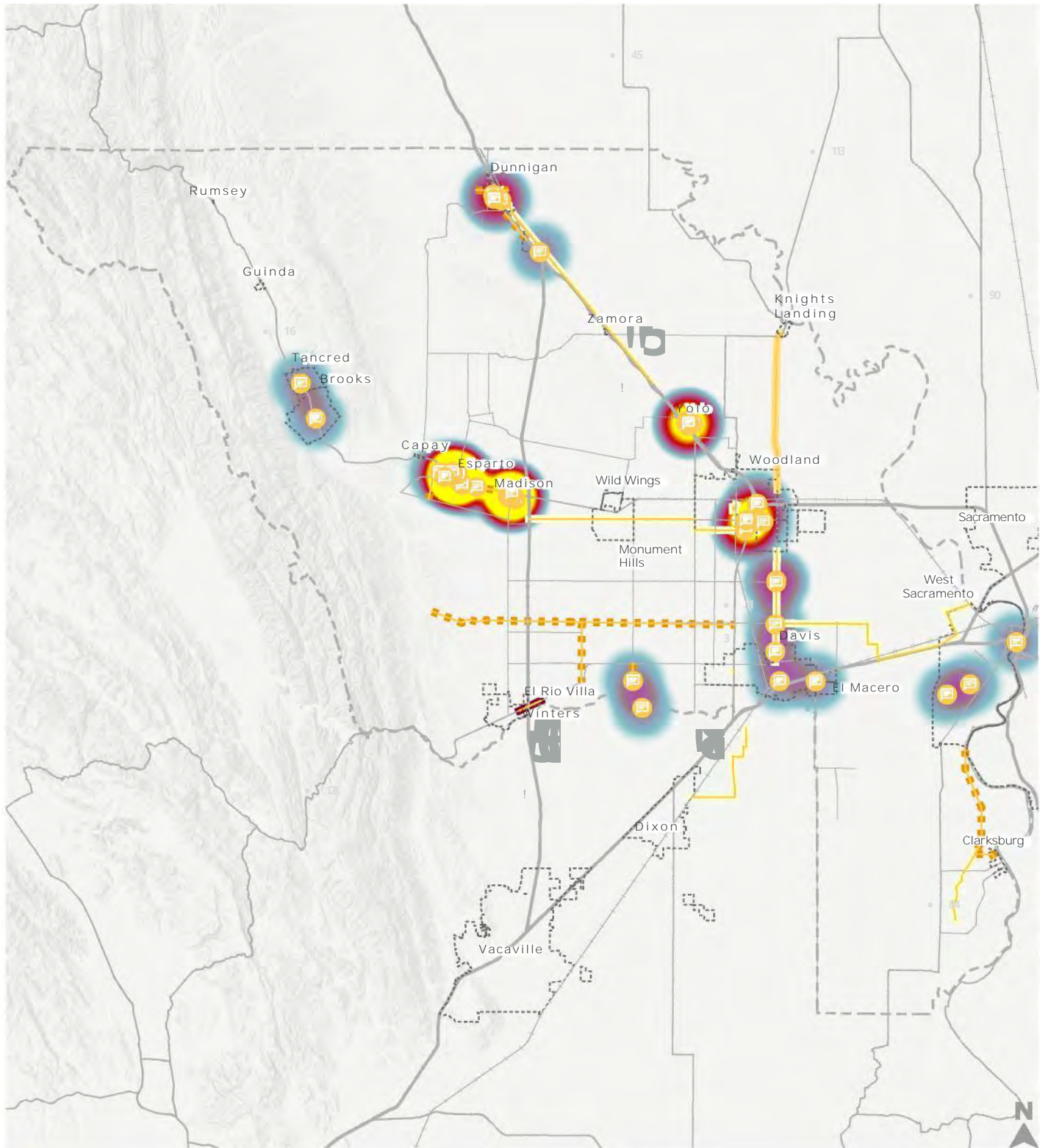


Figure 3
Crowdsource+
- General Comments

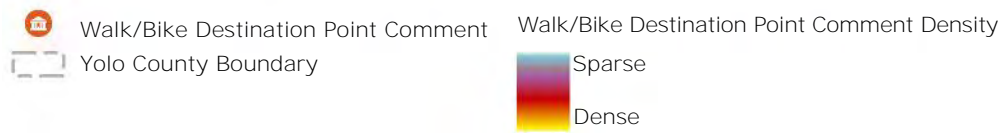
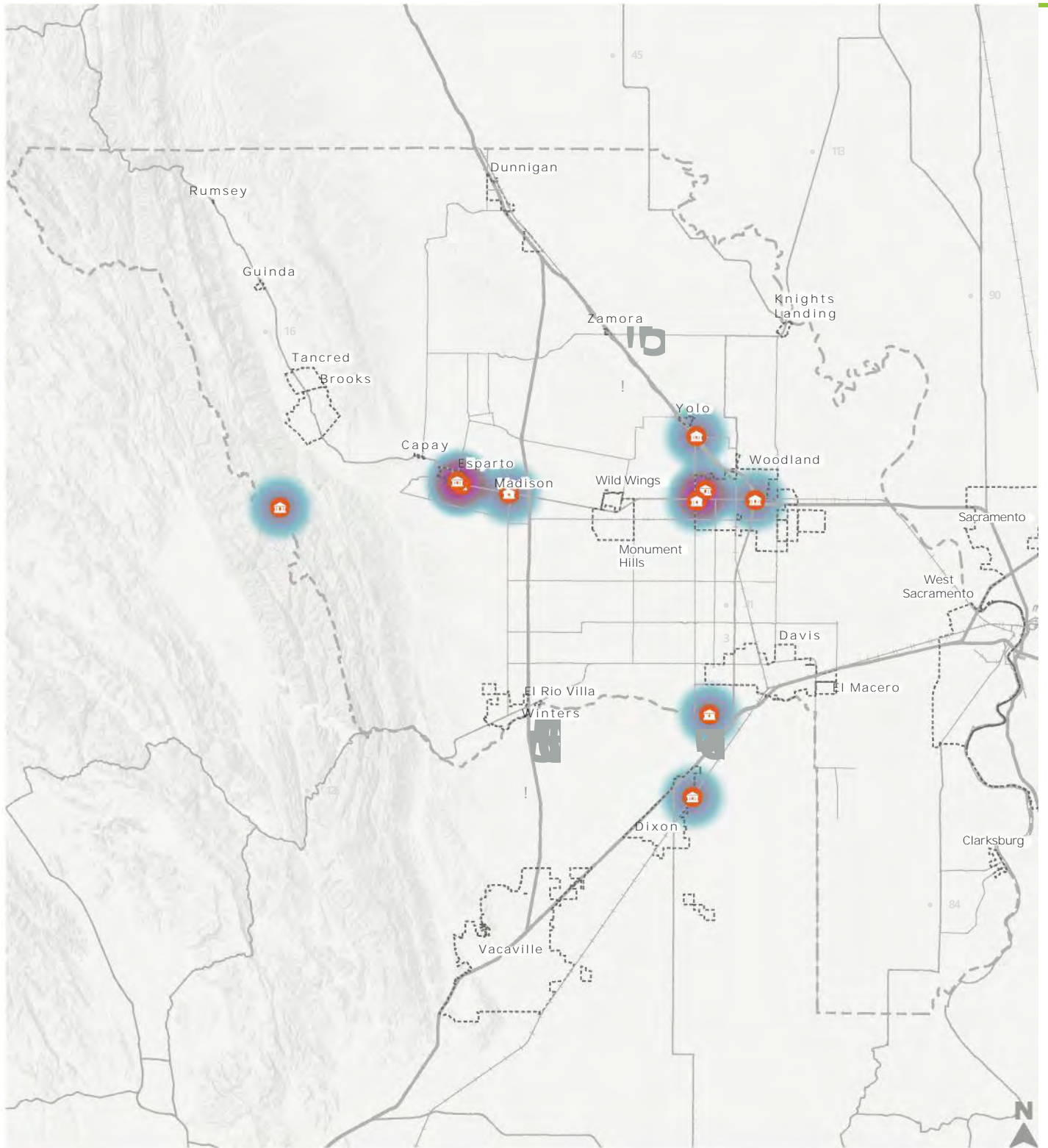


Figure 4
 Crowdsourc+
 - Destination Comments