STAFF REPORT

TOPIC	ITEM NUMBER
Yolo Active Transportation Corridors (YATC) Draft Plan	**5** **Information** **Jan. 27, 2026** **CAC**

PREPARED BY:	Brenda Lomeli, Associate Planner
ATTACHMENTS:	A. Yolo Active Transportation Corridors Draft Plan

STAFF RECOMMENDATION(S)

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

2. Review the YATC Draft plan and provide comments. Staff will return to the CAC in March to consider a recommendation to the YoloTD Board of Directors to approve the Draft YATC Plan.

BACKGROUND

***Staff Note: This staff report builds on prior staff reports, presented most recently at the July 14, 2025 YoloTD Board meeting. Readers are referred to the project website for earlier project activity. https://yolotd.org/planning-projects/active-transportation/*

The Yolo Active Transportation Corridors (YATC) Plan is an active transportation plan for a network of multiuse trails and bicycle facilities that will help to address barriers to mobility for low-income and minority residents of Yolo County. In 2021, this planning project was awarded $1.2 million in federal funds from the Rebuilding Americans Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.

YATC accomplishes three objectives:

1. Establish a long-term vision and planning document for active transportation corridors in Yolo County
2. Establish priorities and complete construction documents for at least one (1) and up to three (3) of the 53 recommended corridors, thereby positioning the project(s) for discretionary grant funding
3. Replace the 2013 Yolo County Bicycle Transportation Plan

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.

This meeting focuses on the completion of Task 4, Plan Preparation.

Citizens Advisory Committee Comments: May 05, 2025
In May 2025, staff provided the CAC with an update on the YATC project advancement into the design phase. The update included coordination efforts with relevant local and state agency representatives for the Madison to Esparto segment (State Route 16 from County Road 89 to County Road 87) and the Davis to Woodland segment (via County Road 102/County Road 27/Harry Lorenzo Road). Staff also recommended that the CAC affirm support for two existing projects currently under development: Winters to El Rio Villa and West Sacramento to Clarksburg. The CAC unanimously supported the staff recommendation for item 4 presented in the staff report, affirming these two corridors to advance to the design phase in coordination with local and state agencies.

KEY PROJECT MILESTONES

Phase 1 Outreach
Staff conducted extensive outreach across Yolo County using community events, cultural celebrations, food distribution sites, and media tools to inform residents about the YATC project and gather input in accessible settings. Eight workshops were held in unincorporated areas, and three open houses took place in the cities of Davis, West Sacramento, and Woodland, with facilitation support from subconsultants Prairie Form and Place-It. These interactive sessions engaged participants using model-building, storytelling, and sensory-based activities, resulting in feedback from over 100 community members. Key themes included the need for safer and connected bike and pedestrian routes, improved lighting and traffic safety, better sidewalks and crossings, enhanced accessibility for people of all abilities, and stronger connections between rural communities, cities, parks, and transit.

Existing Conditions

An existing conditions analysis documented current active transportation facilities and usage across Yolo County. The review included sidewalks, crossings, trails, bike facilities, travel patterns, socioeconomic characteristics, collision history, and community input. While incorporated cities have more complete networks, unincorporated areas generally lack continuous facilities, limiting safe and accessible active travel. Countywide connections are constrained by high-speed roadways, long travel distances, narrow roads, and physical barriers such as waterways and agricultural land uses. Collision data highlight safety concerns, particularly for pedestrians in areas without lighting. The analysis identified opportunities to improve connectivity, comfort, accessibility, and safety through targeted on- and off-street improvements, partnerships, and programs informed by community feedback collected via the project StoryMap and outreach activities.

Corridor Prioritization

A key goal of the YATC project is to identify and prioritize low-stress walking and biking connections between Yolo County communities. Limited federal RAISE grant funding will support design and pre-construction for 1–3 high-priority corridors. Staff led a two-phase process to identify and evaluate potential corridors using existing linear features such as rail lines, irrigation and creek maintenance roads, waterways, and county roads.

Phase 2 outreach, conducted from November 2024 to January 2025, included eight open houses in unincorporated areas, three in incorporated cities, and online engagement through the Crowdsource+ tool and the StoryMap. Community feedback validated the draft corridors, helped rank prioritization criteria, and highlighted community priorities: unincorporated communities emphasized local safety and access, while incorporated city residents emphasized connectivity between communities. This input guided corridor ranking and candidate selection for potential RAISE-funded improvements.

Development of Draft Evaluation Criteria

Nine draft evaluation criteria were developed and refined with input from the Technical Advisory Committee to assess potential corridors. Each criterion was paired with available or easily generated data. Safety criteria elevated corridors along high-speed roads or areas with collision history, while access criteria prioritized connections to schools, social services, grocery stores, and transit for underserved populations and isolated affordable housing. High-priority corridors generally connect smaller communities to larger cities, and as segments of the network are completed, mid- and low-priority corridors are expected to gain importance by serving as new linkages to essential services for communities on the county's edges.

Coordination with Yolo County
Yolo County owns and maintains much of the right-of-way along corridors identified in the YATC Plan. Throughout the project, YoloTD staff have provided regular updates to the Yolo County Transportation Advisory Committee, and County staff have participated on the project-specific Technical Advisory Committee (TAC). As the first projects advance, coordination with Yolo County will increase to ensure alignment with the proposed corridors, the Preferred Segments identified in this phase, and continued implementation of the YATC Plan.

Segments to Advance to Design
After applying the Draft Evaluation Criteria to the preliminary corridor segments (scored 0–700), staff recommend advancing two preferred segments to the design phase in coordination with relevant local and state agencies:

- Madison to Esparto (State Route 16 from CR 89 to CR 87) – 2.7 miles
- Davis to Woodland (via CR 102 / CR 27 / Harry Lorenzo Ave) – 5.5 miles

These segments were selected based on their evaluation scores, input from the Technical Advisory Committee (TAC), feedback from two community outreach phases, and available remaining budget. Advancing these projects will use remaining funds for engineering and design, bringing both projects closer to implementation. Other corridors on the YATC Prioritized Corridors list will be deferred until additional funding becomes available.

In addition to the two priority segments identified above, two additional projects currently under development were identified as priorities for advancement: Winters to El Rio Villa and West Sacramento to Clarksburg. Design of these corridors is already underway or complete, so no YATC funding was allocated toward design of these two corridors.

DISCUSSION

Plan Overview
The release of the draft Yolo Active Transportation Corridors Plan represents a significant milestone in the YATC Project. This Plan marks the completion of the first major objective of the project by establishing a plan and vision for a network of regional and local active transportation facilities to connect Yolo County. A summary of the major components of the Plan is presented in this section.

Chapter 1: Vision and Goals
Presents the overarching vision for a safe, connected, and comfortable network of bike and pedestrian facilities throughout Yolo County. The chapter outlines five key

goals focused on improving connectivity, expanding trails, removing travel barriers for low-income and minority residents, strengthening intercity links, and ensuring community-driven planning.

Chapter 2: Existing Conditions
Provides a detailed overview of the county's current transportation landscape for people walking and biking, including road networks, transit service, demographics, and socioeconomic conditions. The chapter identifies key barriers to active transportation, such as long distances, limited infrastructure, high-speed corridors, and safety concerns as well as existing pedestrian/bicycle facilities, crash data, and traffic stress across communities.

Chapter 3: Community & Stakeholder Engagement
Community feedback was a critical focus of the YATC process. This chapter summarizes the two-phase outreach process, including workshops, open houses, advisory committees, pop-up events, and engagement tactics. The chapter highlights the primary community concerns and feedback during outreach—such as safety, sidewalk gaps, speeding, lighting, and ADA access—and describes how public input directly shaped recommendations and project priorities.

Chapter 4: Active Transportation Corridor Identification & Prioritization
Explains how regional corridors were identified and prioritized to create a future countywide network connecting communities. Corridors were evaluated using data-driven criteria such as safety, access to destinations, traffic stress, equity, and transit connectivity. The chapter includes a prioritized corridor list to guide near-term and long-term implementation.

Chapter 5: Active Transportation Toolkit
Outlines best practices and design guidance for bicycle and pedestrian infrastructure, including bike lanes, shared-use paths, crossings, traffic calming, and non-infrastructure programs. The toolkit is intended to serve as a reference for future projects and emphasizes complete streets, safety improvements, ADA accommodations, and supportive elements such as lighting, wayfinding, and education programs.

Chapter 6: Community Active Transportation Improvements
Provides tailored walking and biking recommendations for each unincorporated community, including sidewalks, crossings, bikeways, shared-use paths, lighting, and safety upgrades, in direct response to concerns and ideas shared by residents. Each community section includes an overview of existing challenges, community feedback, key destinations, and maps of proposed improvements.

Chapter 7: Implementation and Funding
Provides a preliminary description of how the plan will be built over time through agency coordination, partnerships, and grant funding. The chapter outlines major state, federal, and regional funding sources and presents a framework for tracking progress through metrics related to safety, connectivity, equity, and trail expansion. In the coming months, YoloTD staff will work with local and regional partner agencies to develop a detailed implementation strategy, including timeline, roles and responsibilities, ongoing coordination and monitoring, and periodic plan updates.

Important Actions Taken

July 8,2025 the Yolo County Board of Supervisors received an update and presentation from the Yolo Transportation district on the YATC project. The Board affirmed two preferred segments – Madison to Esparto (via State Route 16 from CR 89 to CR 87) and Davis to Woodland (via CR 102 / CR 27 / CR 101) to advance to the design phase of the project. The Board also affirmed support for two additional projects currently under development: Winters to El Rio Villa and West Sacramento to Clarksburg. The Board also considered the YATC Project planning document as the successor to the County of Yolo Bicycle Transportation Plan, last updated in 2013.

July 14,2025 YoloTD Board approved remaining $640,293.29 in federal RAISE funds for design services and up to $200,000 in unrestricted funds to advance two priority regional trails (from Esparto to Madison, and Woodland to Davis) through the creation of design, engineering, and construction documents.

YoloTD staff and consultants have initiated preliminary design on the two segments, above, including surveying and basemapping with 60% design completion expected by June 2026.

Next Steps

The structure, content, and format of the Plan is intended to directly respond to guidance from Caltrans on the requirements for active transportation plans. As such, the Plan will position lead agencies to directly apply for funding to design and construct improvements. It is anticipated that Yolo County will be the primary agency responsible for implementation of community-based improvements. Implementation of the Countywide Trail Corridor Network (presented in Chapter 4) will be an ambitious undertaking that is already underway through efforts by several agencies.

In the coming months, YoloTD staff will work with local and regional partner agencies to develop a detailed implementation strategy, including timeline, roles and responsibilities, ongoing coordination and monitoring, and periodic plan updates.

Following the development of the detailed implementation strategy, the Plan will be presented to the YoloTD Board of Directors, as well as to the Yolo County Board of Supervisors, for final approval.

Meeting Body	Date
YoloTD Citizens Advisory Committee	January 27,2026
Yolo County Transportation Advisory Committee	March 26,2026
YoloTD Board	May 18, 2026
Yolo County Board of Supervisors	TBD

FISCAL IMPACT

Costs associated with developing the YATC plan were funded by a $1.2 million federal RAISE grant.

YOLO

Active Transportation Corridors Plan

Draft Plan 2026

ACKNOWLEDGMENTS

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Place It!
PRAIRIEFORM
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Thank you to the residents of Yolo County, whose valuable time and feedback informed this plan.

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VISION & GOALS

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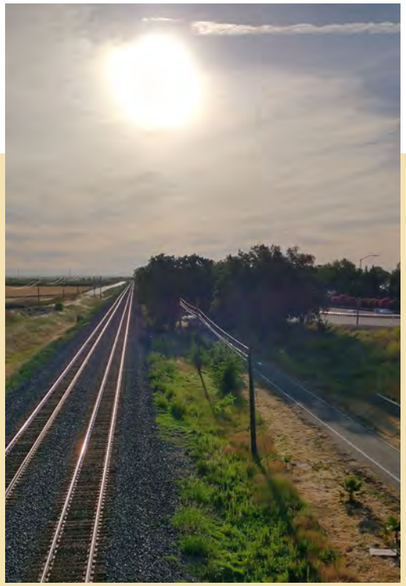
The Yolo Active Transportation Corridors Plan envisions a safe, connected, comfortable network of trails, sidewalks, and bikeways that serve the residents of Yolo County.



The Yolo Active Transportation Corridors (YATC) Plan prioritizes improvements within Yolo County's unincorporated communities while recognizing the vital connections between these areas and the incorporated cities. Residents of unincorporated communities often depend on amenities, services, and employment opportunities located in nearby cities. Likewise, city residents and others from the broader region, including Sacramento County, travel to Yolo County's unincorporated areas for work, recreation, and other purposes. Enhancing connectivity between these communities will improve access for all who live, work, and travel throughout the county.

Specifically, this plan has been developed to accomplish the following goals:

Goal 1.

Improve bicycling and walking connectivity, access, and safety

Goal 2.

Expand the countywide trail system

Goal 3.

Remove travel barriers for low income and minority residents

Goal 4.

Gather community input to enhance travel options for all

Goal 5.

Create connections between cities and within unincorporated Yolo County communities

Relationship to Other Plans and Policies

Numerous local, regional, and state planning documents establish goals and policies that inform active transportation and trails planning in Yolo County. A review of a comprehensive array of plans and policies related to transportation, infrastructure, and community health in Yolo County, discussed below, provides valuable insights into the strategic directions and priorities set forth by local governments and agencies. These documents create a planning framework to capture what efforts may already be in progress, relevant policies that guide active transportation investments and projects, and community values and interests. Existing (adopted and in-progress) plans for active transportation infrastructure projects within Yolo County are either superseded by this plan, such as the 2013 Yolo Bicycle Transportation Plan, incorporated into this plan, left alone, or deferred to, as seen fit.

Local Jurisdictions

Some communities follow their own policies and requirements related to bicycling and walking, found in their community plans. These are discussed in the chapter for each jurisdiction. The following documents encompass more than one community.

Capay Valley Area Community Plan

The Capay Valley Area Plan, as part of the 2030 Yolo Countywide General Plan, addresses the future of transportation and circulation within the Capay Valley, with a particular focus on accommodating and enhancing bicycle circulation. Recognizing the increasing interest in bicycle use for both recreation and as an alternative mode of transportation, the plan outlines policies and implementation measures aimed at improving safety and facilities for cyclists. This includes the encouragement of bicycle traffic safety education programs, the construction of bicycle lanes wherever possible or practical, and the support for the addition of bicycle access and lanes in any road improvement proposals within the Capay Valley Planning Area. These measures are in response to the designation of State Route 16 as a scenic route and the popularity of events like the Double Century Bike Race, highlighting the need for improved infrastructure to support and encourage cycling in the region.

County of Yolo Bicycle Transportation Plan

The County of Yolo Bicycle Transportation Plan aims to provide a comprehensive, integrated system of safe and convenient bikeway facilities throughout the county, with a focus on commuter bikeways over recreational facilities. It proposes several new high, medium, and low priority projects, including an alternative transportation corridor between Davis and Woodland, bike lanes on various county roads connecting the cities, and extensions of existing shared-use paths. The plan estimates 2,250 current daily bicycle commute trips in the unincorporated county, projected to grow to 3,700 by 2035. It outlines policies for planning, implementing, and maintaining bicycle facilities, and describes coordination with other local and regional transportation plans. The county will pursue state, federal, and regional funding sources to construct the proposed bikeways, while recognizing the importance of ongoing maintenance.

Cache Creek Area Plan

The Cache Creek Area Plan primarily focuses on managing aggregate resources, water resources, floodway and channel stability, agricultural resources, biological resources, and open space and recreation within the Cache Creek area in Yolo County, which is between the Capay Diversion Dam and the town of Yolo, running through the Capay Valley west of Woodland. While the plan is not explicitly centered on active transportation, it includes elements that indirectly contribute to the active transportation network. The Open Space and Recreation Element of the plan acknowledges the potential for recreational areas along Cache Creek to serve as nodes for non-motorized activities such as hiking and biking. The plan also recognizes the importance of integrating recreational facilities with the surrounding land uses, which could enhance the active transportation options available to residents and visitors of Yolo County.

Cache Creek Parkway Plan

The Cache Creek Parkway Plan looks to establish an integrated system of trails and recreational areas along Cache Creek, building on the existing open space properties acquired through the Cache Creek Area Plan. The plan includes an inventory of existing properties, a master plan and vision for future trail connections and recreational opportunities, and feasibility studies examining the costs and funding sources for different levels of parkway development. The plan is guided by relevant goals and policies in the Yolo County General Plan and the Cache Creek Area Plan, which aim to increase public access and recreational uses along the creek while protecting habitat and ensuring compatibility with surrounding land uses. The parkway will provide a range of passive and active recreation opportunities for the community, from hiking and birdwatching to boating and fishing, while also preserving and enhancing the creek's natural resources. The plan identifies locations for trailheads, staging areas, and amenities like lookout points, picnic areas, and boat launches to support biking and walking activities. Specific trail improvements are proposed, such as ADA-accessible trails, bridge crossings, and undercrossings, to enhance connectivity and accessibility. Overall, the Parkway Plan aims to create a linear greenway with ample opportunities for people to explore Cache Creek by foot or by bike, while also protecting the creek's natural resources and habitat areas.

County of Yolo 2030 Countywide General Plan

The Yolo 2030 Countywide General Plan Circulation Element is a strategic framework designed to enhance the transportation infrastructure across Yolo County, with a focus on promoting active transportation such as walking and biking. The plan aims to create a safe, efficient, and interconnected network of roadways, bicycle paths, and pedestrian facilities that cater to the diverse mobility needs of the county's residents. It emphasizes the integration of land use and transportation planning, the importance of multimodal transportation options, and the need for collaboration with various stakeholders to implement transportation projects effectively. The Circulation Element also addresses safety concerns, the preservation of existing infrastructure, and the equitable distribution of transportation resources to serve all communities within the county, including underserved areas. The plan's implementation is expected to contribute to improved air quality, public health, and overall quality of life in Yolo County.

Yolo County Strategic Plan

The Yolo County Strategic Plan, adopted for the period 2020-2025, outlines a comprehensive vision for the county's future, with a focus on enhancing the quality of life for all residents. While the plan encompasses a broad range of goals, including thriving residents, safe communities, sustainable environment, flourishing agriculture, and a robust economy, it also implicitly supports the development of active transportation through its emphasis on safety, sustainability, and community vitality.

Other Documents

The following documents were reviewed to gain an understanding of the demographic context and needs of Yolo County residents.

- Yolo County Improvement Standards
- Yolo County Community Health Needs Assessment 2022-2024
- Dignity Health Woodland Memorial Hospital Community Health Needs Assessment 2022
- Sutter Davis Hospital Community Health Needs Assessment 2019
- I-80 Comprehensive Multimodal Corridor Plan
- SACOG Next Generation Transit Strategy

The following UC Davis and city-specific documents contained relevant information to be considered for the regional connectors network.

- City of Davis Transportation Implementation Plan
- City of Davis Street Design Standards
- City of Davis Beyond Platinum Bicycle Action Plan
- City of Davis Local Roadway Safety Plan
- City of Davis General Plan
- City of West Sacramento Mobility Action Plan
- City of West Sacramento Bicycle, Pedestrian, and Trails Master Plan
- City of West Sacramento Street Design Standards
- City of West Sacramento General Plan
- City of Winters Standard Specifications
- City of Winters Bikeway System Master Plan
- City of Winters General Plan
- City of Woodland Transportation System Design Standards
- City of Woodland Bicycle Transportation Plan
- City of Woodland General Plan
- UC Davis Institute of Transportation Studies Campus Travel Survey
- UC Davis Bicycle & Transit Network Study
- UC Davis Long Range Development Plan

The YATC Plan aims to strengthen connections to the incorporated communities by recommending facilities that connect to the active transportation facilities located at the edge of cities, where possible.

Regional

The following regional plans were also important in the development of the YATC Plan:

Caltrans District 3 Active Transportation Plan

The Caltrans District 3 Active Transportation Plan identifies and prioritizes pedestrian and bicycle infrastructure needs on the State Highway System in 11 counties in Northern California, with the goal of increasing safety, mobility, equity, and preservation for people walking and biking. The plan found that common needs include sidewalk gaps, poor sidewalk conditions, stressful pedestrian and bicycle crossings, and infrequent highway crossings, with the highest priority needs designated as Tier 1. Over 2,400 public comments were received, with concerns about heavy traffic, lack of bike lanes, and difficult highway crossings. One-third of the state highway system in District 3 passes through underserved communities, which was a key consideration in the prioritization process. Caltrans will leverage local partnerships to identify and initiate projects to address the prioritized needs, seeking funding through programs like the State Highway Operation and Protection Program and the Active Transportation Program.

SACOG 2020 Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/SCS)

The SACOG 2025 Blueprint is the Sacramento Area Council of Governments' (SACOG) long-range regional plan that integrates transportation, housing, land use, and environmental strategies to guide growth in the six-county Sacramento region. It aims to create a connected, equitable, and sustainable region by prioritizing sustainable transportation options, affordable housing, and investments that promote economic opportunity and environmental stewardship. The plan focuses on infill development, revitalizing key corridors, and reducing greenhouse gas emissions in compliance with state mandates. Built on extensive public engagement, the Blueprint uses a "Triple Bottom Line" framework—equity, economy, and environment—to ensure balanced growth while maintaining infrastructure, improving safety, and fostering resilience against climate impacts.

The 2025 Blueprint places an emphasis on building a more multi-modal transportation system by expanding and improving bicycle and pedestrian infrastructure. The plan calls for significant investments in new bike lanes, trails, and other facilities and programs to create a more connected and accessible active transportation network. The YATC trail network will integrate into the SACOG Sacramento Regional Trail Network, supporting greater non-vehicle access to destinations within the region.

SACOG Sacramento Region Parks and Trails Strategic Development Plan

The SACOG Sacramento Region Parks and Trails Strategic Development Plan aims to develop a strategic vision and framework for expanding the regional parks and trails network in the Sacramento area. It examines existing trail access, finding that 540,000 households and 660,200 jobs do not have access to trails 0.5 miles or longer, with only 35 percent of disadvantaged residents able to access these trails compared to 45 percent of non-disadvantaged residents. The plan highlights changing conditions like increased funding for marginalized communities and growing interest in all-ages, all-abilities trail networks. It also reviews local goals around environmental justice, safety, economic vitality, and health, as well as prioritized destinations like parks, employment centers, and transit. Key findings from partner meetings include aspirations to meet current crises, the multi-faceted benefits of economic vitality from trails, and challenges around engaging marginalized communities and overcoming institutional barriers like coordination with Union Pacific.

Great Delta California Delta Trail Blueprint Report for Contra Costa and Solano Counties

The Great California Delta Trail is envisioned as a continuous recreational corridor through the five California Delta counties, linking the San Francisco Bay Trail system to the planned Sacramento River trails and including water trails. The master plan was developed through public and stakeholder engagement and proposes four trail designation types: a main trail corridor, local access trails, water launch sites, and adventure hubs. The plan divides the Delta into four regions and provides recommendations for each, focusing on supporting existing trails, exploring new connections, and designating key segments as part of the overall Delta Trail network. Successful implementation will require coordination between many agencies and partners, and funding from diverse sources will be critical at all stages, from planning and design to construction, operations, and promotion.

Yolo County is part of the Northern Region of the Delta Trail plan. This region is the gateway to the Delta from Sacramento and West Sacramento along the Sacramento River Parkway. The plan highlights opportunities to promote existing dedicated Delta Trail segments in Yolo County, such as the Clarksburg Branch Line Trail, and support closing gaps in the trail network . The plan also recommends supporting local planning efforts to study the feasibility of the Isleton-Stone Lake Trail, which would connect Freeport, Hood, Locke, and Walnut Grove and pass through Delta Meadows State Park. Overall, Yolo County is seen as an important part of the Northern Region for expanding the Delta Trail network and connecting it to the broader Sacramento River trail system.

State and Federal

Several state and federal plans and other documents contain goals, policies, and requirements relevant to the ATP, as listed below.

California Transportation Plan 2040

The California Transportation Plan 2040 sets forth a vision for a sustainable, multimodal transportation system that addresses the needs of all Californians. The plan emphasizes the importance of improving multimodal mobility and accessibility, with specific goals to expand engagement in multimodal transportation planning and decision-making. It highlights the need for integrated transportation and land use development, which includes enhancing pedestrian and bicycle networks. The plan also underscores the significance of reducing greenhouse gas emissions and other air pollutants, which aligns with promoting active transportation modes like bicycling and walking. Although the document is a statewide plan, its policies and recommendations are relevant to Yolo County's efforts to improve its active transportation infrastructure.

Toward an Active California: State Bicycle and Pedestrian Plan

Toward an Active California is Caltrans' first statewide plan for active transportation modes like walking and bicycling. The plan sets a vision that by 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs. The plan outlines four key objectives and 15 strategies to achieve them: 1) Safety - Reduce bicycle and pedestrian collisions, 2) Mobility - Increase walking and bicycling, 3) Preservation - Maintain high quality active transportation infrastructure, and 4) Social Equity - Invest resources in disadvantaged communities. The plan emphasizes the need for partnerships and collaboration across state, regional, and local agencies to successfully implement the strategies, and highlights the significant new funding from the Road Repair and Accountability Act of 2017 that will be critical to supporting the plan's implementation.

California Assembly Bill 954

California Assembly Bill 954 (AB 954) aims to promote long-distance bicycle travel by directing the California Department of Transportation (Caltrans) to explore the development of “bicycle highways.” These highways would be part of the state’s Interregional Transportation Strategic Plan and designed specifically for cyclists, featuring numbered and signed routes that allow for higher-speed travel (up to 25 mph) over longer distances (typically five miles or more). The bill mandates Caltrans to prepare a proposal for a pilot program in two major metropolitan areas, with the goal of integrating these bike highways into the state’s broader transportation network. The proposal must be included in the Interregional Transportation Improvement Program by January 1, 2030, and a report on the pilot’s progress and recommendations for expansion is due by July 1, 2031. AB 954 is set to become inoperative on July 1, 2035, and will be repealed on January 1, 2036, unless extended by future legislation.

02

EXISTING CONDITIONS

An assessment of existing active transportation conditions in Yolo County provides a foundational understanding of how the current bicycle and pedestrian networks function and who they serve. This includes an inventory and analysis of existing facilities, including bikeways, trails, sidewalks, and crossings—as well as patterns of usage across different communities. Evaluating the connectivity, safety, and accessibility of these networks helps identify gaps and opportunities for improvement. Additionally, understanding the socioeconomic characteristics of potential users, such as age, income, vehicle access, and disadvantaged community status ensures that planning efforts are equitable and responsive to those who rely most on walking and biking. The assessment provides critical context for developing strategies that enhance mobility, safety, and access for Yolo County residents.

This chapter describes the current state of active transportation facilities and usage within Yolo County. The existing bicycle and pedestrian networks are presented along with a description of the socioeconomic and land use context of potential users of the network, in addition to other factors.

Yolo County Overview

Yolo County is defined by a combination of urban, suburban, agricultural, and recreational lands.

The topography of Yolo County is generally flat with the exception of the Blue Ridge Mountains, Capay Hills, and Dunnigan Hills in the western portion of the county. The Blue Ridge Mountains and Capay Hills form the Capay Valley, which is home to several communities including Rumsey, Guinda, Brooks, and Capay. Several prominent waterways traverse Yolo County, including Cache Creek, Putah Creek, the Sacramento Deep Water Ship Channel, and the Sacramento River, the last of which forms the eastern boundary of the county. Additional waterways and flood control features include the Yolo Bypass and numerous irrigation channels that serve Yolo County farmland.

Socioeconomic Background

Yolo County has a total estimated population of 216,400. The following summarizes the socioeconomic background of residents on a county-wide level, as informed by the United States Census Bureau American Community Survey 2021 (ACS 2017-2021 5-year Estimates).

AGE CHARACTERISTICS

35- 37 YEARS OLD

The median age of residents in cities of Yolo County ranges between 35 to 37 years which is comparable to the statewide and countywide median age. Davis is an exception with a median age of 26 years. However, the population in the unincorporated areas is considerably older in comparison to the statewide and countywide median age, barring a few exceptions like Esparto and Guinda.

RACE AND ETHNICITY CHARACTERISTICS

Approximately 45 percent of Yolo County residents are white compared to 36 percent statewide. Esparto (44 percent), Knights Landing (84 percent), Madison (95 percent) and Yolo CDP (68 percent) are observed to have high shares of Hispanic or Latino population in comparison to the county (32 percent) and state (40 percent).

MEDIAN HOUSEHOLD INCOME

$78,386 | 7% LESS THAN STATEWIDE

Median household income for Yolo County residents is $78,386, 7 percent less than the statewide median household income of $84,097. While data is limited, several unincorporated Yolo County communities exhibit relatively low median household incomes. Available data for unincorporated communities indicates that the median household income of Dunnigan, Knights Landing and Madison are 49 percent, 48 percent, and 51 percent, respectively, of the statewide median household income.

PERSONS WITH DISABILITY

HIGHER THAN COUNTY & STATEWIDE SHARE

The share of surveyed population with disabilities is significantly higher than the statewide share (11%) in most unincorporated communities including Dunnigan (31%), Madison (29%), Guinda (27%), Rumsey (21%, Knights Landing (18%), and El Macero (15%).

POVERTY STATUS

The majority of Yolo County communities, including most unincorporated communities, have very low percentages of residents below the poverty line relative to the statewide average (12 percent). Davis (26 percent), Guinda (54 percent), Knights Landing (20 percent), and Madison (16 percent) have relatively high shares of residents with income below the poverty line.

VEHICLE OWNERSHIP

5-9% | HIGHER THAN COUNTY & STATEWIDE SHARE

The share of households with zero vehicles in Yolo County cities ranges between five to nine percent compared to an eight percent share in the county and a seven percent share statewide. Vehicle ownership levels are relatively high in unincorporated Yolo County communities. Three percent of households in Esparto and three percent of households in Monument Hills do not have a vehicle, while all households in other unincorporated communities have at least one vehicle. Higher levels of vehicle ownership are likely due to the lack of transportation options and longer travel distances for unincorporated Yolo County communities.

COMMUTER CHARACTERISTICS OF POPULATION

MAJORITY TRIPS BY CAR

The majority of Yolo County commute trips are completed by car. Over 85 percent of residents countywide use a car, truck, or van for commuting, compared to 77 percent statewide. The share of commute trips completed by car is even higher for unincorporated communities at 97 percent. The average commute time to work is around 30 minutes or less in all communities, comparable to the statewide average (also approximately 30 minutes). Shorter car commute times of less than 10 minutes account for 15 percent of all commute travel. These trips could be short enough to be completed by bicycle.

EMPLOYMENT STATUS

Unemployment in the county is highest in Clarksburg (25 percent) and Knights Landing (26 percent). The statewide average is sex percent, and all other unincorporated communities in the county have an unemployment rate of 4 percent or lower. At the county level, 39 percent of residents are not included in the labor force. Most unincorporated communities have a relatively higher share in this regard. Among them, Guinda (87 percent), Madison (72 percent) and Tancred (89 percent) have the highest share of residents not included in the labor force.

WORKING POPULATION BY INDUSTRY TYPES

Most of the working population in the county are employed by the educational services, health care and social assistance industry (29 percent), followed by the professional, scientific and management industry (11 percent) and the arts and entertainment industry (11 percent). In the cities of Yolo County, the overall trends across industries are comparable to the countywide data. In the unincorporated communities, however, a broader distribution of the working population occurs across different industries. A significantly higher share of population relative to the countywide data are working in the Agriculture (Dunnigan- 31 percent; Esparto- 16 percent), Construction (Madison- 24 percent; Yolo- 21 percent), Manufacturing (Knights Landing- 23 percent), and Retail industries (Clarksburg- 21 percent; Madison- 27 percent; Rumsey- 29 percent).

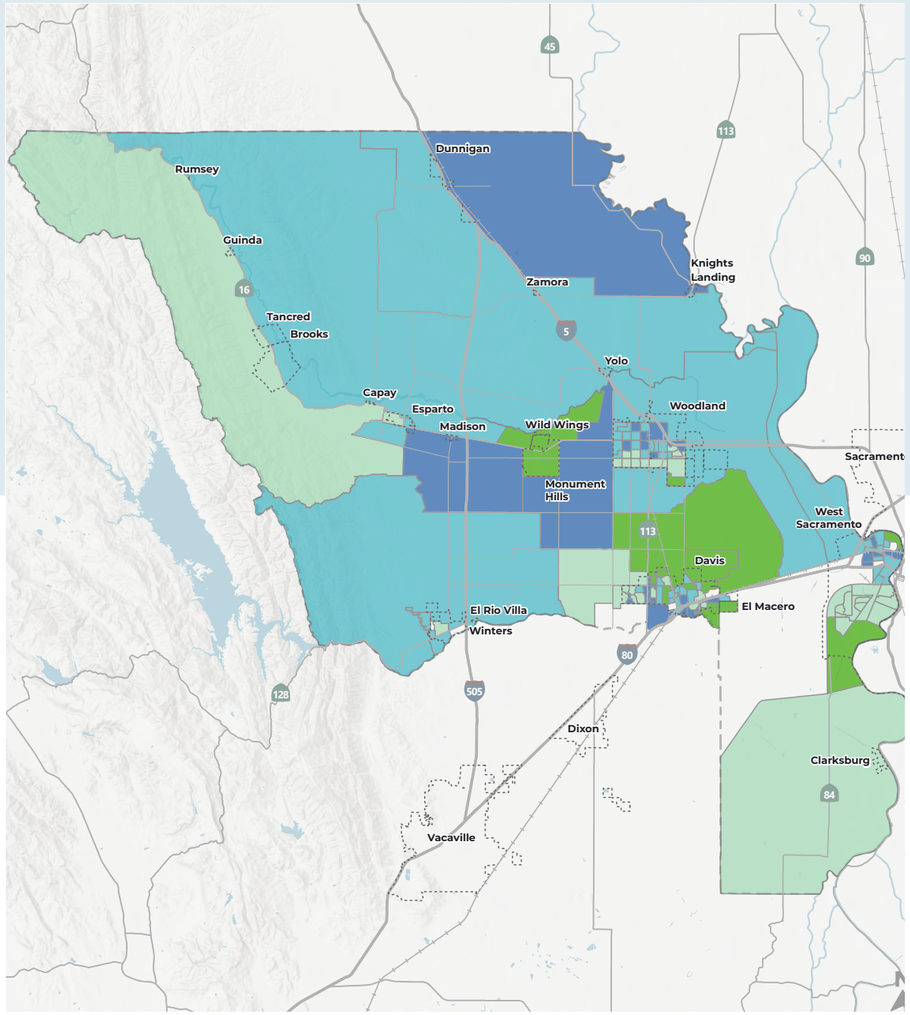
Disadvantaged Communities

The identification of disadvantaged and underserved communities is a key metric in many grant funding programs such as California's Active Transportation Program. This plan presents six different indicators of disadvantaged communities, often referred to as environmental justice communities.

Many areas covered by this plan have one or more indicators of disadvantaged community status. Figures 1 through 6 display the areas within the region that meet each criterion.

2017- 2021 AMERICAN COMMUNITY SURVEY

Five-year estimates of Median household income and Zero vehicle Households from the American Community Survey were utilized to inform the analysis (Figure 1).



Median Household Income by Census Tract (2021)

- <40%
- 40% - 80%
- 80% - 120%
- >120%

Figure 1: Median Household Income

CALENVIROSCREEN

California Communities Environmental Health Screening Tool (CalEnviroScreen) is a mapping tool developed by the Office of Environmental Health Hazard Assessment (OEHHA) to identify communities that are disproportionately burdened by multiple sources of pollution (Figure 2).

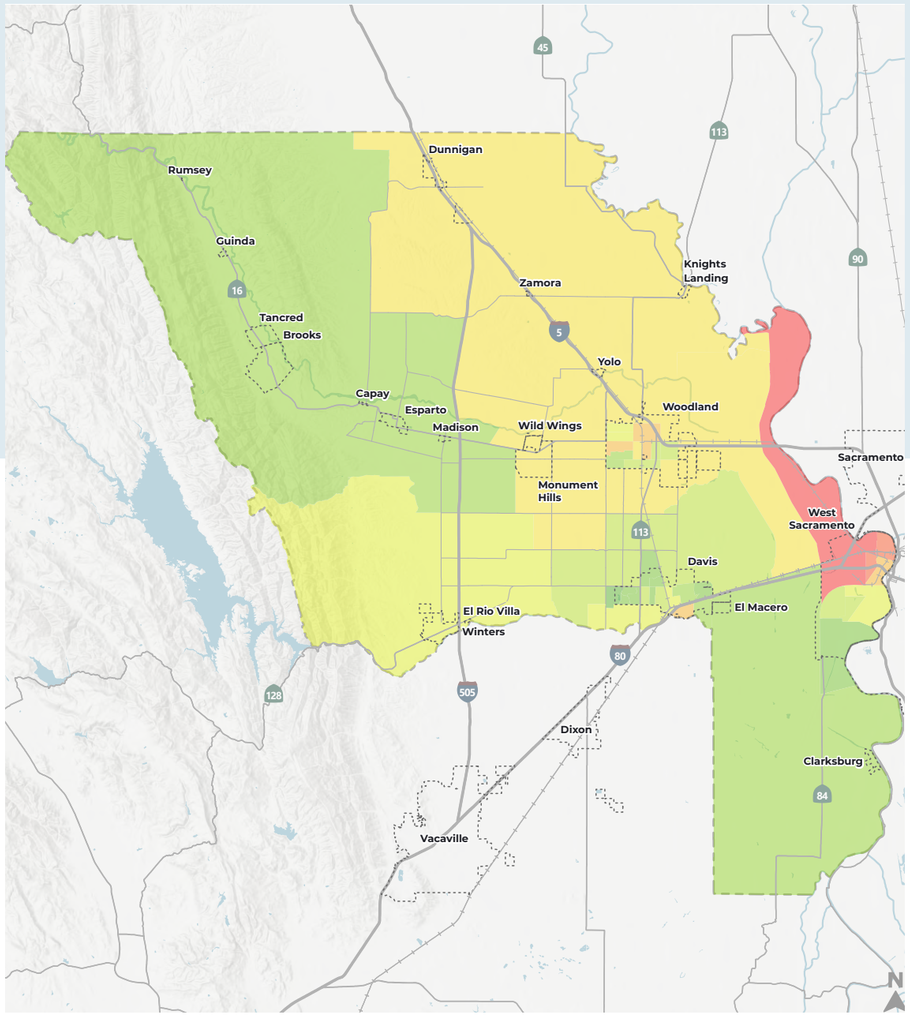


Figure 2: CalEnviroScreen

FREE & REDUCED-PRICE MEAL PROGRAM

The National School Lunch Program is a federally funded initiative that assists schools and other agencies in providing nutritious lunches for free or at reduced prices to students meeting the income eligibility criteria. In California, the Department of Education administers the program and publishes yearly Free and Reduced-Price Meals data which was utilized for the analysis (Figure 3).

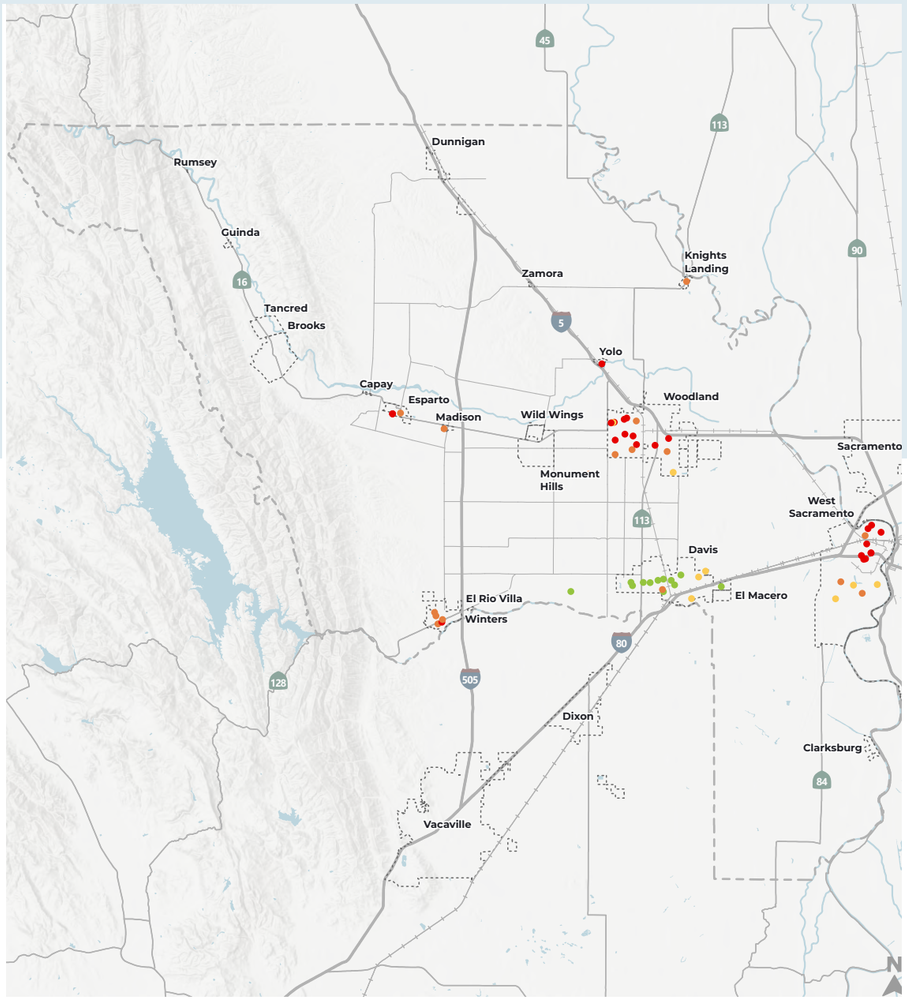
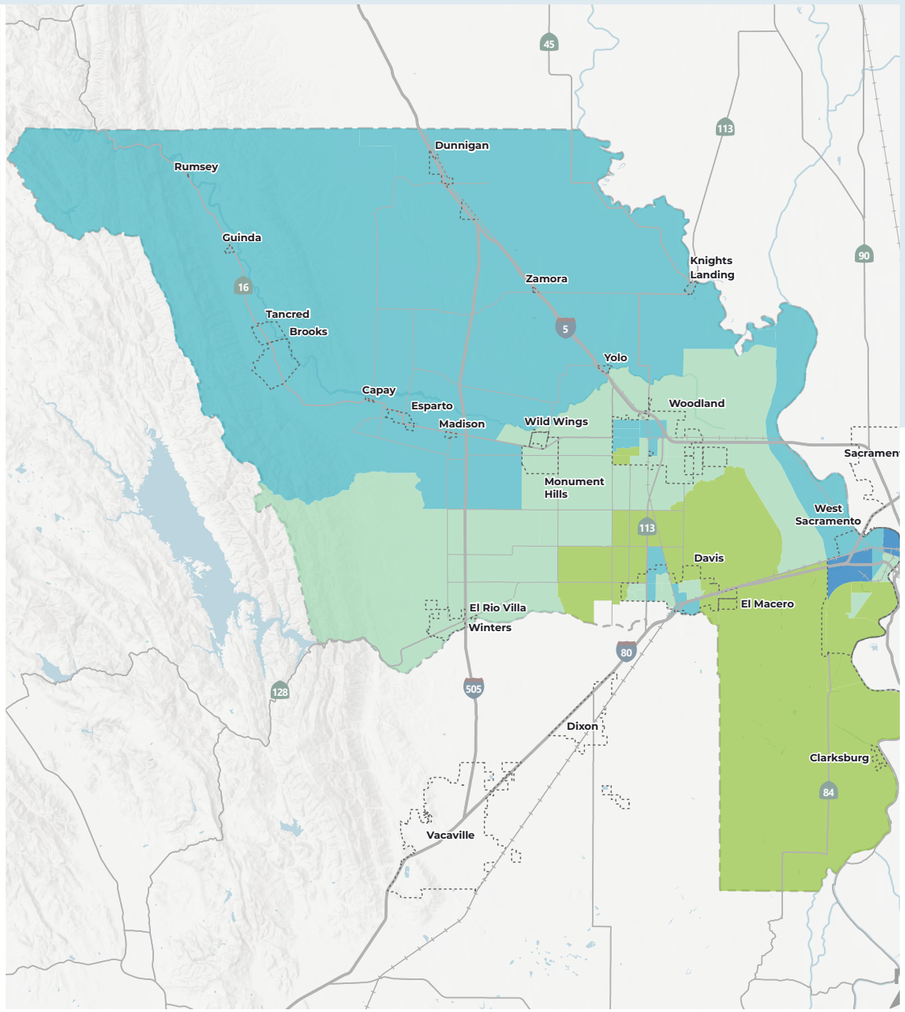


Figure 3: Free and Reduced Price Meals

HEALTHY PLACES INDEX

The Healthy Places Index is a tool developed by the Public Health Alliance of Southern California that estimates a composite score for each census tract in the state where a higher score is indicative of healthier community conditions based on 25 community characteristics that can be broadly categorized as Economic, Education, Social, Transportation, Neighborhood, Housing, Clean Environment, and Healthcare Access. The scores are then converted to a percentile to compare them to other tracts in the state (Figure 4).



Healthy Community Conditions via Percentile Ranking

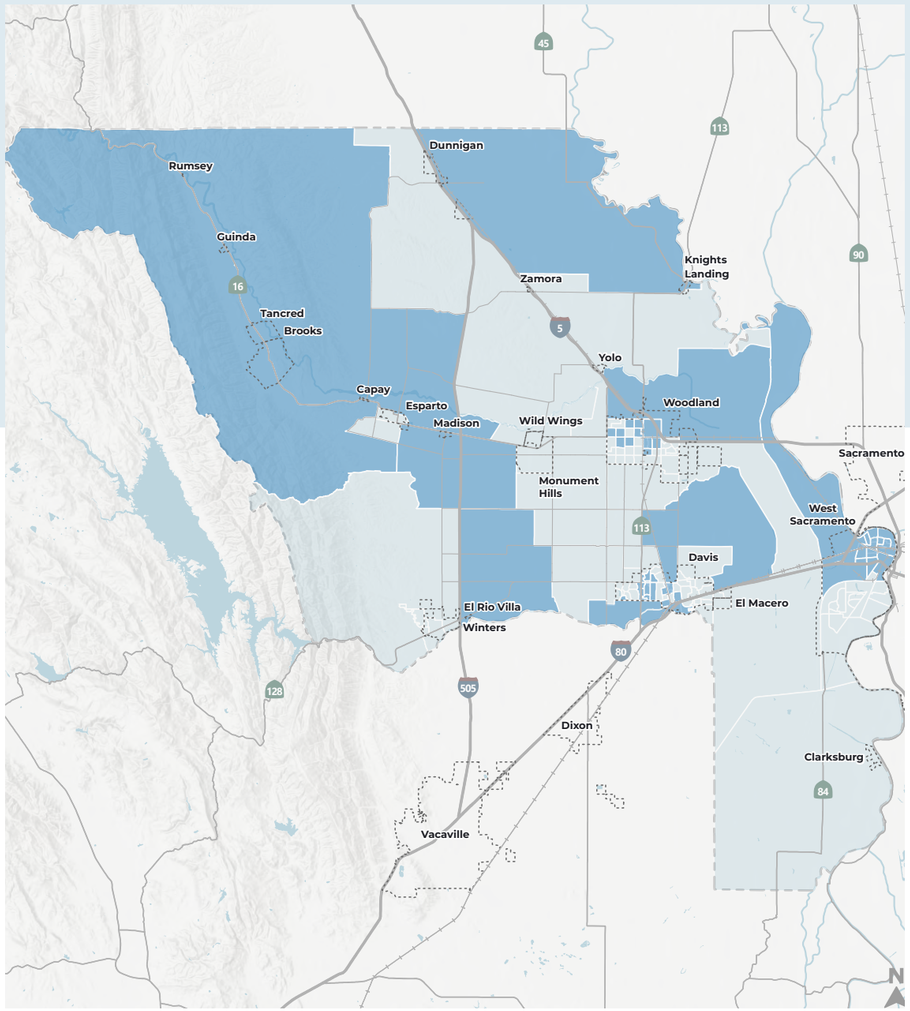
Less Healthy → More Healthy

0 25 50 75 100

Figure 4: Healthy Places Index

SACOG ENVIRONMENTAL JUSTICE AREAS

This tool developed by Sacramento Area Council of Governments (SACOG) helps identify Environmental Justice communities based on income, minority, qualification, and "other vulnerability" at a census block group level. Other vulnerability here includes older adults aged 75 or more, linguistically isolated households, single-parent households with children under the age of 18, low educational attainment, severely housing cost burdened households, and persons with disabilities (Figure 5).



Identified as Disadvantaged

Not Identified as Disadvantaged

Figure 5: SACOG Environmental Justice Areas

FEDERAL CLIMATE AND ECONOMIC JUSTICE SCREENING TOOL

This tool was launched by the White House Council to support the Justice40 initiative, which seeks to deliver 40 percent of the overall benefits of Federal climate, clean energy, affordable and sustainable housing, clean water, and other investments to disadvantaged communities that are marginalized, underserved, and overburdened by pollution. This tool considers eight categories of burdens that include Climate Change, Energy, Health, Housing, Legacy Pollution, Transportation, Waste and Wastewater, and Workforce Development (Figure 6).

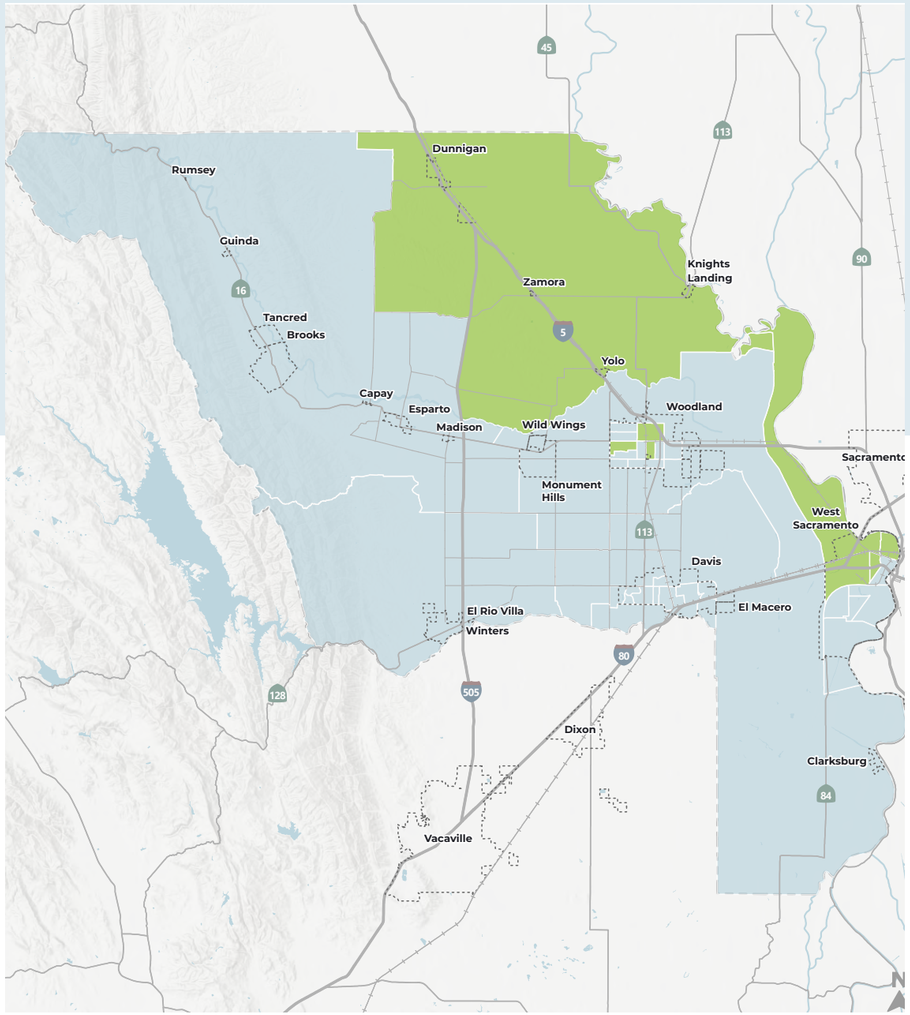


Figure 6: **Federal Climate and Economic Justice Screening Tool**

Transportation System

The county is served by a multi-modal transportation system of highways, roads, transit routes, railways, airports, bike lanes and paths, and sidewalks that facilitate the movement of people and goods.

Outside of the incorporated areas, the unincorporated Yolo County transportation system is primarily rural in character, serving small communities and agricultural uses through a system of county roads, private roads, freeways, and highways. The California Department of Transportation (Caltrans) owns, operates, and maintains the State Highway System facilities that serve Yolo County, including I-5, I-80, I-505, SR 16, SR 45, SR 84, SR 113, and SR 128. Caltrans facilities are an integral component of the active transportation system throughout the county, serving as main streets in several Yolo County communities, providing access to destinations people visit every day, and connecting communities together. Figures 2.7.0 through 2.7.9, included in Appenidx B, display the county's roadway network by functional classification.

Transportation planning, operations, and maintenance within Yolo County is the responsibility of each individual jurisdiction that owns and operates their respective transportation facilities, including Yolo County, the cities of Davis, West Sacramento, Winters, and Woodland, and UC Davis. Each of these local jurisdictions has developed an active transportation (or similar) plan that identifies improvements to their respective active transportations systems.

YoloTD and SACOG lead regional transportation planning, and for SACOG, funding, in Yolo County. SACOG recently prepared the Sacramento Region Trail Network Action Plan to identify and prioritize trails improvements throughout the six-county SACOG region, including Yolo County. The YATC plan builds on the regional planning effort by advancing project planning in greater detail in Yolo County, leading to constructable projects.

Transit

Yolo County is served by a variety of bus and rail transit services. YoloTD operates local, intercity, and commuter bus, microtransit, and paratransit service between Yolo County communities and to/from Downtown Sacramento. Unitrans and Davis Community Transit operate local fixed-route and paratransit bus service, respectively, within the City of Davis and the UC Davis campus. The City of West Sacramento operates microtransit service within its city limits. Amtrak operates passenger train and intercity bus service with connections at the Davis Amtrak Station in Downtown Davis. Amtrak services available in Davis include the Capitol Corridor, the Coast Starlight, and the California Zephyr rail lines and Thruway intercity bus services to Sacramento and Stockton. Figure 7 shows the regional transit facilities serving Yolo County.

While the YATC Plan does not address service or operation changes to existing transit service, it recognizes the importance of pedestrian and bicycle connections with transit stops and hubs to improve mobility and access throughout the county. Throughout 2024, 2025, and 2026, YoloTD and the City of Davis (in partnership with Unitrans) will update their respective Short Range Transit Plans.

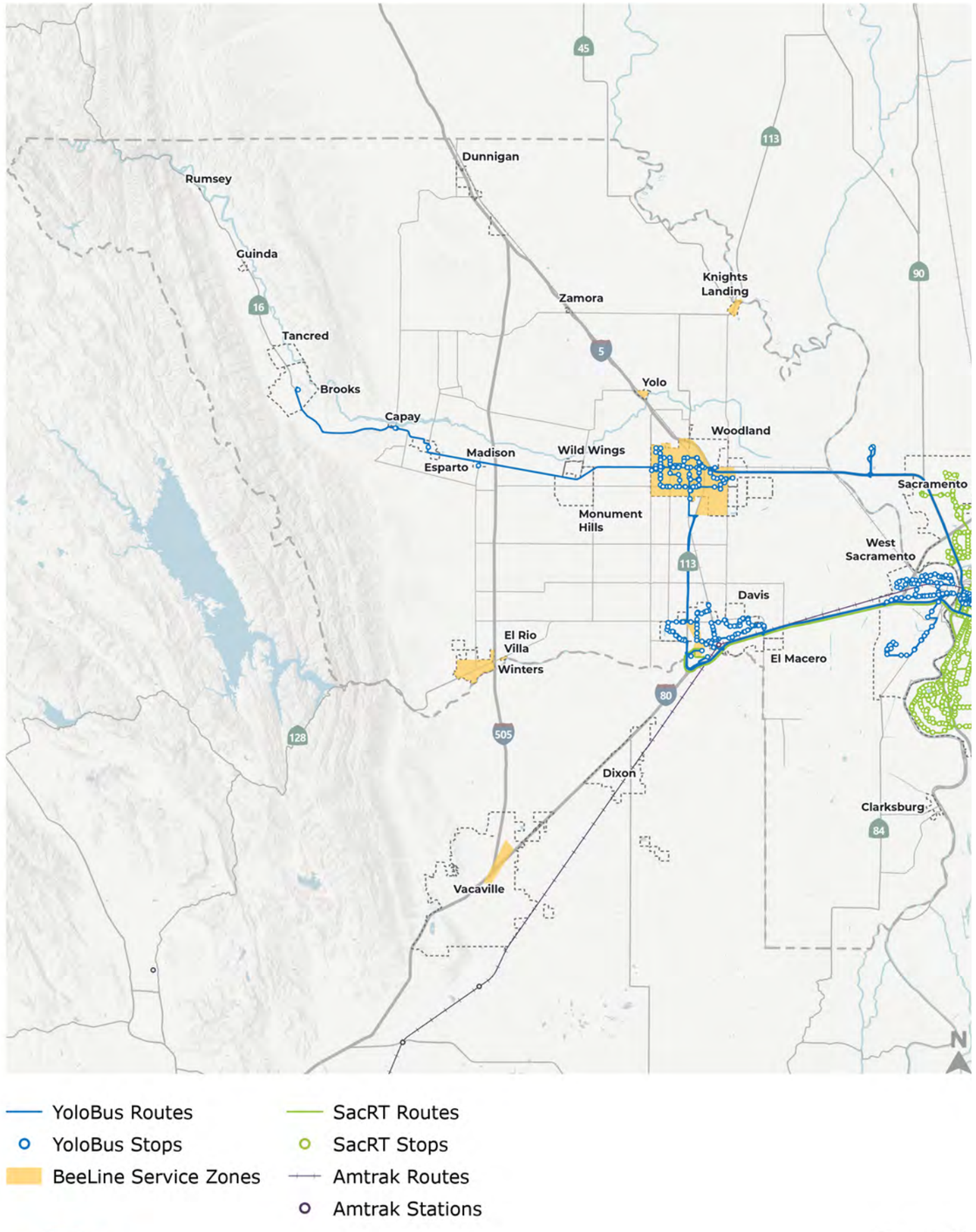


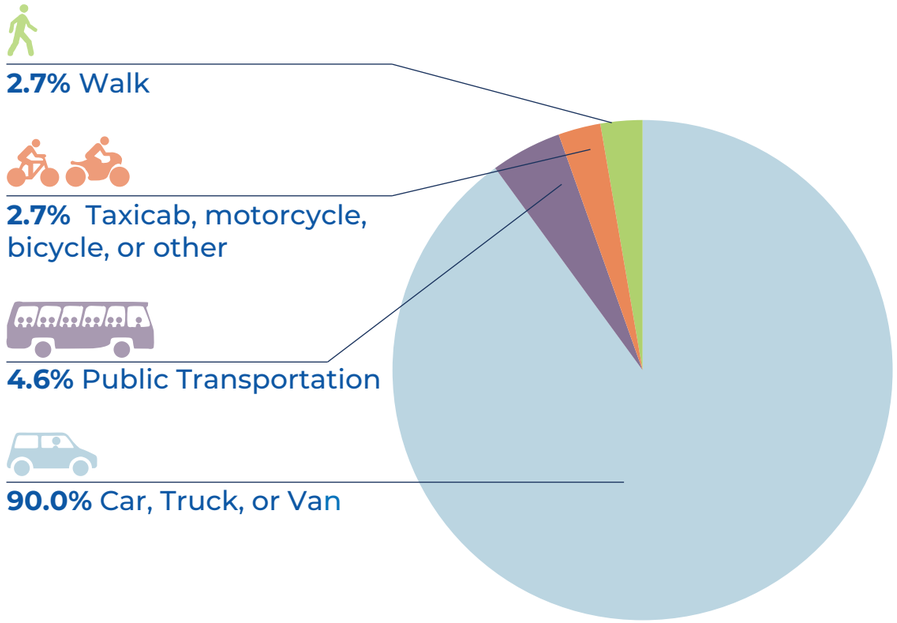
Figure 7: Regional Transit Service

Mode Share

The American Community Survey collects statistics on the modes of transportation for the employed population 16 years and over who do not work from home. Table 1, included in Appendix B, summarizes the estimated number of existing bicycle trips and pedestrian trips in the plan area in both absolute numbers and as a percentage of all trips.

Overall, 2.5 percent of Yolo County walked to their place of employment and 8.3 percent relied on bicycle, motorcycle, taxicab, or some other means. Over four percent use public transportation and 85.1 percent commute by car, truck, or van. Compared to the county as whole, the community of Dunnigan has a greater share of residents that walk to get to work—about 6.1 percent. Similarly, Clarksburg seems to have a greater share of residents that bike to work, with 14.3 percent of its population using bicycle, motorcycle, taxicab, or some other means.

Figure 8: **How People in Yolo County Travel to Work**



Barriers to Active Transportation

Several barriers stand in the way of active transportation in Yolo County, leaving bicyclists and pedestrians vulnerable to harm or rendering the implementation of active transportation much less feasible, as explained below.

Long Travel Distances:

The wide geographic distribution of Yolo County communities creates substantial travel distances between them. 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.

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.

Roadway Constraints:

Many county roads are relatively narrow, lack shoulders, and have roadside uses such as irrigation channels, drainage ditches, and utility lines. These factors limit opportunities to widen many Yolo County roads to accommodate space and facilities for active transportation.

Climate:

Although much of Yolo County is flat and the relatively dry climate is conducive to bicycling and walking, other local environmental conditions make active transportation more challenging. Summers are hot, with temperatures reaching the 90s to low 100s degrees Fahrenheit during their peak in July and August. Flooding is a concern in some communities such as Guinda and Dunnigan.

Existing Active Transportation Facilities

Outside of cities and unincorporated communities, county roads and state highways in Yolo County generally lack pedestrian facilities. Exceptions include the shared-use paths on Russell Boulevard west of Davis and on the I-80 causeway between Davis and West Sacramento. The presence of pedestrian facilities varies substantially across each unincorporated Yolo County community. Where provided, most existing sidewalks and crosswalks in unincorporated communities exist near schools and local activity centers. Some unincorporated communities such as Esparto, Knights Landing, and Clarksburg have more extensive sidewalk networks, whereas other unincorporated communities lack pedestrian facilities altogether. Bicycle parking is also limited, with racks for short-term use provided at some schools and libraries.

Within unincorporated Yolo County, existing bikeway facilities are very limited. Most unincorporated communities entirely lack designated bikeway facilities, with the following exceptions:

El Rio Villa: bike lanes are present on Russell Boulevard along the northern frontage of the community, connecting El Rio Villa to Winters to the west and Davis to the east.

Esparto: SR 16 (Yolo Avenue) has bike lanes in both directions on Yolo Avenue between Woodland Avenue and Plainfield Street. Recent improvements to the bike lanes include green bike lane pavement markings and enhanced signage.

Figures 9 through 24 display existing active transportation facilities within the unincorporated communities and region, in alphabetical order.

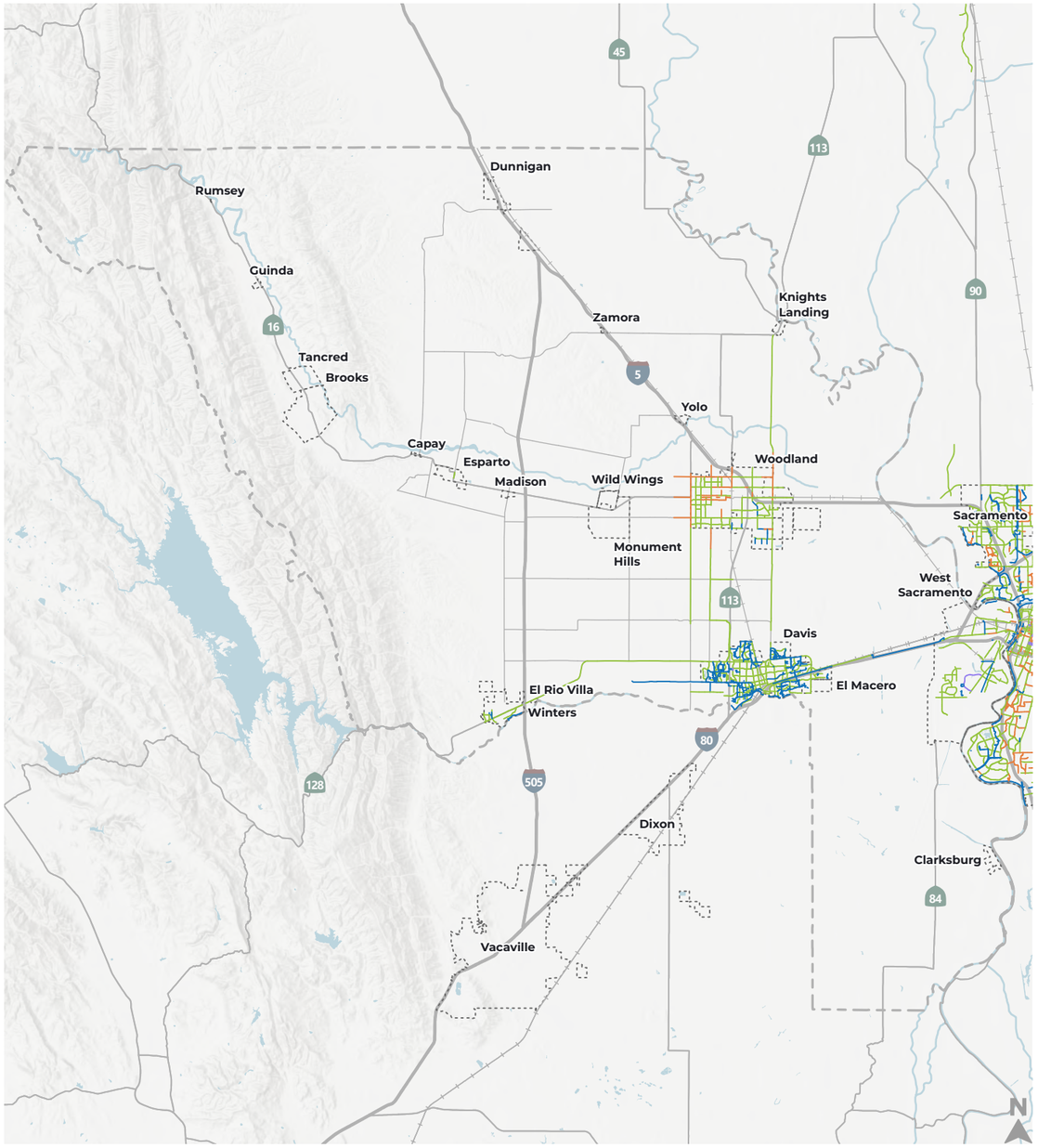


Figure 9: Existing Regional Bicycle Network

Figure 10: Pedestrian & Bicycle Facilities: Brooks

Figure 11: Pedestrian & Bicycle Facilities: Capay

Shared-Use Path
Bike Lane
Bike Boulevard
Separated Bikeway
Sidewalk
Crosswalk
Libraries
Public Schools
Brooks Boundary

Shared-Use Path
Bike Lane
Bike Boulevard
Separated Bikeway
Sidewalk
Crosswalk
Libraries
Public Schools
Capay Boundary

Figure 12: Pedestrian & Bicycle Facilities: Clarksburg

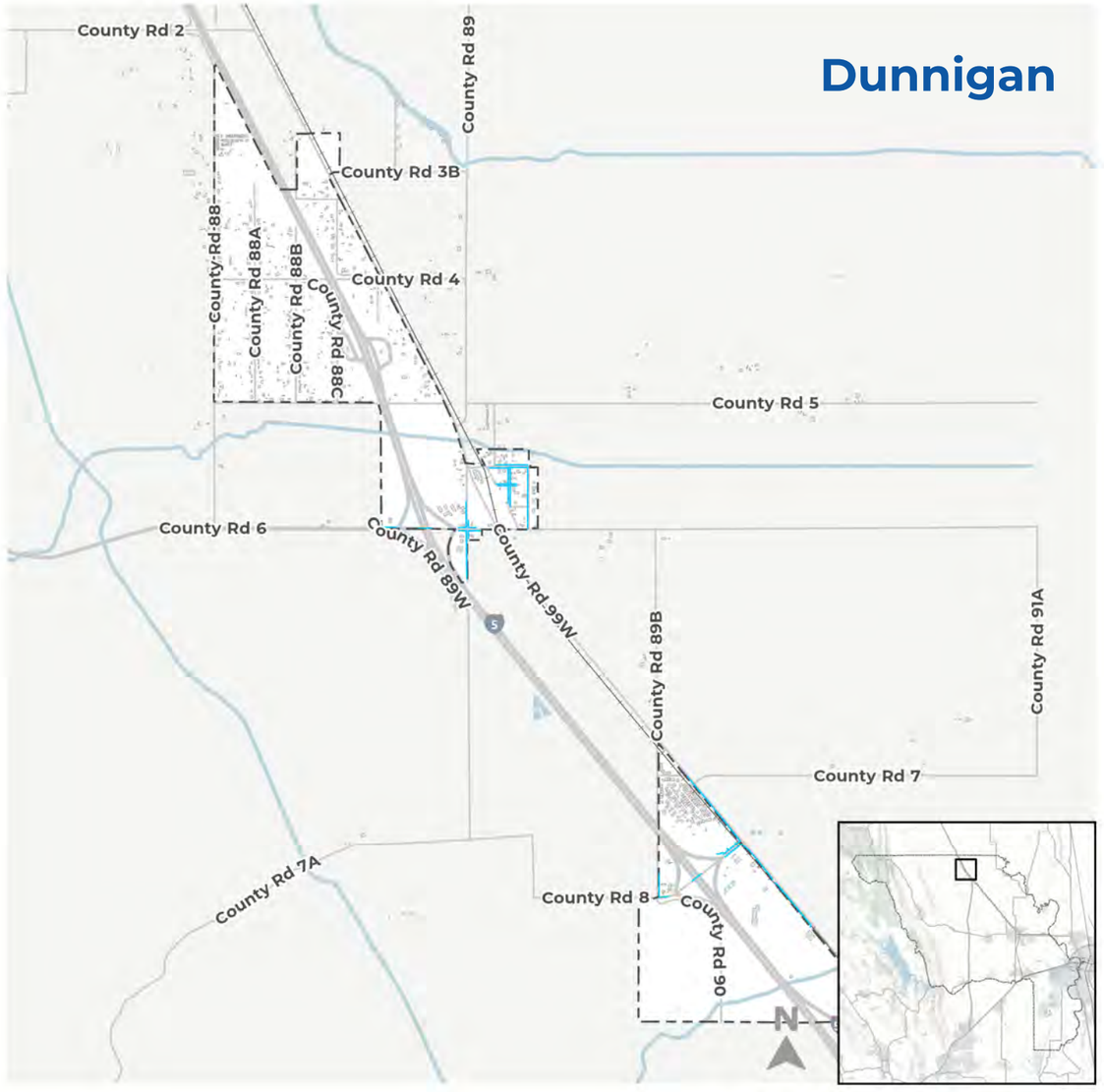


Figure 13: Pedestrian & Bicycle Facilities: Dunnigan

Figure 14: Pedestrian & Bicycle Facilities: El Macero

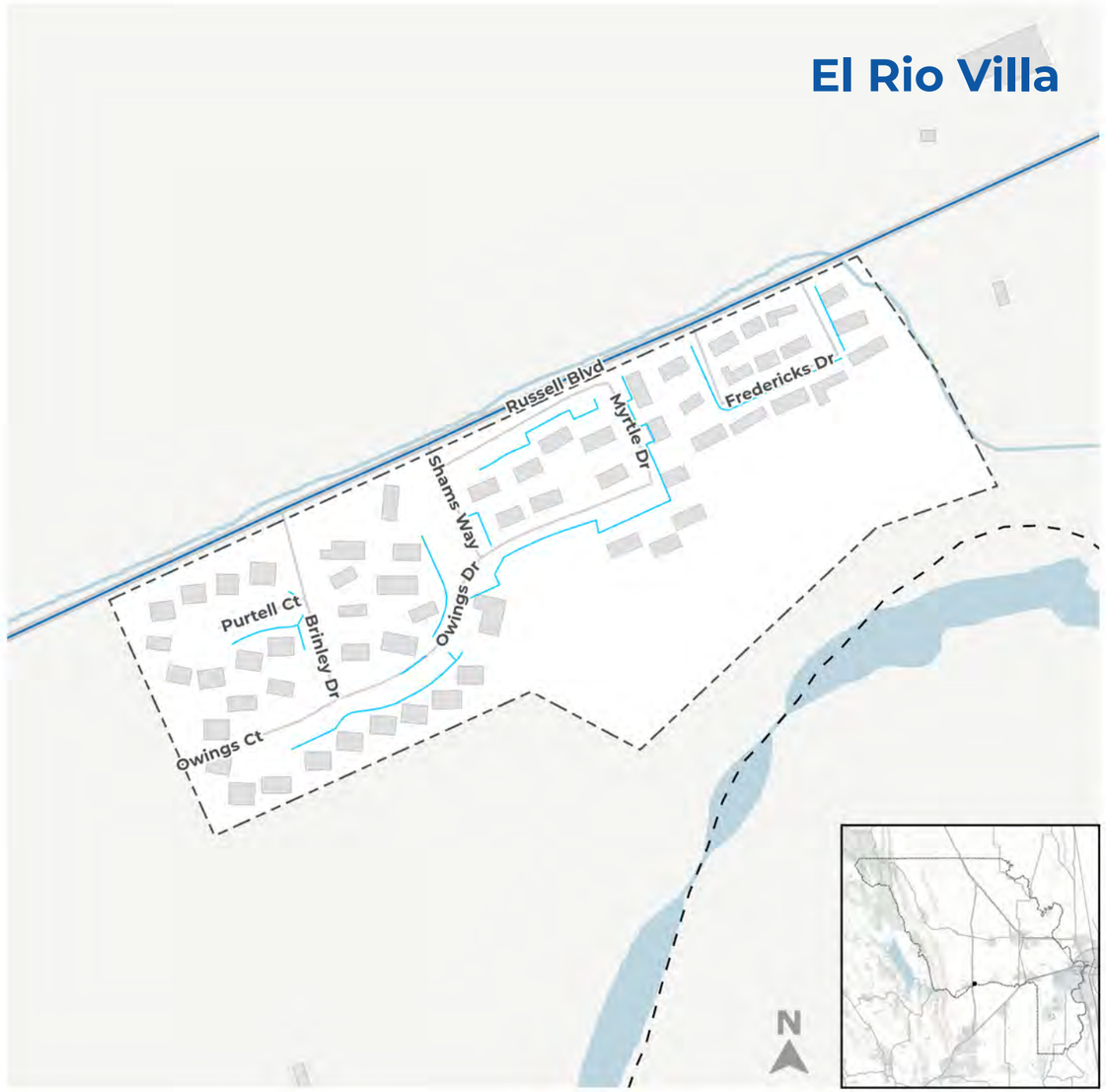


Figure 15: Pedestrian & Bicycle Facilities: El Rio Villa

Shared-Use Path
Bike Lane
Bike Boulevard
Separated Bikeway
Sidewalk
Crosswalk
Libraries
Public Schools
El Macero Boundary
El Rio Villa Boundary

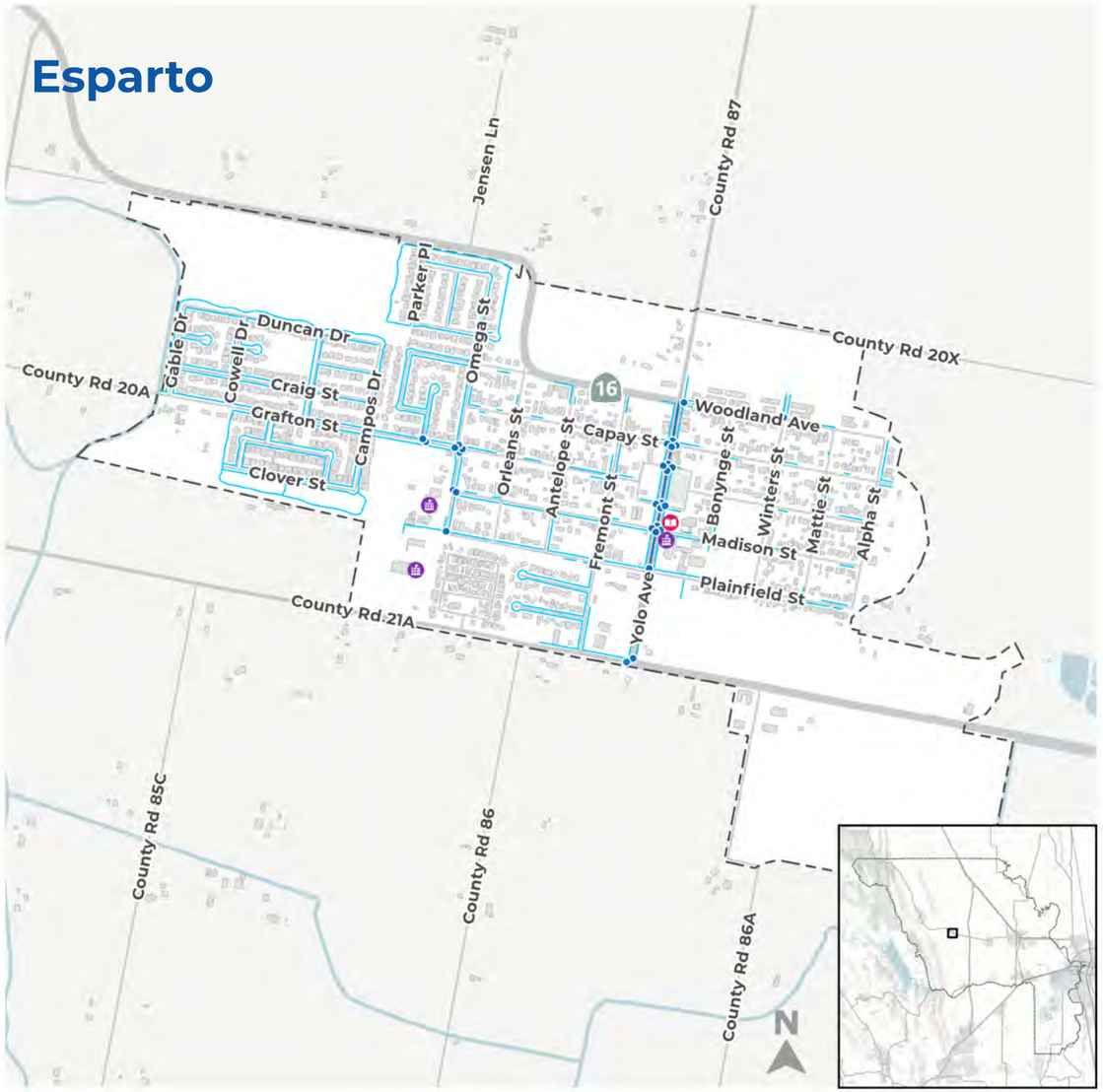


Figure 16: Pedestrian & Bicycle Facilities: Esparto

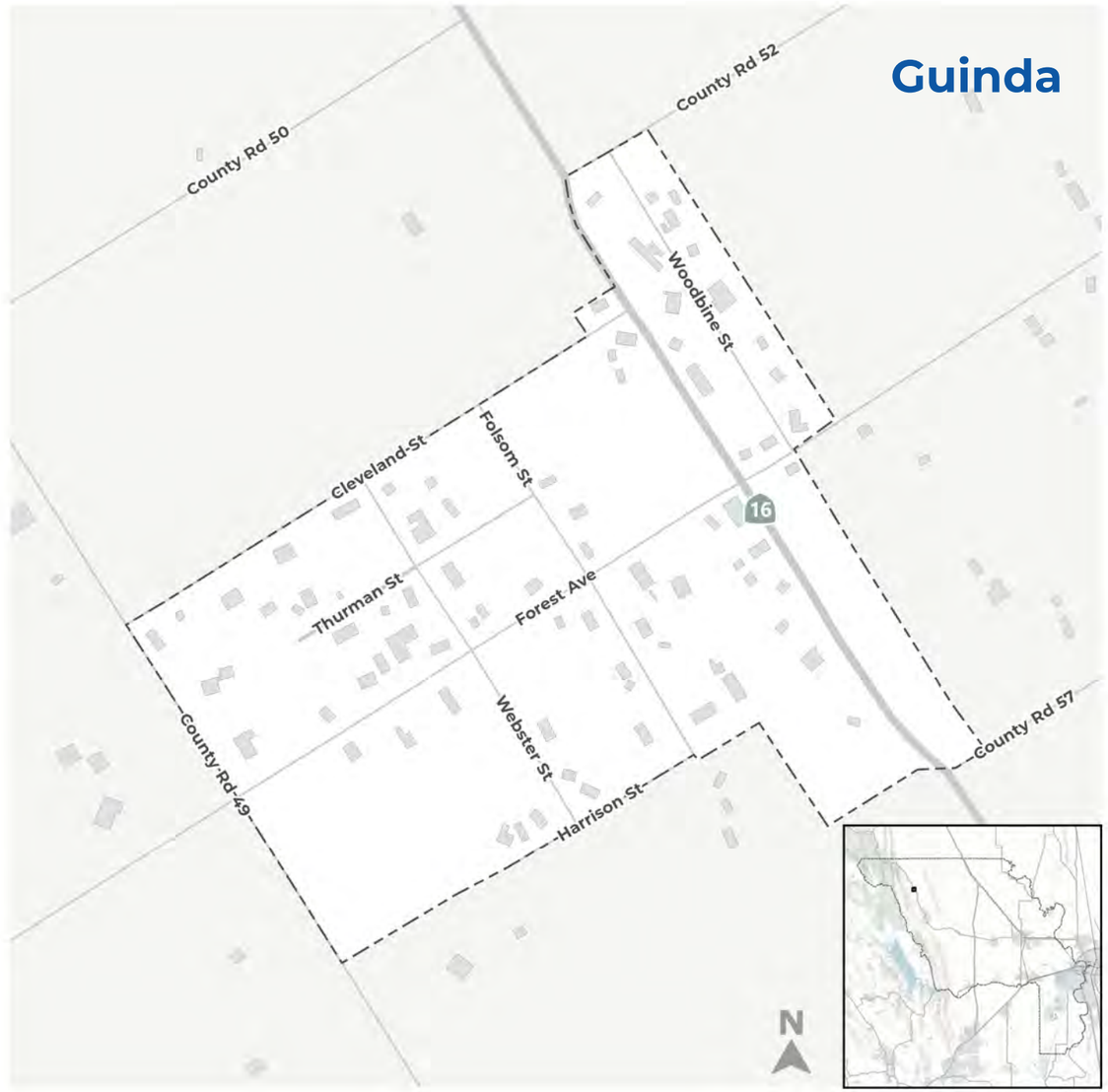


Figure 17: Pedestrian & Bicycle Facilities: Guinda

Shared-Use Path
Bike Lane
Bike Boulevard
Separated Bikeway
Sidewalk
Crosswalk
Libraries
Public Schools
Esparto Boundary
Guinda Boundary

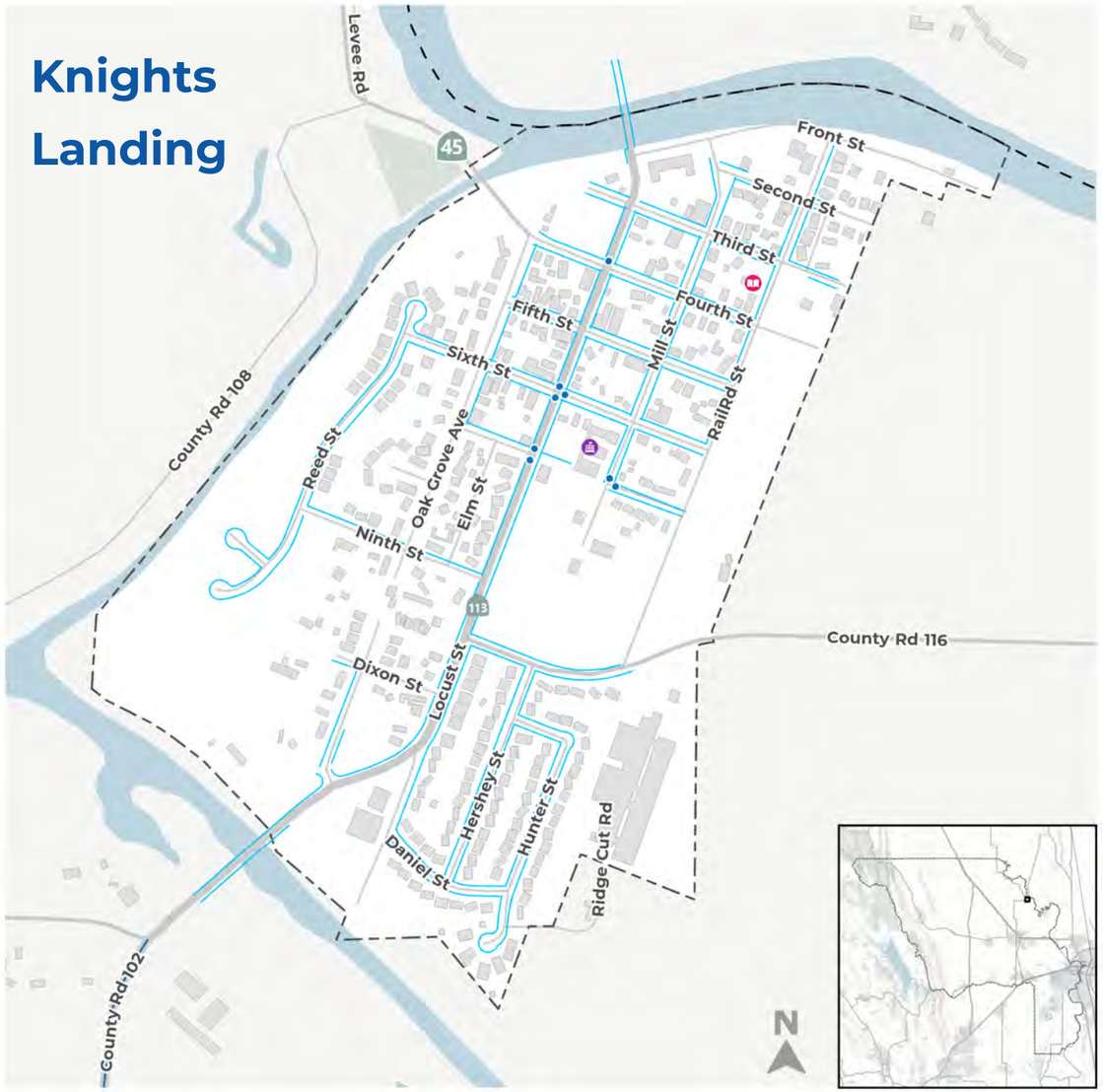


Figure 18: Pedestrian & Bicycle Facilities: Knights Landing

Figure 19: Pedestrian & Bicycle Facilities: Madison

- Shared-Use Path
- Bike Lane
- Bike Boulevard
- Separated Bikeway
- Sidewalk
- Crosswalk
- Libraries
- Public Schools
- Knights Landing Boundary
- Madison Boundary

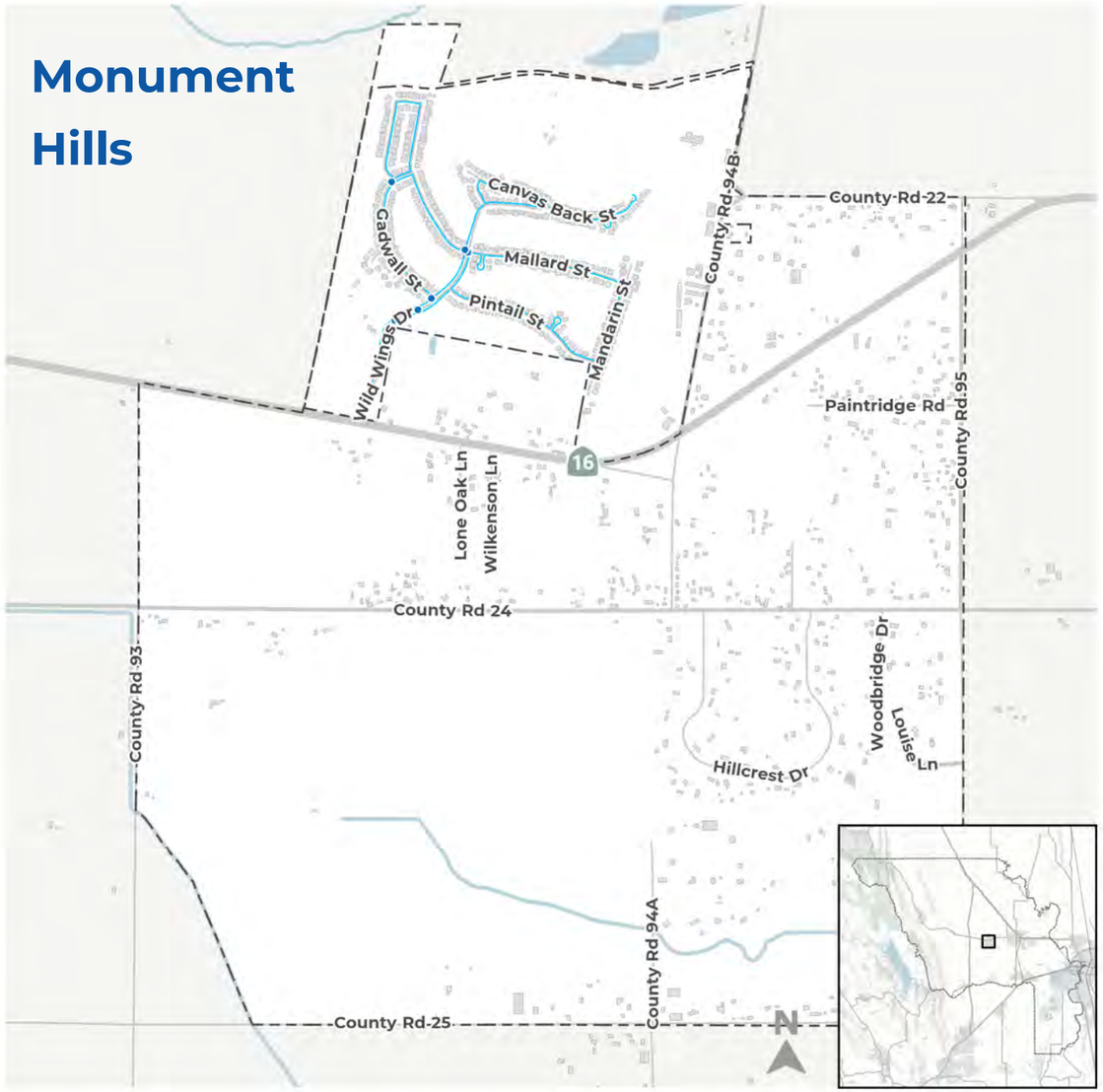


Figure 20: Pedestrian & Bicycle Facilities: Monument Hills

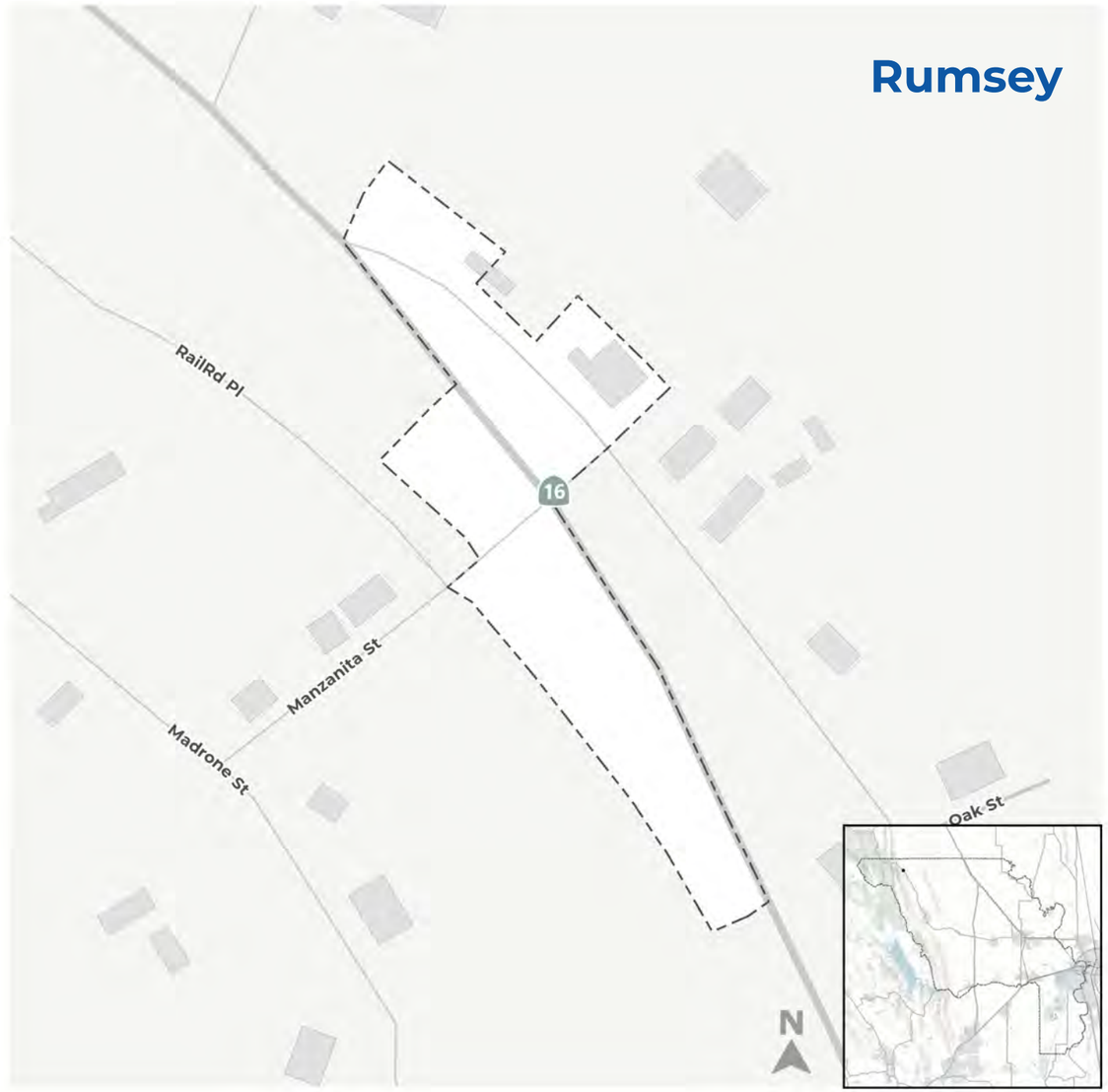


Figure 21: Pedestrian & Bicycle Facilities: Rumsey

Shared-Use Path
Bike Lane
Bike Boulevard
Separated Bikeway
Sidewalk
Crosswalk
Libraries
Public Schools
Monument Hills Boundary
Rumsey Boundary

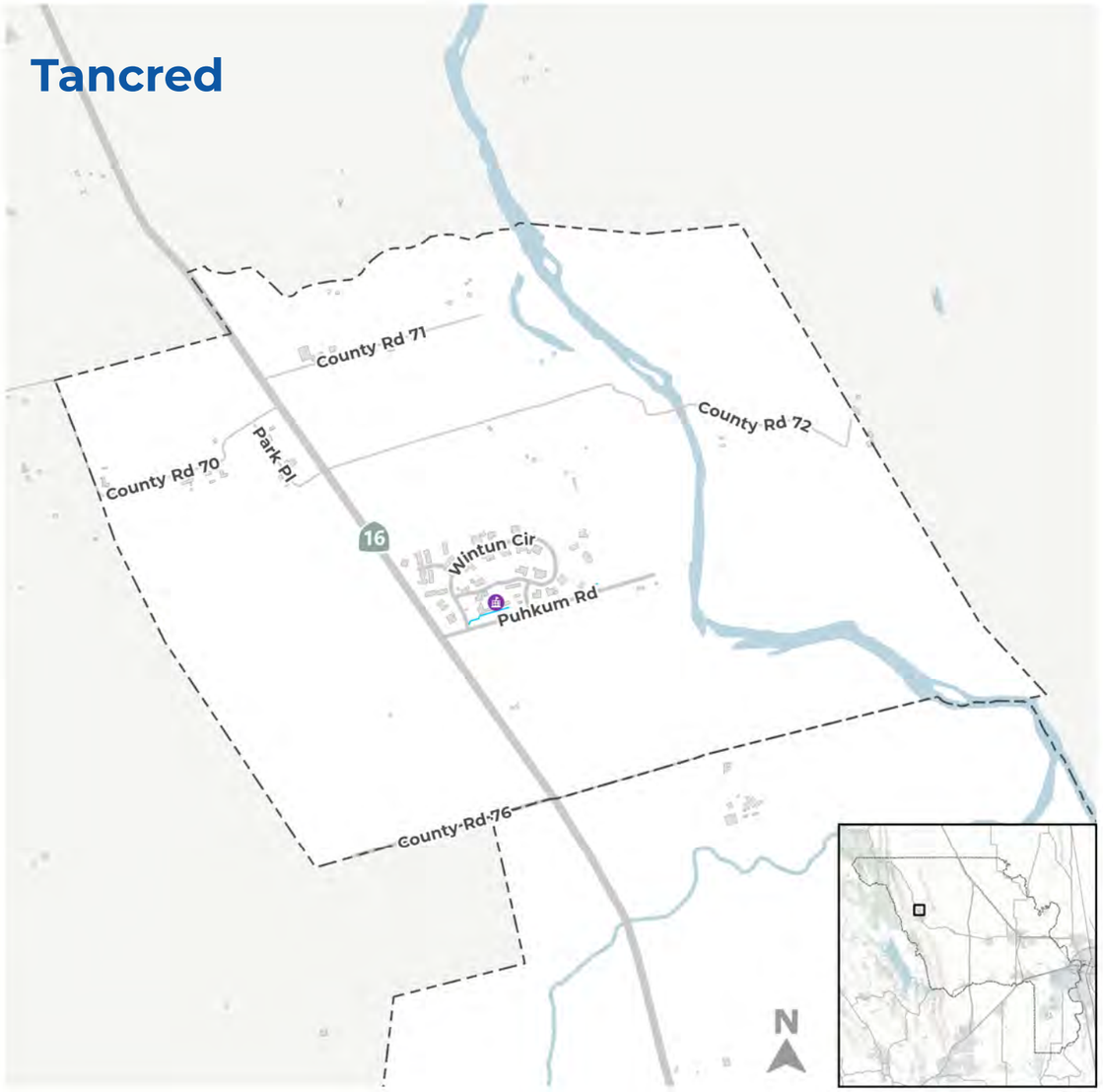


Figure 22: Pedestrian & Bicycle Facilities: Tancred

Figure 23: Pedestrian & Bicycle Facilities: Yolo

Shared-Use Path
Bike Lane
Bike Boulevard
Separated Bikeway
Sidewalk
Crosswalk
Libraries
Public Schools
Tancred Boundary
Yolo Boundary

Zamora

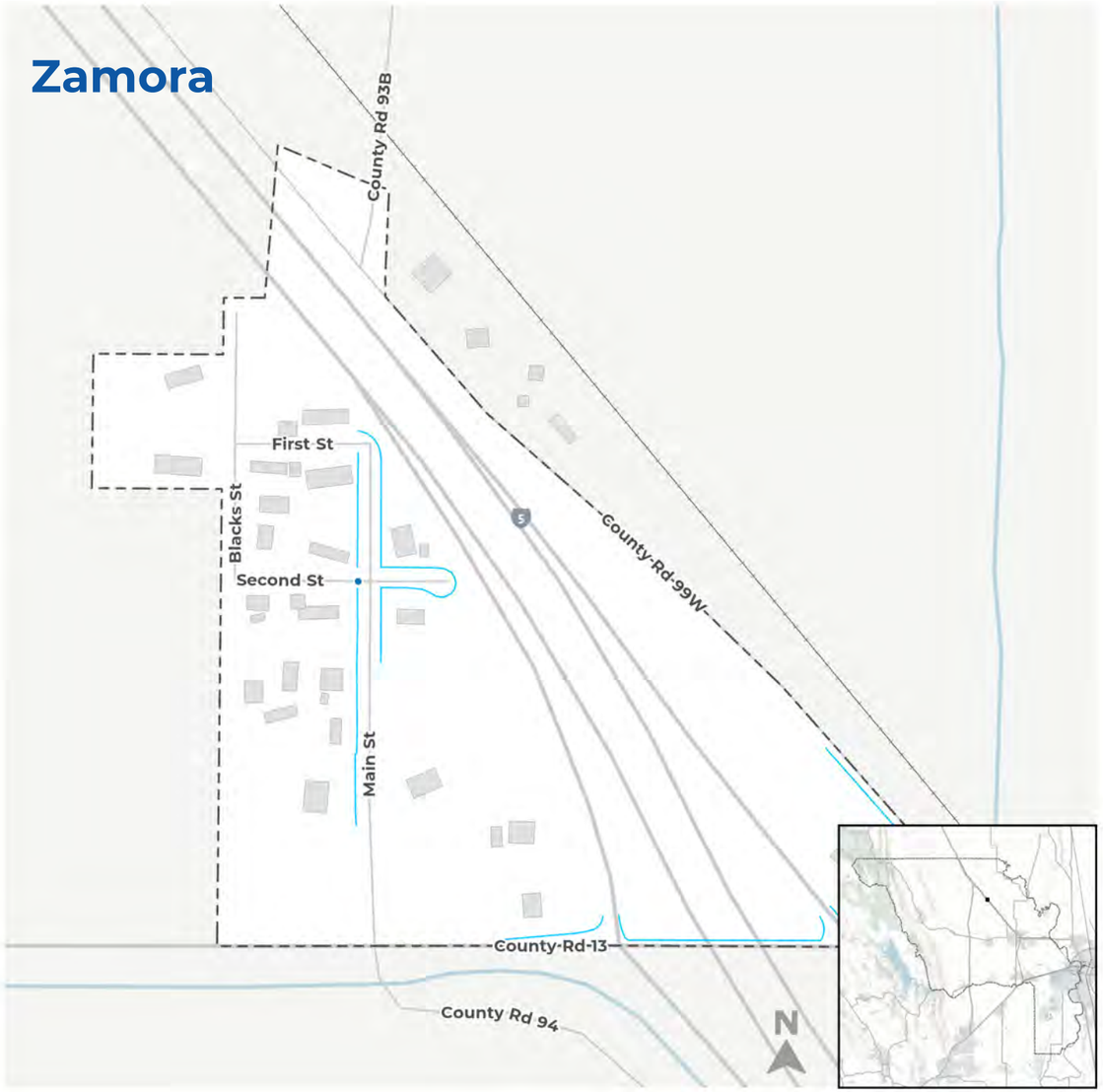


Figure 24: Pedestrian & Bicycle Facilities: Zamora

- Shared-Use Path
- Bike Lane
- Bike Boulevard
- Separated Bikeway
- Sidewalk
- Crosswalk
- Libraries
- Public Schools
- Zamora Boundary

Agritourism

Agriculture is a primary driver of the Yolo County economy. In addition to operating working farms, dozens of businesses throughout Yolo County sell products, lease event venues, and offer tours, dining, and lodging. Altogether, these businesses support a burgeoning agritourism industry in Yolo County, attracting visitors from throughout Northern California and beyond.

The YATC Plan presents an opportunity to support economic development in Yolo County by providing safe, convenient, and comfortable active transportation connections between agritourism destinations (Figure 25). Similar successful cycling and hiking tourism models are prevalent in Europe, allowing visitors to use active modes to travel between nearby agritourism destinations and cultivating synergies between these businesses.

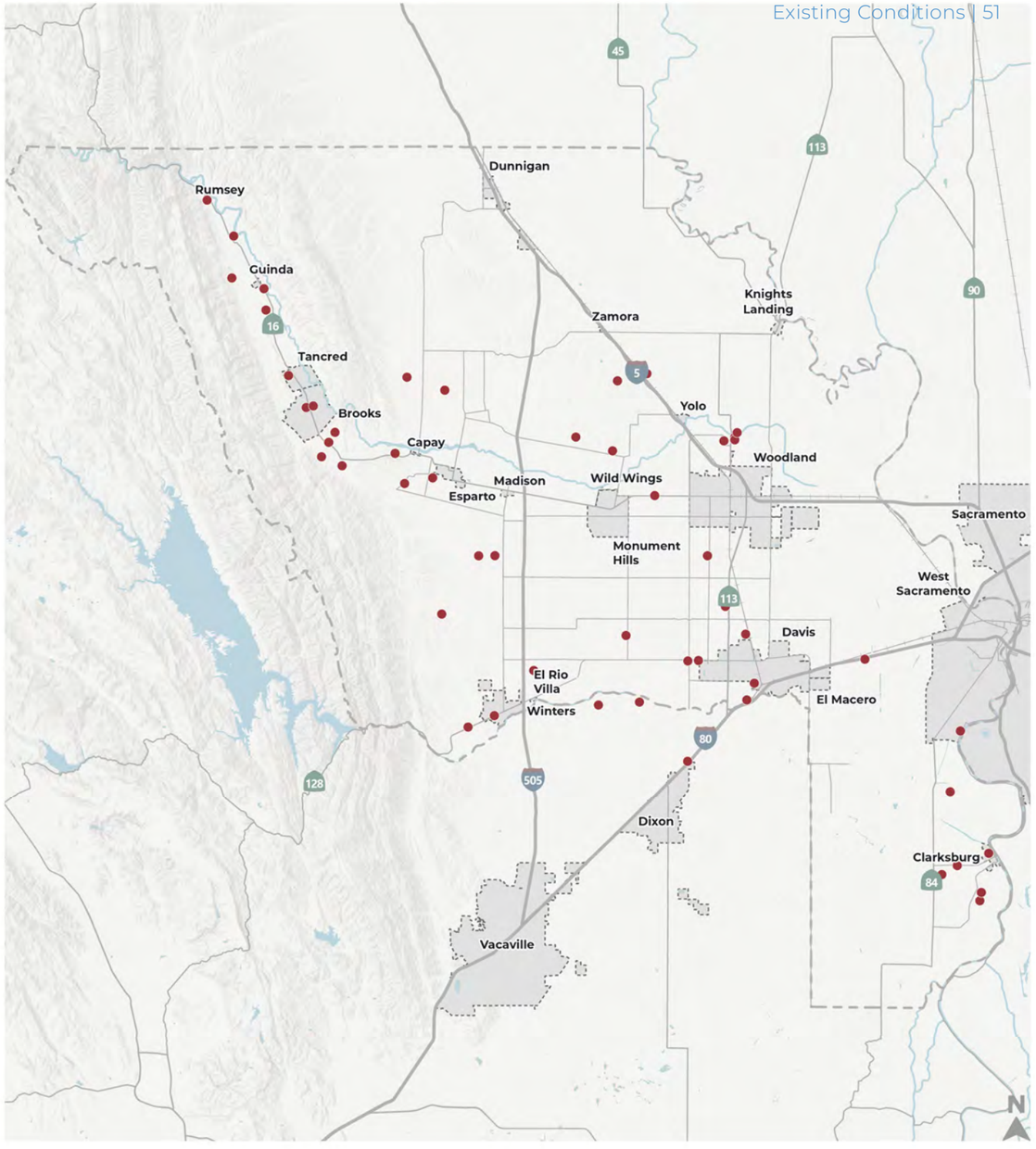


Figure 25: **Agritourism Destinations in Yolo County**

- Agritourism Destinations

Safety

Collision History

In unincorporated Yolo County, a total of 1,652 collisions were reported between 2018 and 2022, the most recent five years for which completed data was available at the time of analysis. Of these collisions, 26 involved a pedestrian and 18 involved a bicyclist.

The number and share of collisions involving pedestrians and bicyclists, including Killed or Severely Injured (KSI) crashes, and their variation across time is summarized in Table 2 and Table 3.

Bicyclists and pedestrians are more susceptible to severe injury and death in the event of collisions, making them vulnerable roadway users. Although collisions involving people walking or biking make up less than 3 percent of all collisions, they account for over 7 percent of the collisions that result in a KSI outcome. **One bicyclist fatality and nine pedestrian fatalities occurred between 2018 and 2022.**

Table 2: Collisions Involving Pedestrians and Bicyclists, 2018-2022

Year	Total Collisions in All Modes	Collisions involving Pedestrians	Share of Collisions involving Pedestrians	Collisions involving Bicyclists	Share of Collisions involving Bicyclists
2018	359	5	1.4%	2	0.6%
2019	305	6	2.0%	3	1.0%
2020	278	5	1.8%	6	2.2%
2021	351	4	1.1%	4	1.1%
2022	359	6	1.7%	3	0.8%
Total	**1652**	**26**	**1.6%**	**18**	**1.1%**

Sources: SWITRS 2023, TIMS 2023, Fehr & Peers 2023

Figure 26: Collisions Involving Bicyclists and Pedestrians, 2018 - 2022

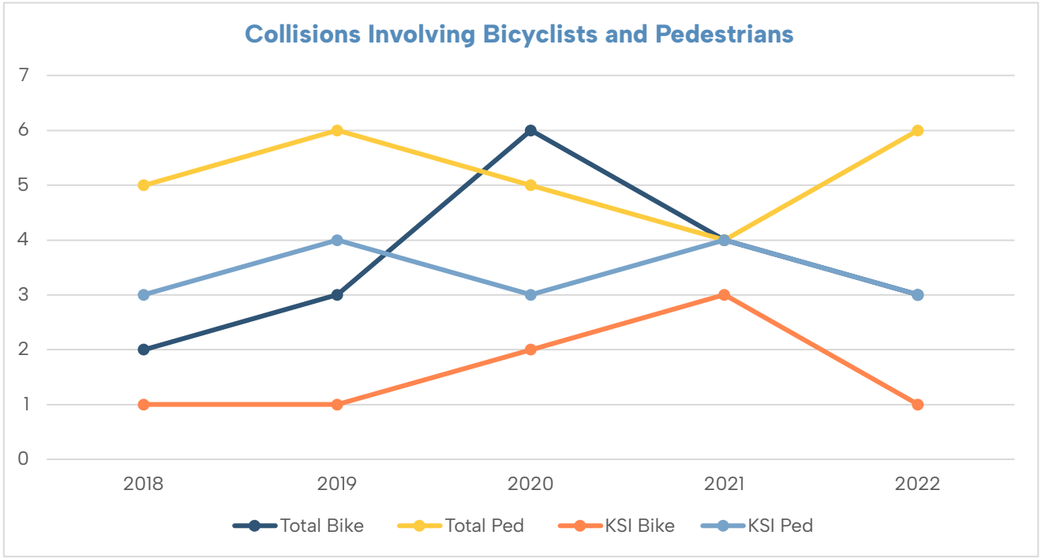


Table 3: **KSI Collisions Involving Pedestrians and Bicyclists, 2018-2022**

Year	Total Collisions in All Modes	Collisions involving Pedestrians	Share of Collisions involving Pedestrians	Collisions involving Bicyclists	Share of Collisions involving Bicyclists
2018	64	3*	4.7%	1	1.6%
2019	55	4*	7.3%	1	1.8%
2020	59	3*	5.1%	2*	3.4%
2021	88	4*	4.5%	3	3.4%
2022	76	3*	3.9%	1	1.3%
Total	**342**	**17**	**5.0%**	**8**	**2.3%**

*Includes Fatalities

Sources: SWITRS 2023, TIMS 2023, Fehr & Peers 2023

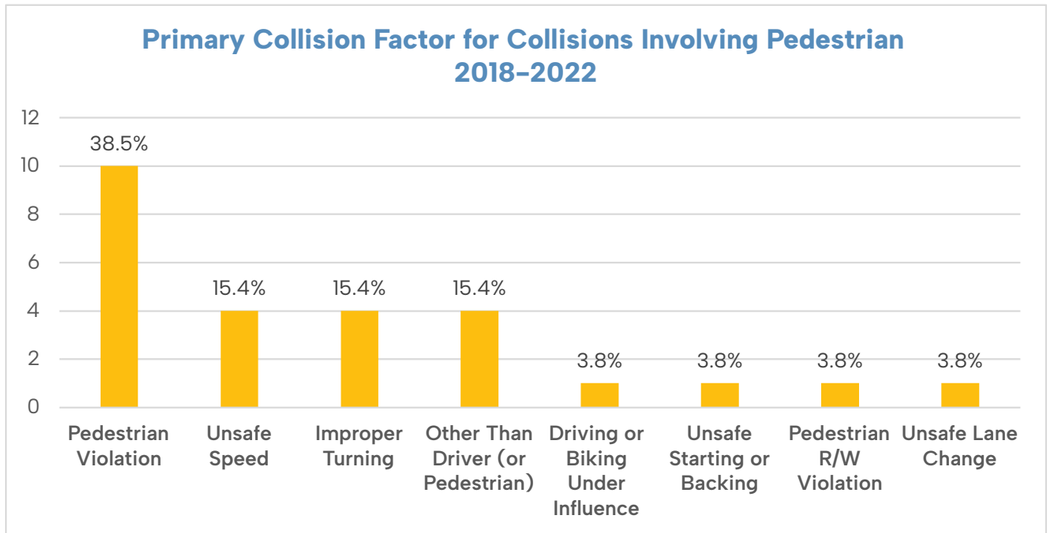
» Primary Collision Factor

Primary Collision Factor (PCF) is a term that refers to one element or driving action which in the investigating officer's opinion best describes the primary or main cause of the collision—for example, driving or bicycling under the influence, unsafe speed, improper turning, and unsafe lane change.

The PCFs for collisions involving people walking and biking are shown below. As shown in Figure 27, around 38 percent of collisions involving pedestrians had a PCF of pedestrian violation. Other collisions (62 percent) were the fault of the driver primarily due to improper turnings or unsafe driving speeds. As shown in Figure 28, for collisions involving bicyclists, many PCFs (over 72 percent) were either the fault of the bicyclist or driver, as bicycles are generally treated as motor vehicles, so the fault is not directly clear from the stated PCF. However, around 44 percent of the total collisions were related to improper turning while another 6 percent were related to riding on the wrong side of the road.

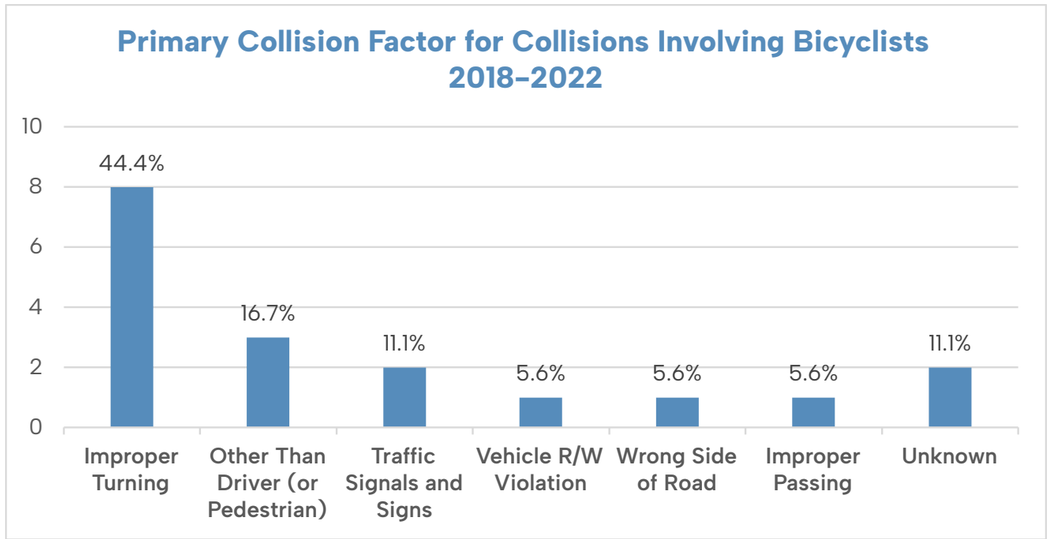
As mentioned above, pedestrian violation and riding on the wrong side of the road PCFs could indicate that a pedestrian or bicyclist was the at-fault party in a collision. However, great caution should be used when evaluating faults for collisions involving pedestrians and bicyclists. Lack of infrastructure for walking and biking may cause pedestrians and bicyclists to make behaviors which may seem unsafe, such as crossing away from a crosswalk, rather than travel longer distances to access crosswalks.

Figure 27: Collisions Involving Bicyclists and Pedestrians: Primary Collision Factors



Sources: SWITRS 2023, TIMS 2023, Fehr & Peers 2023

Figure 28: Collisions Involving Bicyclists: Primary Collision Factors



Sources: SWITRS 2023, TIMS 2023, Fehr & Peers 2023

» Location of Pedestrian and Bicycle Collisions

This section summarizes the locations and lighting conditions of collisions involving a pedestrian or bicyclist.

Table 4 shows the reported roadway location of collisions. The largest share of pedestrian collisions, over 88 percent, occurred while the pedestrian was in the roadway, which is consistent with the lack of formal sidewalk and pedestrian infrastructure in most of unincorporated Yolo County. Nearly 4 percent of pedestrian collisions occurred at an intersection while the pedestrian was crossing in a crosswalk. A lack of streetlights was also noted in 62 percent of total pedestrian collisions as shown in Table 5, highlighting the need for potential investments in additional lighting on roads and sidewalks.

Table 4: Locations of Collisions Involving Pedestrians, 2018-2022

Location	Number	Share
Crossing In Crosswalk at Intersection	1	3.8%
Crossing Not in Crosswalk	1	3.8%
In Road	23	88.5%
Not in Road	1	3.8%
Total	26	100%

Sources: SWITRS 2023, TIMS 2023, Fehr & Peers 2023

Table 5: Lighting Conditions at Collision Locations Involving Pedestrians and Bicyclists, 2018-2022

Lighting	Pedestrian Collisions	Share of Pedestrian Collisions	Bicyclist Collisions	Share of Bicyclist Collisions
Daylight	9	35%	14	78%
Dusk - Dawn	1	4%	0	0%
Dark - No Street Lights	16	62%	4	22%
Total	**26**	**100%**	**18**	**100%**

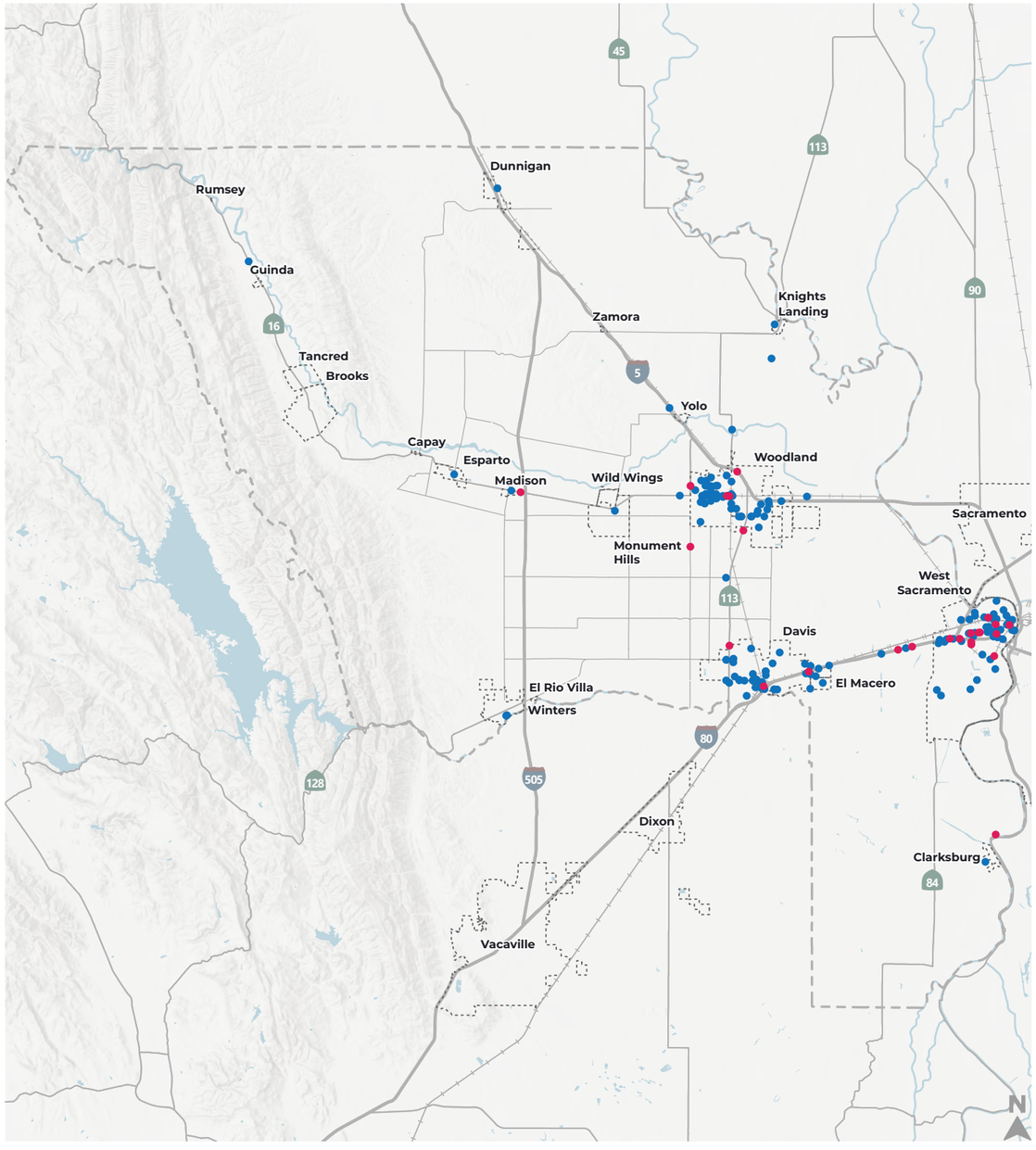
Sources: SWITRS 2023, TIMS 2023, Fehr & Peers 2023

Figure 29 shows the geographic locations of collisions involving pedestrians. Almost 50 percent of pedestrian collisions occurred along highways including I-80 between Davis and West Sacramento, SR 113 connecting Knights Landing, Woodland, and Davis, and SR 16 connecting unincorporated communities like Guinda, Esparto, and Madison to Woodland. Most of these collisions fall under the KSI category. Other concentrations of pedestrian collisions occurred in Clarksburg, Dunnigan, and Esparto as well as on county roads between Davis and Woodland.

Figure 30 shows the geographic locations of collisions involving bicyclists. Concentrations of collisions occurred on county roads connecting Davis to Woodland, Davis to West Sacramento, and Davis to Winters, including Russell Boulevard and CR 32A. Two injury collisions occurred on CR-14 near I-505 and three occurred on SR 84 south of West Sacramento and near Clarksburg.

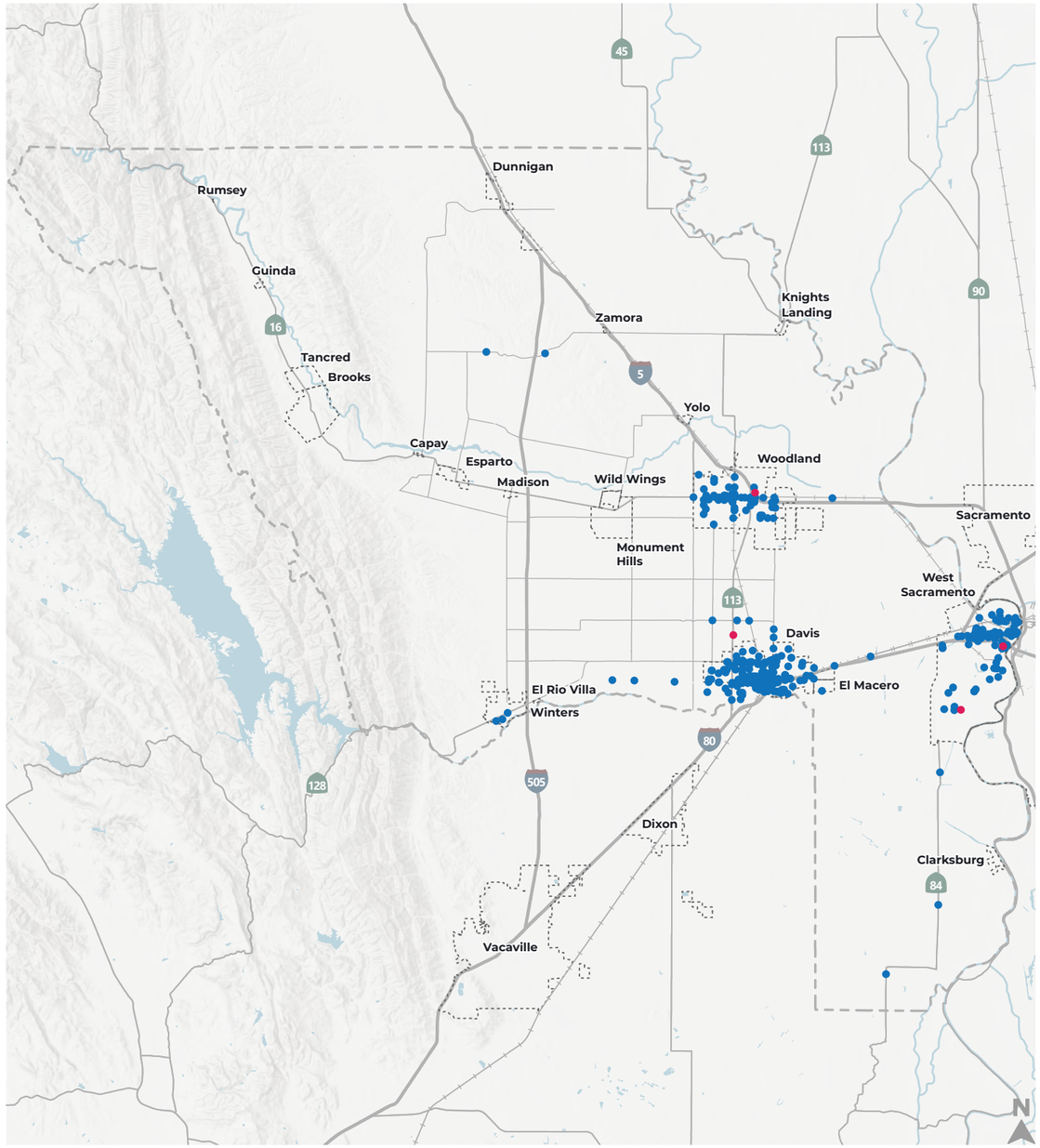
» Other Considerations

While this collision data provides valuable insight into where bicycle and pedestrian crashes have occurred, it does not necessarily capture the full scope of safety concerns for active transportation users. Collision data alone may overlook areas that have little to no recorded incidents but are avoided because they are perceived as unsafe. This avoidance can potentially mask underlying safety issues, such as high traffic volumes or lack of dedicated bike and pedestrian facilities. Similarly, some non-injury collisions may go unreported. To gain a more comprehensive understanding of safety conditions, it is important to also consider Level of Traffic Stress (LTS) evaluations. LTS assessments help identify corridors that may deter walking and biking due to factors like speed limits, lane widths, and intersection complexity. By integrating crash data with LTS evaluations, planners and engineers can better identify not only where incidents are happening, but also where improvements are needed to encourage safe and comfortable active travel—even in places where collisions are currently rare.



- Killed or Severely Injured Collision
- All Other Collisions

Figure 29: Collisions Involving Pedestrians



- Killed or Severely Injured Collision
- All Other Collisions

Figure 30: **Collisions Involving Bicyclists**

Level of Traffic Stress

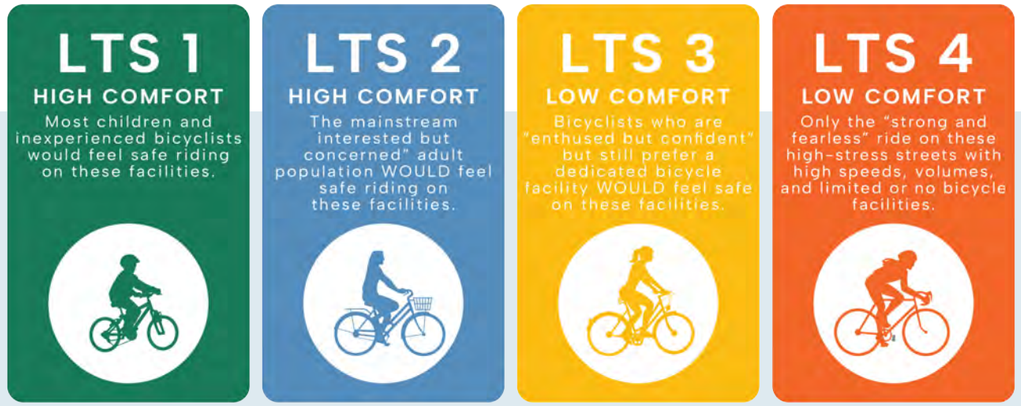
People who walk or bike on roadways encounter varying levels of stress depending on the surrounding traffic conditions. A quiet, low volume residential street with a 25 mile per hour speed limit may be considered a low-stress environment while a high-volume multilane road with 40 mile per hour speed limit may represent a high stress environment. Studies have shown the high stress of walking, biking, or rolling without protection from fast vehicular traffic is a chief deterrent to people's decision to travel by active transportation. Level of Traffic Stress (LTS) is a way to quantify the amount of discomfort people feel when they bike or walk close to traffic. The methodology used assigned a Streetscore+ numeric stress level to bikeways and sidewalks within the unincorporated communities, taking different variables that influence pedestrian and bicyclist comfort at roadway segments (sidewalk width, lighting, sidewalk quality, number of travel lanes, etc.) into consideration. The resulting scores range from 1 to 4, where a score of 4 correlates to the least comfortable walking or biking experience.

» Walking and Biking Level of Traffic Stress in Unincorporated Yolo County

A LTS analysis revealed that there were varying levels of comfort for active transportation within the unincorporated areas of Yolo County. Generally, these areas lack essential pedestrian and bicycle infrastructure, making such activities feel anywhere from mildly uncomfortable to outright unsafe for many residents. Within the unincorporated communities, the absence of sidewalks, dedicated bike lanes, adequate lighting, and frequent curb cuts that disrupt pedestrian pathways in locations that are more rural and see low vehicular traffic might make walking and biking feel uncomfortable, but viable. However, locations near corridors that carry higher volumes of high-speed traffic, such as SR 16 in Esparto, feel less safe and increase vulnerability for pedestrians and bicyclists using those corridors. Moreover, traveling between communities is particularly challenging due to the high-speed nature of connecting roadways and the absence of protected bikeways. The Level of Traffic Stress Analysis methodology and findings for the unincorporated communities can be found in Appendix B.

Figure 31: Level of Stress and Comfort for Pedestrians

Figure 32: Level of Stress and Comfort for Bicyclists



03

COMMUNITY & STAKEHOLDER ENGAGEMENT

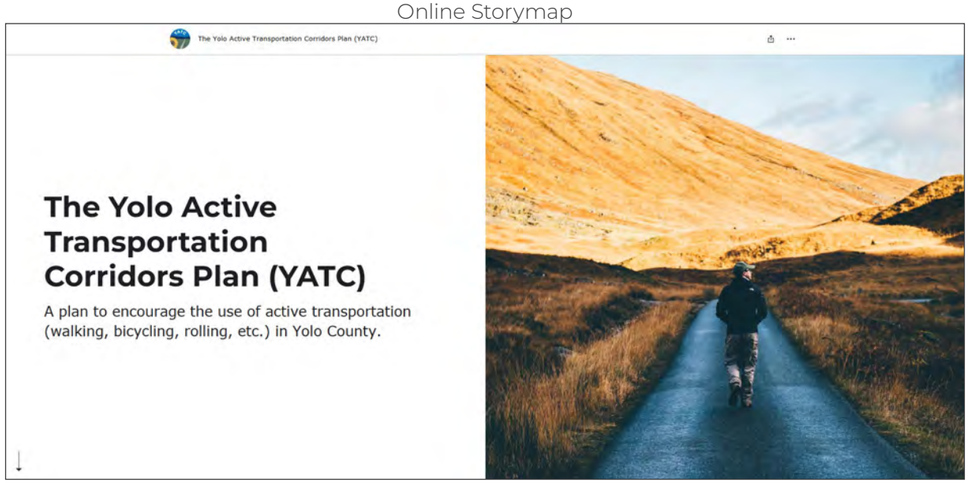
Community and stakeholder engagement is at the heart of developing a Plan that truly reflects the needs, values, and lived experiences of the people it serves. Recognizing that the communities targeted for active transportation improvements have often been underrepresented, marginalized, or overlooked in similar planning processes, the project team intentionally designed engagement strategies to meet Yolo County residents where they are. This included conducting all in-person events and visiting communities on foot to establish connections before the events, distributing flyers, and speaking directly with residents about the project, rather than relying solely on digital marketing. The team emphasized the importance of connecting with every community, understanding that it would be a challenge, and worked diligently to ensure outreach was meaningful and effective. These efforts created safe and welcoming spaces where participants felt comfortable sharing their perspectives, with staff actively supporting attendees to ensure their voices were heard. Barriers to participation were further reduced through measures such as providing translations of all event materials and notices in the primary language(s) spoken in each community. By consistently involving community members and stakeholder groups, the team was able to identify local priorities, understand barriers to walking, biking, and rolling, and build trust to support future implementation. Outreach efforts focused on communities across Esparto, Clarksburg, Yolo, Capay, Guinda, Madison, Dunnigan, Knights Landing, El Rio Villa, and the cities of Davis, West Sacramento, Woodland, and Winters, resulting in 33 public-facing events and six advisory group meetings over two phases. Inclusivity, accessibility, and genuine representation guided every step of the engagement process.

Engagement and Communication Strategies

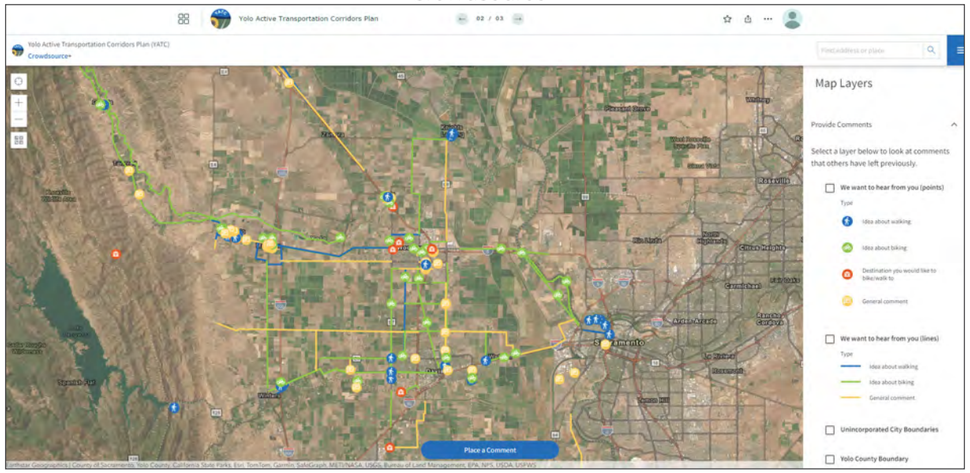
Project StoryMap and Crowdsource+

An online project StoryMap was created to provide an online platform for project information and updates and collect public feedback. The StoryMap contains a link to a Crowdsource+ mapping tool that allows community members to post concerns, recommendations, and general comments relevant to active transportation, and vote on proposed recommendations directly at the sites pertaining to those comments.

Online Storymap



Crowdsource+



Advisory Groups

Throughout both outreach phases, a Steering Committee and Technical Advisory Committee (TAC) were engaged to provide guidance toward Plan development. Each group included representatives from various sectors and agencies, such as the incorporated cities, Caltrans, and non-profit/community-based organizations. These different participants offer a broad range of knowledge, perspectives, and priorities that can lead to more effective planning outcomes. Presentations were also made to the YoloTD Citizen's Advisory Committee (CAC).

These groups were convened to discuss project goals, outreach strategies, and existing conditions data, and later, provide input toward improvement recommendations and corridor selection for improvement projects, and review project prioritization criteria. There were two Steering Committee meetings, three TAC meetings, and two CAC meetings in total.

The following organizations were invited to participate in the project Steering Committee and provided valuable feedback on the direction and priorities of the plan.

- Bike Davis
- The Bike Campaign
- Cool Davis
- Cache Creek Conservancy
- Capay Valley Vision
- Communicare - Yolo County
- Davis Bike Club
- Delta Protection Commission
- Empower Yolo
- Mercy Coaliton
- Mutual Housing
- Putah Creek Council
- RISE, Inc. (Rural Innovations in Social Economics)
- Tuleyome
- Visit Yolo
- Washington School District (West Sac)
- Winters Health Care
- Woodland Community College
- Woodland Memorial Hospital
- Woodland United Way
- Yocha Dehe Wintun Tribe
- Cache Creek Casino Resort
- Yolo County Farm Bureau
- Yolo County Health and Human Services
- Yolo County Children's Alliance
- Yolo County Housing Authority
- Yolo Food Bank
- Yolo Healthy Aging Alliance
- Yolo Mobility
- West Sacramento Chamber of Commerce
- Yolo Solano Air Quality Management District

Workshops, Pop-Ups, and Community Open Houses

To encourage meaningful discussion and gather input for Plan development, the project team held evening workshops and community open houses to accommodate working individuals and families. Staff also engaged residents through pop-up booths at popular community events, bringing the project directly to where people already gather. Spanish interpreters were available at nearly all events to ensure accessibility for Spanish-speaking participants, and a Russian interpreter supported meetings in West Sacramento, which has a significant Russian-speaking population.

Phase 1: Visioning and Existing Conditions

Phase 1 occurred between November 2023 and June 2024 and focused on existing conditions and Yolo County residents' travel experiences and needs. Phase 1 involved workshops, community open houses, and pop-up booths at community events; the launching of a project website and map tool that collected digital comments; and a Steering Committee meeting.

Prairie Form And Place It! Workshops

Phase 1 consisted of workshops that were also partially led by the Prairie Form and PlaceIt! teams, who utilized a play-based community planning approach involving accessible, hands-on activities. At these workshops, attendees were tasked with using materials provided to build a model representing their first memory of mobility, and then an ideal version of their community, emphasizing the kinds of transportation facilities and amenities they wished to see. These model-building activities were also facilitated at a select number of pop-up events.

Pop-Ups and Community Events

Booths discussing the YATC project were set up at larger and well-attended events throughout the county to increase community exposure to the Plan and gain input. These events included the Capay Valley Almond Festival; Northern Valley Indian Health Community Health Fair; El Día de los Niños Festival; RISE, Inc. Collaborative Annual Meeting; CommuniCare+OLE Event; Rancho Yolo Information Fair; and SACOG Annual Racial Equity Action Plan Tour.

Community Open Houses

Community open house meetings took place in the incorporated cities of Davis, West Sacramento, and Woodand. Boards with project information and interactive activities aimed at gathering feedback were displayed for attendees to view and interact with at their leisure. Attendees were presented with project information along with the Plan's vision and goals and encouraged to share input on their travel experiences and concerns.

Yolo County Climate Action And Adaptation Plan Workshops

In the fall and winter of 2023, Yolo County held their Climate Action and Adaptation Plan (CAAP) workshop series targeting Yolo County residents. This series was used as an opportunity to introduce the YATC project to the community, since it has a similar outreach audience to the YATC Plan. These workshops consisted of discussions on transportation-specific strategies and concerns.

Phase 1 Takeaways

Throughout Phase 1 engagement, community members expressed strong interest in facilities such as sidewalks, crosswalks, bike lanes, and shared-use paths. They also indicated a desire for traffic calming measures to improve safety and reduce speeding; features such as roundabouts, rumble strips, additional stop signs, speed bumps, and lighting were identified. There were also multiple mentions of accessibility, specifically for infrastructure improvements that support mobility, such as ADA-compliant ramps. Maintenance and cleanliness of transportation facilities were indicated as common concerns, as well as interest in amenities such as benches, restrooms, bicycle parking facilities, wayfinding, and tree shading in conjunction with both recreational and community facilities.

Overall, residents wished for a robust active transportation network that not only connected them to their destinations but is comfortable, safe, and enjoyable to use.

Phase 1 feedback was used to inform the development of initial project recommendations, including local improvements within unincorporated communities, as well as the identification of the regional bikeway network proposed to connect communities to each other.

Phase 2: Recommendations and Prioritization

Following the identification of a draft network and locations for biking and walking improvements, a second phase of outreach was held between fall 2024 and January 2025. Phase 2 Outreach focused on soliciting feedback on the draft recommendations and identifying further desired improvements and amenities. This included discussions with community members on how their feedback from Phase 1 was incorporated into the proposed projects. Outreach activities in this phase consisted of community open houses, a pop-up workshop, updates to the project website and webmap comment tool, and a second Steering Committee meeting.

Community Open Houses

Community open houses were held in the same unincorporated communities targeted for Phase 1 outreach, as well as the incorporated cities of Davis, West Sacramento, and Woodand. Boards displaying the proposed recommendations, as well as a recap of the prior phase of outreach and feedback received, were presented for attendees to view, comment, and interact with. Specifically, attendees were asked to provide input on the initial improvements within the unincorporated communities, as well as the region-wide bikeway and trail network. Attendees also participated in an interactive exercise to assign a level of significance to the proposed criteria for prioritizing projects.

Pop-Ups

There was one pop-up project booth during Phase 2, which took place at the Yolo County Food Bank Resource Fair.

Phase 2 Takeaways

Overall, community members were enthusiastic about the proposed improvement projects that were presented to them. However, there were also concerns about feasibility and barriers to project implementation. For example, roads within their communities not having the physical capacity to accommodate improvements like bike lanes; community pushbacks against the potential physical alteration of their communities; and funding, among others. They also suggested additional and alternative improvements, helping to pinpoint specific locations within the unincorporated communities that would benefit greatly from them.

Appendix C contains detailed engagement summaries as well as a list of comments gathered throughout the outreach activities.

REGIONAL ACTIVE TRANSPORTATION CORRIDORS

04

The Vision for the Yolo Active Transportation Corridor Plan is to establish a connected, low-stress network of bicycling facilities that safely link communities across Yolo County. Many residents in unincorporated areas of Yolo County lack safe and comfortable options to walk or bike between communities, access essential services, or reach regional transit. Addressing these gaps is critical to improving safety, advancing equity, reducing vehicle miles traveled (VMT), and supporting public health and climate goals.

The intercommunity corridors will serve as the backbone of a countywide active transportation network. The following chapter describes the corridor identification and prioritization process. The priority corridors represent near-term implementation opportunities while also establishing a long-term vision for a comprehensive countywide network.

Development of Preliminary Active Transportation Corridors

The development of preliminary active transportation corridors was guided by three overarching objectives:

» Create low-stress connections between communities, particularly where existing roadway conditions discourage walking and bicycling
» Leverage existing bikeways, roads, and other linear infrastructure to minimize environmental impacts, reduce costs, and improve feasibility
» Address safety and access gaps for historically underserved and disadvantaged communities

Identification of Potential Corridor Types

Initial corridor identification focused on opportunities to co-locate new shared-use walking and bicycling facilities with existing linear features that naturally connect communities. These features included:

» **Railroad corridors**, particularly those that are unused or underutilized, which may be suitable for rails-to-trails conversions that preserve right-of-way for future transportation use
» **Creek and waterway corridors**, such as Putah Creek and Cache Creek, where past studies have explored opportunities to enhance riparian open space with trail infrastructure while balancing environmental considerations
» **Irrigation district canals, levees, and maintenance roads**, which often provide continuous, gently graded alignments between communities and may be adapted for multimodal use through cooperative agreements and appropriate safety and security improvements
» **County roadways**, where side paths could provide separation between active transportation users and vehicular traffic, improving comfort and safety

These corridor types were evaluated for their ability to support all ages and abilities (AAA) facilities, minimize conflicts with vehicles, and provide direct, intuitive connections between population centers.

Bicycle Super Highway

Bicycle “superhighways” (also called bike highways or cycle highways) are designed to make bicycling feel as fast, direct, and intuitive as driving for longer everyday trips. They are high-quality, continuous facilities that reduce the main barriers to biking including stressful interactions with motor vehicles, frequent stopping, and gaps in the network. Unlike typical bike lanes or paths, bicycle superhighways emphasize full separation from traffic (and where, feasible pedestrians), wider cross sections that allow passing, and designs that accommodate a wide spectrum of bicycles and e- mobility, thus making them well suited for commuting and other utilitarian travel. At the state level, California has recently explored how to formalize this concept through legislation. In the 2025–2026 session, Assembly Bill 954 proposed a Caltrans pilot program to create branded, numbered bicycle highway networks in major metropolitan areas and to elevate bicycle highways within statewide planning. While the bill was ultimately paused, it reflects the growing recognition that low stress bicycling networks should be treated as serious transportation infrastructure, planned and implemented at a scale that supports everyday mobility rather than only recreation. This approach is particularly relevant for Yolo County, where many key bicycle trips are intercommunity, connecting Davis, Woodland, West Sacramento, Winters, UC Davis, employment centers, and regional transit. The YATC plan emphasizes improving these longer distance connections between communities, especially where there is a current lack of safe cycling options. In this context, a bicycle superhighway is not a single facility but a clear, continuous network that reliably links communities and major destinations with minimal stress. Incorporating the bicycle superhighway concept into Yolo County’s long range transportation planning will support safer all-ages-and-abilities travel, improve access to services, jobs and education, and provide a realistic alternative to short- and medium-distance car trips. Aligning county investments with emerging state policy and Caltrans guidance can also strengthen Yolo County’s competitiveness for future funding, while advancing a network that makes bicycling a faster, safer, and more convenient choice for everyday travel.

Impact of Engagement Process for Intercommunity Corridors

Input from residents, stakeholders, and partner agencies, described in Chapter 3, ensured that the corridor network reflects local needs, priorities, and lived experiences.

These events provided opportunities for community members to review draft corridor maps, learn about proposed improvements, and provide direct feedback. Participants were also asked to rank the importance of six project selection criteria, helping to shape the weighting and emphasis of the corridor evaluation framework.

Overall, community members expressed strong enthusiasm for new active transportation facilities and recognized the value of improved intercommunity connections. Several consistent themes emerged:

» Comments from participants focused on multimodal safety including high vehicle speeds, poor or narrow roadway conditions, and unsafe crossings
» Community members expressed greater interest in improved regional connectivity between communities to provide access to services and key destinations
» Across all locations, participants emphasized the importance of serving people without access to a vehicle, including youth, older adults, and lower-income households

Development of Corridor Evaluation Criteria

Given the limited availability of near-term design funding and the number of corridors identified, a transparent and data-driven evaluation framework was developed to prioritize corridors for implementation. The framework was designed to reflect community values and align with county, state, and federal policy goals.

Nine evaluation criteria were developed and refined in collaboration with the project's Technical Advisory Committee (TAC), which included representatives from Yolo County, Yolo Transportation District, Caltrans and other partner agencies. Each criterion was paired with an available or easily developed dataset to support consistent scoring across corridors.

The criteria addressed the following themes:

» **Safety**, prioritizing corridors adjacent to high-speed roadways or locations with documented pedestrian and bicyclist collisions
» **Connectivity**, prioritizing corridors that link smaller or lower-density communities to incorporated cities and regional destinations that improve access to schools, grocery stores, social services, transit, and employment
» **Equity**, prioritizing corridors for disadvantaged communities or isolated affordable housing areas

Table 6: 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 limit)	County GIS/ Staff	45 MPH+	100	
		30 MPH - 35 MPH	50	
		0-25 MPH	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 the corridor	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 the corridor	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 a corridor	Census	10,000+	100	
		2,501 - 9,999	50	
		0 - 2,500	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 Census Designated Place	Staff	Yes	100	
		No	0	

The draft evaluation criteria were applied to the preliminary corridor segments to produce a quantitative prioritization. Eligible corridor segments received scores ranging from 0 to 700. Results were mapped and color-coded from blue (highest priority) to green (lowest priority) to clearly communicate relative importance.

Figure 33 illustrates the prioritized corridor segments across Yolo County.

Corridors that scored highest generally serve as critical links between unincorporated communities and incorporated cities, where access to services, employment, and transit is concentrated. These corridors often parallel high-speed roadways or represent the only feasible non-motorized connection between communities.

As higher-priority corridors are implemented over time, mid- and lower-priority corridors are expected to increase in importance, becoming the next generation of critical connections within the expanding countywide network.

The corridor segments are listed in Table 6.

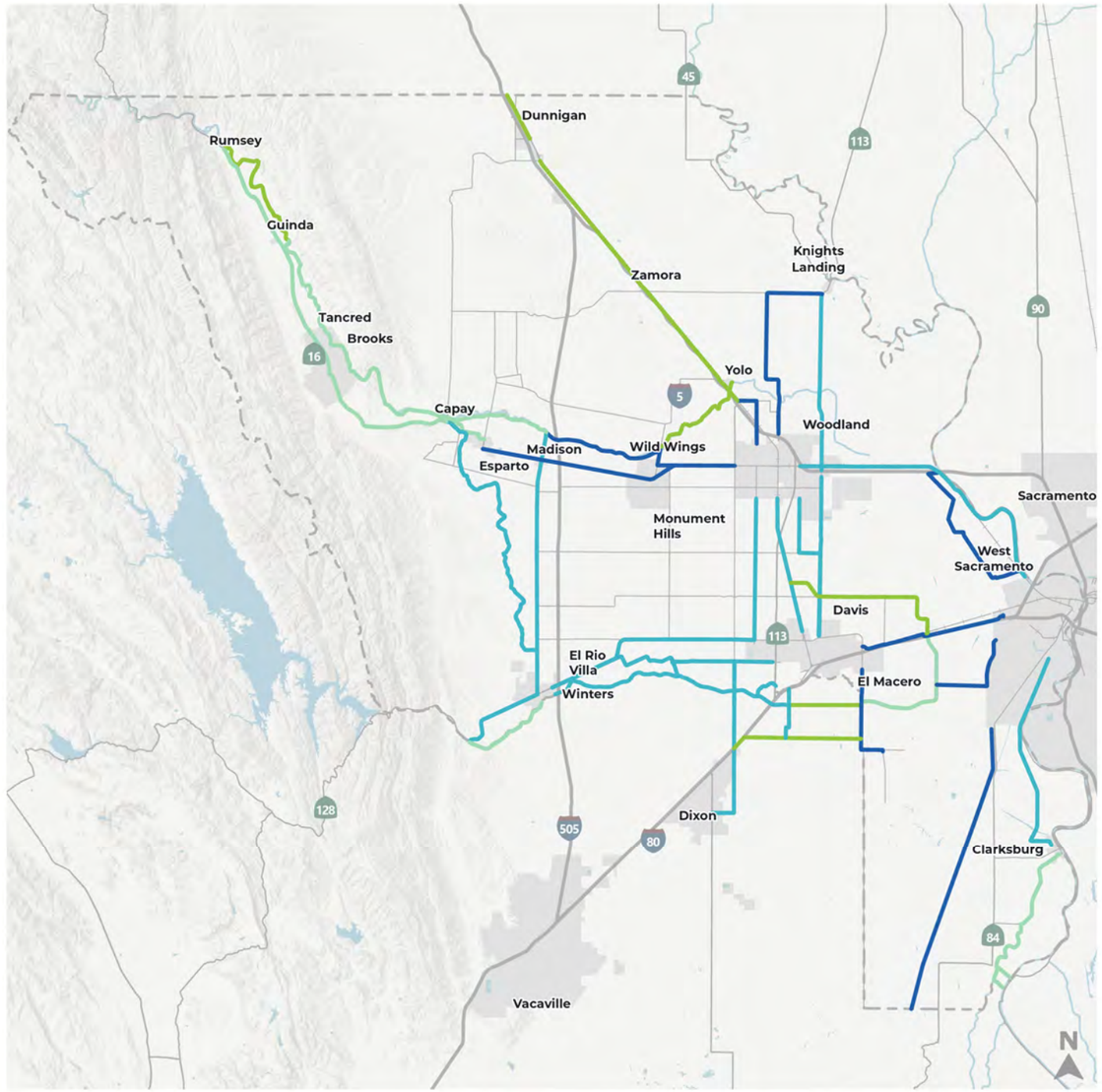


Figure 33: Prioritized Corridor Segments

Intercommunity Corridor by Priority

(High Priority)

(Low Priority)

Table 7: List of Prioritized Corridor Segments

Corridor	Description	Origin	Destination	Priority Score	Length (miles)	Cost
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	$27,200,000
County Rd 22	County Road 94B, beginning at the southern side of Cache Creek, going south and turning onto County Road 22, ending at	Monument Hills	Woodland	700	4.4	$8,800,000
Yolo Causeway Bike Path	Yolo Causeway Bike Path along the northern side of the I-80. From Road 32A to W Capital Ave	West Sacramento	Unincorporated County	700	4.0	$8,000,000
County Rd 32A	County Road 32A from Mac Blvd to the I-80 on-ramp	Unincorporated County	Davis	650	2.9	$5,800,000
County Rd 99/County Rd 18	County Road 99 between County Road 18 and West Kentucky Avenue	Yolo	Woodland	600	2.9	$5,800,000
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	$11,200,000
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	$16,200,000
County Rd 36/Mace Blvd	Mace Boulevard between South El Macero Driveand Tremont Road	Catalyst Davis Migrant Center	Davis	550	4.8	$9,600,000
N East St	State Route 113 between County Road 102 and Churchill Downs Avenue	Knights Landing	Woodland	550	9.6	$19,200,000
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	$18,400,000
	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	$9,200,000
County Rd 89	County Road 89 between State Route 16 and County Road 128	Madison	Winters	500	12.1	$24,200,000
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 damn and Pumphouse Road	Clarksburg	West Sacramento	500	10	$20,000,000
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	$14,600,000
County Rd 99	County Road 99 between Farmers Central Ditch and W Covell Blvd	Woodland	Davis	500	6.5	$13,000,000
County Rd 102	County Road 102 between Bronze Star Road and East Covell Boulevard	Davis	Woodland	500	7.3	$14,600,000
County Rd 102	County Road 102 between State Route 113 and Interstate 5	Woodland	Knights Landing	500	8.2	$16,400,000
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	$27,600,000
Russell Blvd	Russell Blvd between County Road 95A and State Route 113	Winters	Davis	500	11	$22,000,000
County Rd 101A	Along the California Northern Railroad tracks, between Farmers Central Ditch and ending at the Willow Slough	Davis	Woodland	500	6.3	$12,600,000
County Road 22/Old River Rd	Old River Road between Interstate 5 Northbound ramps and Tule Lake Road	West Sacramento	Woodland	500	14	$28,000,000

Corridor	Description	Origin	Destination	Priority Score	Length (miles)	Cost
Old Davis Rd	Old Davis Rd between Interstate 80 and Tremont Rd	Unincorporated County	Davis	500	2.4	$4,800,000
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	$20,400,000
County Rd 98/Pedrick Rd	County Rd 98 between Russell Blvd and Vaughn Rd	Davis	Unincorporated County	450	8	$16,000,000
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	$29,400,000
	County Road 128 between Putah Creed Rd and Railroad Ave	Unincorporated County	Winters	450	4.3	$8,600,000
State Route 16/ Woodland Ave	State Route 16 between County Road 85 and County Road 87	Esparto	Capay	400	2.2	$4,400,000
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	$17,800,000
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	$9,600,000
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	$13,000,000
Putah Creek	Putah Creek Rd, between County Road 128 and Railroad Avenue	Unincorporated County	Winters	350	4.4	$8,800,000
State Route 16	State Route 16 from Brooks to Capay	Capay	Brooks	350	6.6	$13,200,000
South Fork Putah Creek/Willow Slough	Levee Road beginning at Interstate 80, going south and turning left along the norhern side of South Fork Putah Creek, ending at Mace Boulevard	Unincorporated County	Unincorporated County	300	6.7	$13,400,000
State Route 16	State Route 16 from Brooks to Guinda	Brooks	Guinda	300	6.9	$13,800,000
State Route 16	State Route 16 from Guinda to Rumsey	Guinda	Rumsey	300	5.2	$10,400,000
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	$15,600,000
County Rd 99W	County Road 99W from County Road 4 to County Road 1	Dunnigan	Hershey	250	2.3	$4,600,000
County Rd 99W	County Road 99W from County Road 8 to County Road 6	Dunnigan	Dunnigan	250	1.6	$3,200,000
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	$14,200,000
County Rd 99W	County Road 99W along I-5 from County Road 18 to County Road 6	Dunnigan	Yolo	250	12.7	$25,400,000
Cache Creek	Starting from County Road 94B, on the northern side of Cache Creek following the creek eastward past County Road Road 99W into Yolo	Monument Hills	Yolo	250	5.2	$10,400,000
Tremont Rd	Tremont Road from Mace Boulevard to Interstate 80	Unincorporated County	Unincorporated County	200	6.1	$12,200,000
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	$6,600,000
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 Leveee Road and Road 32A	Unincorporated County	Unincorporated County	100	8.2	$16,400,000

ACTIVE TRANSPORTATION TOOLKIT

05

This chapter discusses best practices for bicycle and pedestrian infrastructure projects and non-infrastructure programs. It is focused on recommendations useful for the shared contextual characteristics of communities around the region. Because no general design guide can cover the unique characteristics of every location, this guidance should be used in conjunction with study of each individual location, engineering judgment, and other necessary considerations as appropriate for each individual application.

New projects and programs are most likely to be successful when implemented in partnership with the community. Strategies for public engagement include:

» Talking to the community to understand their desires and priorities
» Implementing new types of facilities incrementally to generate feedback and support
» Publicizing projects and educating the public on the changes to be implemented and their benefits

This toolbox draws on research and emphasizes engineering judgment, design flexibility, documentation, and experimentation.

WHAT ARE COMPLETE STREETS?

Complete Streets are designed to prioritize safety, comfort, and access to destinations for users of all ages and abilities, and for all modes of travel, including active transportation modes. Complete Streets are unique to a community's context and the needs of the surrounding area. A complete street design often balances benefits for those walking, biking, and taking transit, including improvements such as safety enhancements at crosswalks, better bus stop waiting areas, and enhanced bicycle facilities.

The best practices discussed in this Toolbox will contribute to the development of Complete Streets in unincorporated Yolo County.

Resources

This chapter is based on a review of existing studies, guidelines, and manuals related to pedestrian and bicycle infrastructure and strategies. The following documents are general resources for these topics:

» NACTO Urban Bikeway Guide, 2nd Edition
» NACTO Urban Streets Design Guide
» NACTO Transit Street Design Guide
» FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations
» FHWA Small and Rural Multi-Modal Networks Guide
» FHWA Separated Bicycle Lane Planning and Design Guide
» FHWA Bikeway Selection Guide (2019)
» AASHTO Guide for the Development of Bicycle Facilities, 4th Edition
» Caltrans Highway Design Manual
» Caltrans Design Information Bulletin (DIB) 94
» Caltrans Class IV Bikeway Guidance DIB 89-02
» League of American Bicyclists Benchmarking Bike Networks
» Design Manual for Bicycle Traffic (CROW Manual) (2017)
» ITE Recommended Practices on Accommodating Pedestrian and Bicyclists at Interchanges
» Association of Pedestrian and Bicycle Professionals Essentials of Bicycle Parking: Selecting and Installing Bicycle Parking That Works (2015)

Bikeways

Several types of bikeways and supporting facilities come together to form a complete bicycle network. Bikeways are classified in Chapter 1000 of the Highway Design Manual into four primary types, arranged in order from most separated and protected to least:

» Shared-use paths (bike paths)
» Separated bikeways (cycle tracks)
» Bike lanes (includes buffered bike lanes)
» Bike routes (shared lanes or bike boulevards)

Bikeway Selection

The FHWA Bikeway Selection Guide and the League of American Bicyclists Benchmarking Bike Networks are good references for selecting bikeway types based on local conditions. Three primary goals are important in guiding bikeway selection:

» Safety: Reducing the frequency and severity of crashes and minimizing conflicts between users.
» Comfort: Minimizing stress, anxiety, and safety concerns for the target design user. (Comfort and safety are closely related.)
» Connectivity: Making trips direct and convenient and offering access to all destinations served by the roadway network and creating seamless and clear transitions between bikeways and general roadways.

Figure 34 is a graphic exerpted from from the guide that indicates the ideal bikeway type based on vehicle volume and speed. In this graphic and in the following section, bikeways are arranged in order from the most separation and protection from traffic to the least.

Other factors such as available right-of-way and cost may also influence bikeway selection, especially when retrofitting bikeways onto existing streets. Curb-to-curb width and parking considerations in older neighborhoods can present challenges to design. As described in the guide, other such factors include:

» Unusually high peak hour motor vehicle volumes
» High percentages of trucks and buses
» High parking turnover or curbside activity
» Frequent driveways or intersections
» High concentrations of vulnerable populations such as children and older adults

If the preferred bikeway cannot be provided, the next best bikeway should be considered, as it still may increase comfort and safety for more confident bicyclists. Alternative parallel routes may also be considered trespassing.

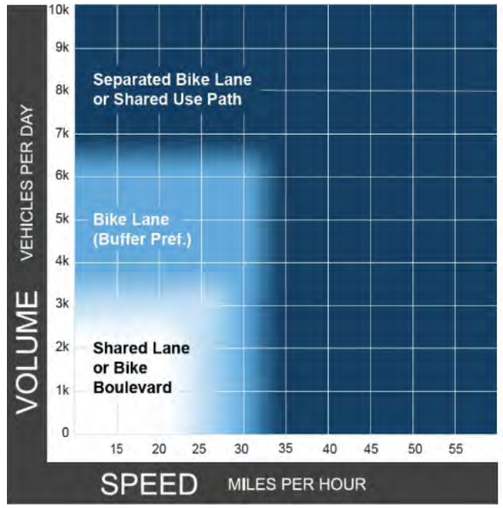


Figure 34: FHWA Bikeway Selection Guidance

Shared-Use Path

Shared-use paths are off-street facilities reserved for non-motorized travel by people walking, biking, and rolling. They have little to no interaction with motor vehicles and are often located along landscaped corridors. These paths support both recreational use and commute trips, serving bicyclists, pedestrians, dog walkers, runners, skaters, and other non-motorized users.

Design Principles

» Use where maximum separation from traffic is desired and right-of-way is available.
» Best in locations with few crossings.
» For a two-way path, provide a width of at least eight feet with a two-foot shoulder; 10 feet with a two-foot shoulder is preferred.
» For a one-way path, typically only used when transitioning to an on-street bikeway, provide a width of at least five feet and a two-foot shoulder.
» Include street crossings with measures such as bike and pedestrian activated traffic signals, median islands, and warning signs.
» At freeways, highways, and railroads, consider grade-separated crossings.
» Include curb ramps and curb cuts that are convenient and conform to the Americans with Disabilities Act (ADA).
» Ensure adequate path width, sight distance, and drainage.
» Include wayfinding signs for easier navigation.
» Provide shade to encourage use.
» Include scenic attributes such as landscaping and trail placement highlighting views.

Maintenance

» Conduct maintenance frequently to avoid hazards such as tree root cracking and debris.
» Refresh faded striping and repair or replace damaged or faded signage.
» Maintain adequate vegetation clearance.

Bike Lane

Bike lanes are on-street bikeways that use striping, stencils, and signage to denote preferential or exclusive use by bicyclists. They run alongside motor vehicle travel lanes and provide adequate room for people to ride comfortably while alerting drivers about the predictable movements of bicyclists.

Design Principles

- Provide a width of at least five feet. At least three feet should be clear of any gutter pan.
- Minimize vehicle travel and parking lane widths to reduce vehicle speeds and create safer roadway conditions for all users, and to provide maximum bike lane widths to allow bicyclists to pass other riders safely and navigate around parked cars and other road hazards.
- As available roadway width for the bike lane increases beyond five feet, consider use of painted buffers:
  - Left-side painted buffers on bike lanes improve separation between bicycles and vehicles. They are especially useful in cases with vehicle speeds that are greater than 25 miles per hour.
  - Right-side painted buffers can be added between parallel parked cars and the bike lane to create separation from the door zone, the space in which a driver may open their car door and hit a bicyclist.
- Lane striping (six inches wide) should be dashed through heavily trafficked merging areas, including turn lanes at intersection approaches. Refer to California MUTCD Section 9C.04 for guidance.
- May use skipped green markings in conflict zones.
- Design drainage grates to avoid catching bicycle tires.

Maintenance

- Conduct maintenance frequently to prevent and remedy roadway hazards such as potholes and debris.
- Refresh faded striping and repair or replace damaged or faded signage.

Bike Route and Boulevard

Bike routes are streets with signs and sometimes pavement markings where bicyclists travel on the shoulder or share a lane with motor vehicles. in shared travel lanes or on the roadway shoulder. Bike routes are utilized on low-speed and low-volume streets to connect bike lanes or paths along corridors that do not provide enough space for dedicated lanes.

Bicycle boulevards are enhanced bike routes that are intentionally located on low-volume, low-speed local streets and include other features designed to make a low-stress, comfortable, attractive bikeway that prioritizes bicycle travel. These features include shared lane markings, wayfinding signs, and traffic calming features, including at crossings with higher volume arterials. Physical and non-physical measures such as signs, pavement markings, speed lumps, and low or reduced vehicle speeds are utilized to discourage through trips by motor vehicles and create safe, convenient bicycle access.

Design Principles

- Shoulders are preferable but not required.
- Sharrow markings can be used to alert drivers to presence of bikes.

Maintenance

- Conduct maintenance frequently to prevent and remedy roadway hazards such as potholes and debris
- Refresh faded striping and repair or replace damaged or faded signage.

Separated Bikeway

Dedicated visible space for bicyclists to wait in front of vehicle traffic at a signalized intersection. Provide bicyclists priority crossing major streets. May span the entire approach, allowing bicyclists safe waiting zones for left turns, or may be placed only in front of the right-turn lane. Colored pavement, typically green, should be used to encourage compliance by motorists.

Design Principles

- Preferred bike lane width is seven feet to allow for passing and maintenance. Also consider minimum width achievable by street sweeper.
- Minimum buffer width should be 18 inches, or three feet with parked cars.
- Best placed in areas with fewer driveways to minimize conflicts with motor vehicles.
- Require wider right-of-way than bike lanes.
- Require careful design of appropriate intersection treatments.
- May use skipped green markings in conflict zones.
- Design drainage grates to avoid catching bicycle tires.

Maintenance

- Conduct maintenance frequently to avoid roadway hazards such as potholes and debris. Smaller street cleaning equipment may be required to fit between the curb and barrier.
- Maintain posts, bollards, or other physical buffer.
- Refresh faded striping and repair or replace damaged or faded signage.

Bicycle Parking

Several types of bikeways and supporting Bicycle parking encourages ridership by supporting the final stage of a bicycle trip. Locations with high ridership are excellent candidates for bicycle parking, including civic, residential, commercial, and office spaces. At these locations, both short-term and long-term parking should be accommodated.

New bicycle parking should meet the standards discussed above. Both short- and long-term bicycle parking should be supplied where appropriate, such as at schools, parks, grocery stores, and other key destinations. Business owners should be encouraged to work with relevant local agencies to provide bicycle parking in visible areas in commercial districts to entice riders to stop and frequent local businesses.

Short-Term Bicycle Parking

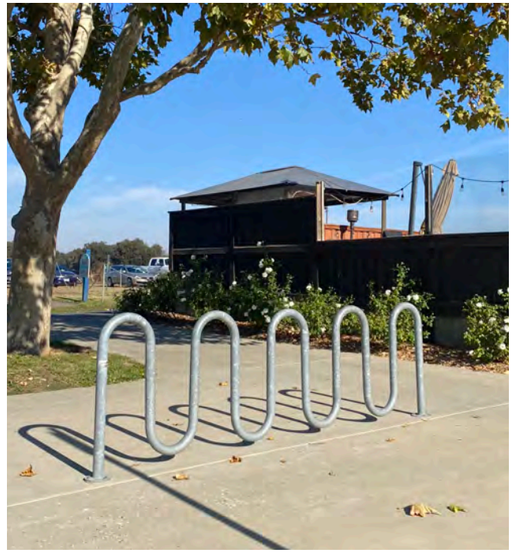
Short-term bicycle parking is temporary bicycle parking intended for visitors. Bicycle racks are a common form of short-term parking. Bicycle racks in front of stores and other destinations allow patrons to park their bike for short periods. Bike parking should be located in well-lit areas to discourage theft. Installing permanent bicycle racks near main entrances also helps bicyclists feel welcome and encourages them to ride their bicycle again on a return trip. Bicycle racks that allow at least two points of contact, such as the wheel and frame, provide the most protection against theft and accidental damage.

Long-Term Bicycle Parking

Long-term bicycle parking is intended for employees, students, commuters, and residents to protect bicycles for extended periods. Long-term facilities are more secure than short-term bicycle parking and should fully protect bicycles from theft and weather.

Long-term bicycle parking includes bike lockers, bike cages, and bike rooms:

» Bike lockers are outdoor enclosures that accommodate one or two bicycles and are usually leased on a monthly basis or paid short-term use.
» Bike cages are fully enclosed, roofed shelters that house racks of bicycle parking, typically found at schools.
» Bicycle rooms are found inside office or residential buildings, and provide secure indoor parking. Bicycle rooms may feature amenities such as bike pumps and quick-fix tools for employees and residents.



Pedestrian Facilities

Pedestrian facilities include sidewalks and crosswalks, which, with some exceptions, are primarily for pedestrian use. Some types of facilities are shared by both pedestrians and bicyclists. Each of these facilities are described earlier in this toolkit:

» Shared-use path
» Bike route with multi-use shoulder

Sidewalks

Paved areas immediately adjacent to the vehicular right-of-way for the exclusive use of pedestrians. They may be used by people riding bicycles unless prohibited.

Design Principles

» Usable width should generally be five feet or more
» Crossings of driveways should be at grade
» Street trees and landscaping provide shade and comfort
» Slower vehicle speeds on the adjacent roadway increase comfort
» Pedestrian-scale lighting can increase safety and security for pedestrian walking outside of daylight hours

Marked Crosswalks

Feature striping and other enhancements to delineate a street crossing for pedestrians. There are two types of marked crosswalks:

» Controlled: With vehicle stop signs or traffic signals.
» Uncontrolled: Without stop signs or traffic signals. Under California law, drivers are legally required to yield to pedestrians at uncontrolled crosswalks.

Design Principles

» Although not yet incorporated into the California MUTCD, the FHWA MUTCD provides guidance on when to mark a crosswalk.
» All six designs from the California MUTCD, except for the Standard markings, are considered to be high visibility, more easily discerned by drivers.
» Lines in a Continental, Double Continental, or Bar Pair marking should be spaced to avoid the wheel path of vehicles and thus reduce striping maintenance.
» Use stop lines and yield lines in conjunction with signs at crosswalks, as described in the California MUTCD, to improve driver yielding to pedestrians.

Figure 35: Crosswalk

Source: Jack Zang, Fehr & Peers

Complementary Pedestrian Treatments

The following treatments should be used with sidewalks and crosswalks as warranted. The FHWA Guide for Improving Pedestrian Safety and Uncontrolled Crossing Locations contains detailed guidance for selecting appropriate treatments, visualized as the matrix shown in Figure 36. Key inputs are roadway configuration (including number of lanes and presence of a median), vehicle annual average daily traffic (AADT), and posted speed limit. Refer to the Guide for additional recommendations on treatment application. The Guide also provides information on pedestrian collision analysis and selection of countermeasures base on collision analysis. Use that information when applying countermeasures in response to collision history or systemic safety analysis.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	❶ 2 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6 7 9	① 5 6 7 9	① 5 6 ❾
3 lanes with raised median (1 lane in each direction)	❶ 2 3 4 5	❶ ❸ 5 7 9	① ❸ 5 ❼ ❾	① 3 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❼ ❾	① 3 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❼ ❾
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	❶ 2 3 4 5 6 7 9	❶ ❸ 5 6 7 9	① ❸ 5 6 ❾	① 3 4 5 6 7 9	① ❸ 5 6 ❼ ❾	① ❸ 5 6 ❾	① 3 4 5 6 7 9	① ❸ 4 5 6 7 9	① ❸ 5 6 ❾
4+ lanes with raised median (2 or more lanes in each direction)	❶ ❸ 5 7 8 9	❶ ❸ 5 7 8 9	① ❸ 5 8 ❾	① ❸ 5 7 8 9	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 8 ❾
4+ lanes w/o raised median (2 or more lanes in each direction)	❶ ❸ 5 6 7 8 9	① ❸ 5 6 7 8 9	① ❸ 5 6 8 ❾	① ❸ 5 6 7 8 9	① ❸ 5 6 ❼ 8 ❾	① ❸ 5 6 8 ❾	① ❸ 5 6 ❼ 8 ❾	① ❸ 5 6 8 ❾	① ❸ 5 6 8 ❾

Given the set of conditions in a cell,

- \# Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1. High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2. Raised crosswalk
3. Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4. In-Street Pedestrian Crossing sign
5. Curb extension
6. Pedestrian refuge island
7. Rectangular Rapid-Flashing Beacon (RRFB)**
8. Road Diet
9. Pedestrian Hybrid Beacon (PHB)**

Refer to Chapter 4, 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.

***It should be noted that the PHB and RRFB are not both installed at the same crossing location.*

Figure 36: FHWA Matrix for Improving Pedestrian Safety and Uncontrolled Crossing Locations

Source: FHWA

Figure 37: Curb Extensions

Curb Extensions

Curb extensions, also known as bulb-outs, decrease the pedestrian crossing distance at intersections and improve the visibility of pedestrians waiting to cross the street.

Benefits

Reduces time pedestrians are exposed to vehicles.

Challenges

Potential for higher cost due to drainage accommodations.

Figure 38: Median Refuge Island

Median Refuge Islands

Allow pedestrians to cross one direction of traffic then wait in the center of the street to cross the other direction of traffic.

Design Principles

» Use on roadways with few gaps in traffic.
» Consider in locations with existing medians.
» If no medians are existing, consider creating space by eliminating on-street parking or narrowing vehicle travel lanes.
» Split pedestrian crossover refuge islands, generally used at uncontrolled mid-block locations, encourage pedestrians to look towards the oncoming direction of traffic before completing the crossing.

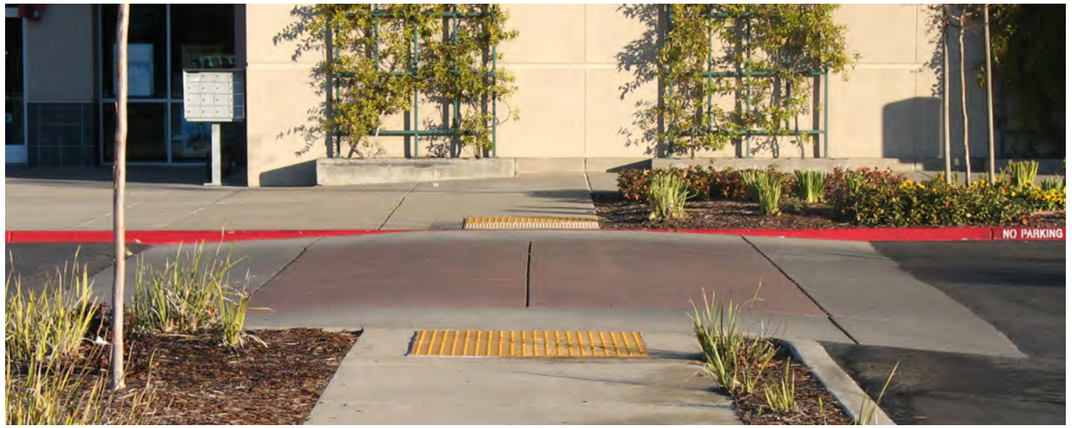
Benefits

Reduce time pedestrians are exposed to vehicles and narrows roadway, reducing speeds.

Challenges

May restrict or inhibit left turning vehicles.

Figure 39: Raised Crosswalk



Warning Signage

Improves visibility of crosswalks and increase the likelihood that a driver will yield or stop to pedestrians. Additional signage in school zones helps alert drivers that children, who are known to make unpredictable movements, may be present.

Design Principles

» In-street signs are ideal for streets with low vehicle speeds and two lanes. They can be permanently installed or movable for peak hours such as pick-up/drop-off times at schools.
» Overhead signs are more impactful at busier, wider streets. These are typically installed at mid-block crossings or intersections.

Raised Crosswalk

Pedestrian crossings raised to sidewalk level or just below. Act as traffic calming device.

Design principles

» Should not be constructed on streets with sharp curves or steep grades.
» Tactile treatments are needed at the sidewalk/street boundary so that visually impaired pedestrians can identify the edge of the street.

Benefits

Effective in reducing vehicle speed and allows pedestrian to cross at a nearly constant grade without requiring curb ramps.

Challenges

May be have higher costs due to drainage infrastructure.

Figure 40: Rectangular Rapid Flashing Beacon

Rectangular Rapid Flashing Beacons

Rectangular Rapid Flashing Beacons (RRFBs) are a type of pedestrian activated warning beacon that improve driver-yielding rates. They consist of rapid-flash system LED beacons that are similar in operation to emergency flashers on police vehicles.

RRFBs have generally shown the greatest effectiveness among the types of pedestrian activated warning beacons. Some jurisdictions also use signs with flashing LEDs within the border of the sign itself. However, these treatments have not been demonstrated to have efficacy comparable to RRFBs.

Benefits

Increases driver yielding and can lead to reduction in pedestrian crashes.

Challenges

Requires pedestrian activation and does not stop traffic, but require vehicles to yield.

Figure 41: Pedestrian Hybrid Beacon

Pedestrian Hybrid Beacon

Pedestrian Hybrid Beacons (PHBs), also known as High-intensity Activated crossWalKs or HAWK signals, require vehicles to stop at a red light to allow pedestrians to cross. PHBs are idelal for roadways have have higher speeds and volumes than warranted for an RRFB, but do not require a full pedestrian signal. They should only be installed in locations that include a marked crosswalk. The MUTCD provides details on use of PHBs.

PHBs operate with the following phases:

1. Flashing Yellow – Upon actuation, beacon flashes yellow
2. Solid Yellow – Alerts drivers pedestrians will soon cross
3. Solid Red – Drivers must stop and remain stopped
4. Flashing Red – Drivers stop and proceed when clear, as they would with a stop sign
5. No Indication – Signal is dark when not actuated

Benefits

Increases driver yielding and can lead to reduction in pedestrian crashes.

Challenges

Similar cost to a pedestrian signal.

Other Treatments & Support Facilities

Some improvements can serve both bicyclists and pedestrians and can be used in combination with other treatments.

Traffic Calming

Traffic calming devices include a wide range of design treatments capable reducing vehicle speeds and thus improving the safety and comfort of the transportation network for all users. Reducing vehicle speeds makes travel safer for both bicycles and pedestrians.

Vertical deflection devices cause drivers to experience a physical response that is aggravated when traveling at high speeds. Many existing streets can be retrofitted with vertical measures.

Horizontal deflection devices are used to deflect vehicles from traveling at high speeds. Horizontal deflection measures require drivers to navigate laterally and consequentially reduce speed.

Narrowing traffic calming devices are a sub-category of horizontal deflection traffic calming devices. Wider roads are associated with greater crash rates and higher impact speeds. Narrowing roadways often leads to decreased vehicle speeds and improves safety.

Restriping narrower travel lanes for vehicle traffic via centerline and edgeline striping can reduce motor vehicle speed. Cross-hatch pavement marking applied to outer edge of a roadway to create a shoulder and reduce lane widths if the space is not used for a bike lane or parking. In many locations, interior traffic lanes can be narrowed to 10 feet or less to encourage lower speeds. Narrow lanes can make room in the roadway right of way for painted medians, center turn lanes, bicycle lanes, or parking.

Road Diets

Road diets reduce the number of vehicle travel lanes. This is typically done by converting a four lane road into a three lane road with a two-way-left-turn lane and bike lanes. The space created by removing lanes can also be used for painted medians or parking.

Design Principles
Use on roadways with current and expected future ADT approximately 20,000 or less.

Benefits
Helps to reduce speeds, reduces conflicts at crossings, can increase the separation of pedestrians from traffic.

Challenges
Can be expensive.

Wayfinding

Wayfinding refers to the network of informational signage posted to guide pedestrians or bicyclists to their destination. Good wayfinding signage presents destination, direction, and distance information in a manner that is easy to read and interpret. Bicycle specific wayfinding must be tailored so that bicyclists can see the information from a comfortable distance. Signs posted at trail junctions and intersections of trails with arterials are particularly helpful. Guidance on sign design and installation is available in Chapter 9B of the California MUTCD and the National Association of City Transportation Officials (NACTO) design guidelines. Wayfinding signage can also be enhanced with average walk times and bike times to destinations and local branding.

Lighting

Sufficient lighting on bicycle and pedestrian facilities reduces the risk of collisions that occur due to decreased visibility. Pedestrian walkways should have lighting that allows people to identify faces from a distance of about 30 feet. Lighting should be consistent to reduce deep shadows and avoid excessive glare. It is necessary to maintain conventional light fixtures regularly, keeping lamp bowls clean and promptly replacing bulbs that have burnt out. Newer light emitting diode (LED) fixtures, which have much longer bulb life, have greatly decreased maintenance requirements.

Figure 42: Street lighting featuring dedicated illumination for both the roadway and the sidewalk

Non-Infrastructure Best Practices

Improving conditions for walking, biking, and rolling requires more than building sidewalks and bikeways. Non-infrastructure countermeasures and programs play a role in shaping how people experience and use these facilities by influencing behavior, safety, and public awareness. Education campaigns, enforcement strategies, and incentive/encouragement programs foster a culture that values active modes of travel. When paired with physical investments, these non-infrastructure countermeasures help ensure that walking, biking, and rolling are not only possible, but appealing choices for people of all ages and abilities. YoloTD can look to existing programs and efforts happening elsewhere that educate and promote active transportation and implement them in collaboration with local organizations, such as school districts, bike advocacy groups, and other community-based organizations. Partnerships with entities such as these can help ensure broader reach and program success. The following programs are recommended for the County in addition to infrastructure improvements.

Education and Enforcement

Education and encouragement can occur through local groups and regular events and campaigns. Local schools and bicycle advocacy groups can encourage biking and walking through bike rodeos, fun runs, walkathons, and bike/walk/roll to school events. Bike rodeos are just one example of a fun way to teach kids biking and safety skills in a safe environment. They are typically put on by bicycle advocacy groups, schools, or local agencies. At these events, participants learn basic bike handling and traffic safety and practice riding on courses to gain the skills necessary to ride a bike confidently and safely. The Sacramento Area Bicycle Advocates (SABA) have previously hosted "Bike Clubs," bike rodeos for students within West Sacramento. As seen in the city of Woodland, police departments also sometimes host bike training sessions at local elementary schools. 50 Corridor TMA, a transportation management association serving the Sacramento Region, has put on events to teach first-time adult riders how to ride bikes. Often, bike trainings also cover other topics like proper bike riding behavior and helmet fitting.

Group activities dedicated to walking and biking can encourage more walking and biking among children and adults alike. Walking school buses and biking school buses (also known as bike trains) are practices that can be implemented either formally or informally, where school staff, parents, or other trained adults lead a group of students to school together either by walking or biking. Bike to work events are also useful to encourage adult bicycling.

SAFE ROUTES TO SCHOOL

Safe Routes to School (SRTS) programs are an effective way to improve safety and access for children walking or biking to school, including students with disabilities, while encouraging more children to choose active travel. Developing an SRTS program generally involves engaging local stakeholders, identifying challenges and solutions, and preparing a comprehensive plan that incorporates encouragement, enforcement, education, and engineering strategies. These strategies should be accompanied by a timeline with prioritization and a funding approach.[1]

Enforcement

Certain enforcement strategies can help foster a roadway environment that is more mindful of vulnerable roadway users like bicyclists, pedestrians, and students. Speeding and failure to yield to schoolchildren was a top concern heard by community members throughout the planning process. Local law enforcement can partner with schools to strengthen enforcement of proper motor vehicle behaviors around pedestrians and bicyclists at schools, including monitoring driver compliance with speed limits and yielding at crosswalks. Community members have also raised concerns about personal safety along trails, especially at more isolated locations. Periodic enforcement actions along trails can help alleviate these concerns.

Maintenance

Establishing formal policies or dedicated funding sources for trail maintenance ensures that facilities are regularly maintained and remain safe and accessible for users. Adequate staff capacity and stable funding are critical to coordinating maintenance activities, managing volunteers and contracts, and relaying progress to decision-makers and the public. A well-maintained trail creates a positive user experience that encourages repeat and long-term use. The following programs and strategies are intended to support regular, ongoing trail maintenance. As mentioned in Chapter 7, the Regional Trails Program allocates funds annually to develop and maintain trails.

Adopt-a-Trail and similar volunteer programs can support routine upkeep activities such as litter removal, vegetation management, and minor surface repairs, provided that they are supported by clear protocols, safety training, and ongoing coordination with agency staff. Ideally, these maintenance programs combine agency-led efforts with structured community participation. To improve responsiveness and accountability, agencies should implement an easy-to-use reporting system—such as an online form, mobile application, or hotline—that allows trail users to report hazards and maintenance needs. Reports should be logged, tracked, and prioritized based on severity and usage, with defined timelines for response and resolution. Proactive maintenance practices, including routine inspections and scheduled maintenance cycles, should be used to identify issues before they escalate into safety hazards or costly repairs. Agencies should maintain and periodically update maintenance standards and design guidelines to align with best practices and ensure consistency across the trail network.

1 *Information on Safe Routes To School is located at* http://guide.saferoutesinfo.org/steps/index.cfm

Figure 43: Speed Feedback Sign

Speed Management

Raising awareness of speeding is important at a neighborhood level and can be achieved through local events and education. Residents are less likely to speed if they know their neighbors.

Speed monitoring programs train residents in using radar detectors which then distribute warnings to speeding vehicles. This type of program helps residents understand that this is a local and personal issue and the importance of driving the speed limit. Pairing education with enforcement by distributing warnings and educational materials before giving tickets provides drivers with a deeper understanding of the law and its value.

Speed feedback signs and radar trailers that display real-time signs and flash when drivers exceed the limit. Radar trailers are appropriate on a temporary basis only. These treatments are useful on corridors with prevalent cases of speeding that lack room for physical measures or in conjunction with recent construction of physical measures.

However, speed monitoring and feedback signs may have only temporary effectiveness as drivers grow accustomed to their presence.

Police Participation in Education

Safety, as discussed in the Education section, can also be applied as a responsibility of the police department. Officers practice this by distributing literature on safe pedestrian habits as part of enforcement efforts and meetings and events with students and the public. This can include education on proper helmet use, light giveaways, and targeting infractions.

Bicycle Diversion Programs

Bicycle diversion programs provide bicyclists who are cited for certain infractions the option to attend a bicycle safety class rather than paying a ticket. This educational component is associated with a greater degree of lasting behavior change.

Bike Theft

The fear and reality of bike theft can be a barrier to bicycling for all users. Recommendations for reducing bike theft include improving locking practices through education, providing adequate bicycle parking facilities, providing bicycle registration, providing recovery resources and programs, and offender detection such as bait bikes.

Electric Mobility Devices

Electric bicycles (e-bikes) and other electric mobility devices such as electric scooters are a rapidly growing new transportation alternative in California. These devices provide a potential option to cover longer travel distances and steeper grades. Bike share companies that include electric bikes and electric scooter rentals are common in many cities. By improving personal mobility without requiring use of a car, these devices may also be an appealing option to aging but active populations.

E-Bikes

California Vehicle Code (CVC) designates three classes of e-bikes (CVC Section 312.5):

» Class 1 – low-speed pedal-assisted electric bicycle: Bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the e-bike reaches 20 mph.
» Class 2 – low-speed throttle-assisted electric bicycle: Bicycle equipped with a throttle-actuated motor that ceases to provide assistance when the e-bike reaches 20 mph.
» Class 3 – speed pedal-assisted electric bicycle: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 28 mph.

Class 1 and 2 e-bikes are generally treated similarly to regular bicycles:

» There is no minimum age to ride.
» Helmets are required for ages 17 and under.
» Allowed on all bikeways, unless prohibited by the local jurisdiction (CVC Section 21207.5).

Class 3 e-bikes have more limitations on their use:

» Riders must be 16 years of age or older.
» A helmet is required for all riders.
» They are allowed on bike lanes or bike routes, but not allowed on shared-use paths or protected bikeways (CVC Section 21207.5).

Electric Scooters

The CVC defines an electric scooter as a “motorized scooter”: any two-wheeled device that has handlebars, has a floorboard that is designed to be stood upon when riding, and is powered by an electric motor. This device may also have a driver seat that does not interfere with the ability of the rider to stand and ride and may also be designed to be powered by human propulsion (CVC Section 407.5). Limitations on their use include:

» Riders must use bike lanes when they are present (CVC Section 21229).
» Motorized scooters are allowed on all other bikeways unless prohibited by the local jurisdiction (CVC Section 21230).

» Motorized scooters are not allowed on roads with a speed limit in excess of 25 miles per hour, unless in a bike lane or separated bikeway (CVC section 21235). This prohibition includes street designated as bicycle routes. A local authority may, by ordinance or resolution, authorize the operation of a motorized scooter outside of a bike lane or separated bikeway on a highway with a speed limit of up to 35 miles per hour.
» Riders are prohibited from using sidewalks, except when entering or leaving adjacent property.
» A helmet is required for all riders under 18 years of age.
» A valid driver's license or instruction permit is required.
» Speeds are limited to 15 miles per hour,
» Leaving a scooter on its side on a sidewalk, or otherwise parking one so that there was not an adequate path for pedestrians, is prohibited.

Electrically Motorized Boards

According to California Vehicle Code, the term "electrically motorized board" is any wheeled device that has a floorboard designed to be stood upon when riding with a maximum speed of 20 miles per hour. The device may be designed to also be powered by human propulsion (CVC Section 313.5).

» Use is restricted to roads with speed limits of 35 miles per hour or less, unless operated in a bike lane or separated bikeway. On other bikeways, speed is limited to 15 miles per hour (CVC Section 21294).
» Riders must be 16 years of age or older.
» A helmet is required for all riders.

Electric Personal Assistive Mobility Devices

According to California Vehicle Code, the term "electric personal assistive mobility device" (EPAMD) means a self-balancing, non-tandem two-wheeled device that can turn in place, with a maximum speed of 12.5 miles per hour (CVC Section 313). The most common example is the Segway. "Pedestrian" includes use of EPMADs (CVC Section 467). EPAMDs can operate on bikeways and sidewalks unless prohibited by the local jurisdiction, but must yield to pedestrians (CVC Sections 21281.5 and 21282)

Access

Laws for each electric device are different. E-bikes generally have more options for locations to ride, as summarized in Table 8.

Bike and Scooter Share

In addition to private ownership, bikes, e-bikes, and scooters are available through short-term point-to-point rental or "shared" systems. Bike share systems at first were primarily based on docks, or unmanned physical locations where a bike could be rented or returned, with docks located at destinations across an area.

More recently "dockless" systems, where bikes or scooters, equipped with appropriate wireless technology, could be rented at any location or left at any location, have become more widespread. The systems can often be deployed and operated

Table 8: State Restrictions* on Electric Mobility Devices by Facility Type

Device Type	Shared-Use Paths	Bike Lanes	Bike Routes	Separated Bikeways
Class 1 E-Bike	Allowed	Allowed	Allowed	Allowed
Class 2 E-Bike	Allowed	Allowed	Allowed	Allowed
Class 3 E-Bike	Prohibited	Allowed	Allowed	Prohibited
Electric Scooter**	Allowed**	Allowed**	Allowed**	Allowed**
Electrically Motorized Board	Allowed	Allowed	Allowed	Allowed
Electric Personal Assistive Mobility Device	Allowed	Allowed	Allowed	Allowed

* Local jurisdictions may enact further restrictions.
** Prohibited on roadways with speed limits above 35 miles per hour

at lower cost that docked systems. However, concerns have arisen in some locations about dockless bikes or scooters being parked in inappropriate locations, in particular when they have blocked pedestrian flows. Some cities have responded to this by developing "corrals," marked pavement locations where bikes or scooters can be left standing out of the way of pedestrians and other traffic.

Considerations When Determining Access Policy

When determining access for electric bicycles and other electric devices, the following issues should be considered:

» Electric mobility devices provide increased mobility for users who are less able to use regular bicycles due to age or disability.
» Terrain with frequent elevation changes may discourage some people from walking or bicycling as transportation. Electric mobility devices may encourage more people to reduce use of motor vehicles.
» Higher-speed electric mobility devices may generally be faster than most bicycles and pedestrians.
» Some non-electric bike users and pedestrians may consider e-bikes and other powered to detract from their experience on bikeways and trails.
» Consideration should be given to regulating parking and storage of devices so that they do not impede pedestrian or other traffic, in particular through the use of corrals.
» The data that bike and scooter share companies collect can be valuable to a jurisdiction seeking to understand the movement of people and planning for them.

Policy Options

Use of these devices is expect to continue to expand, and sharing services are expected to spread.

Electric scooters have spread rapidly into different cities, but some concerns have attended their spread. A large concern with scooters has been their mixing with much slower pedestrian traffic. Some cities have responded by prohibiting sidewalk use, but on streets with fast vehicles and heavy traffic without bike lanes, they may be forced t to mix with vehicular traffic, which may be less comfortable or safe and reduce overall use. Speed limits for scooters are another option, but enforcement may be challenging.

Jurisdictions have several policy options for e-bikes and other electric mobility devices. Different policies may be enacted for each device. Access options include:

Maintain existing access as allowed by state law.
This option provides the most mobility and accessibility for those who use these transportation options.

Prohibit access to sidewalks and shared-use paths, where pedestrians are also present, but continue access to other bikeways.
» This option separates the slowest and some of the fastest users of the path, but will not eliminate all fast riders, as regular bicycles may travel as fast as or faster than e-devices.
» This option would result in more e-devices mixing with motor vehicle traffic.
» In some locations, there may be no access for electric scooters, which are prohibited from roads with speed limits greater than 35 mph unless a bike lane or separated bikeway is available.

For Class 3 e-bikes, prohibit access to all bikeways except bike routes.
» This option provides the greatest restriction and separation.
» This option would force e-devices to mix with vehicular traffic, which may be less comfortable or safe and reduce overall use of e-devices, and under some conditions may be prohibited by state law.

When developing these policies, consideration should also be given to other issues:

» Develop policies concerning parking and storage of these devices, especially sharing systems, to minimize impacts on flows of pedestrians and other vehicles. These policies may require use of corrals, prohibit blocking of entrances, or other aspects.
» Develop data sharing agreements in conjunction with permitting new shared services.

COMMUNITY ACTIVE TRANSPORTATION IMPROVEMENTS

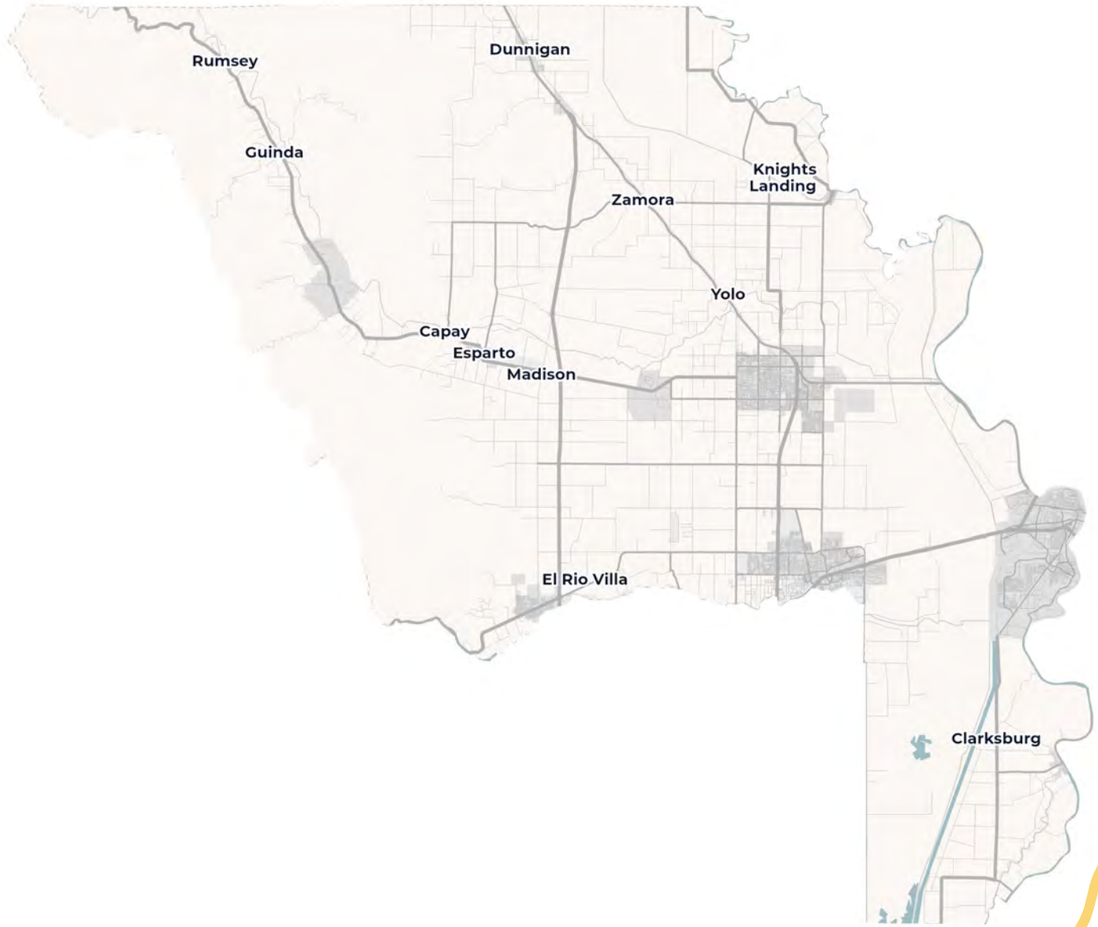
06

Community Improvement Recommendations

This chapter presents the recommended walking and bicycling networks for the unincorporated communities of Yolo County. Projects were identified based on an evaluation of existing and planned facilities, including the safety, comfort level, and connectivity of these facilities. Anecdotal feedback heard during community engagement also played a key role in shaping the following recommendations.

Proposed improvements are intended to connect community members to the greater regional corridor network discussed in Chapter 4, provide safer and more comfortable access to destinations, and offer increased recreational opportunities.

A summary table with all recommended community improvements can be found in Appendix D.



Esparto

Esparto is the largest unincorporated community in Yolo County with a population of about 3,700. Located 15 miles west of Woodland and a short distance south of Cache Creek, Esparto serves as the gateway to the scenic Capay Valley. The Capay Valley is known for the annual Almond Festival, which is an event that celebrates the almond bloom in Yolo County, attracting many visitors to the region.

Existing Conditions

Esparto's transportation network is centered around SR 16 (Yolo Avenue), which is a critical regional corridor that provides a connection between the Capay Valley and the cities of Woodland, Davis, and Sacramento. Yolo Avenue passes directly through Esparto as a north-south corridor and serves as the community's main street. Key destinations like the local high school, library, and grocery stores are concentrated around this corridor. Because it is situated in an agricultural region and facilitates regional mobility, Yolo Avenue sees frequent truck activity for goods movement as well as high-speed and high-volume traffic; this is especially true relative to the rest of Esparto's roadway network. Visitors traveling to the Cache Creek Casino Resort located north of Esparto further amplifies traffic volumes. Woodland Avenue, Capay Street, Grafton Street, Madison Street, and Plainfield Street are other major roads in Esparto. Infrastructure improvements that enhance walking and biking safety were completed recently along Yolo Avenue. These improvements include the addition of red textured crosswalks, green bicycle lanes, and ADA-compliant curb ramps.

Pedestrians and bicyclists in Esparto faces several challenges. SR 16 carries significantly higher traffic volumes than other local roads and is associated with numerous safety concerns, particularly due to vehicle speeds. Crossing SR 16 to reach destinations in the southern part of Esparto is often uncomfortable for pedestrians, and poor driver compliance, mainly failure to yield at existing crosswalks, makes crossing especially concerning near schools. Additionally, although some streets have sidewalks, the overall network is fragmented, and sidewalks are frequently discontinuous even within single blocks or exist only on one side of the street. Bicycle infrastructure is also limited, with a short segment of bike lanes currently striped along SR 16. Currently, there are 4.4 miles of pedestrian facilities, which include sidewalks and trails, and 0.9 miles of bicycle facilities in Esparto.

Community feedback highlights a strong desire for improvements and reinforces observed concerns. Residents consistently expressed discomfort with crossing SR 16 and emphasized the need for safer pedestrian facilities near schools. Many noted the inconvenience caused by sidewalk gaps and the lack of continuous walking routes. Furthermore, participants in the various community engagement sessions voiced interest in expanding bicycle facilities, particularly through the creation of a bike trail around the community.

The following are key destinations for bicyclists and pedestrians within Esparto include:

» Esparto Elementary, Esparto Middle, and Esparto High Schools
» Grocery stores (notably Valley Food Market and Dollar General)
» Esparto Regional Library
» Tuli Memorial Park
» Capay Valley Health and Community Center

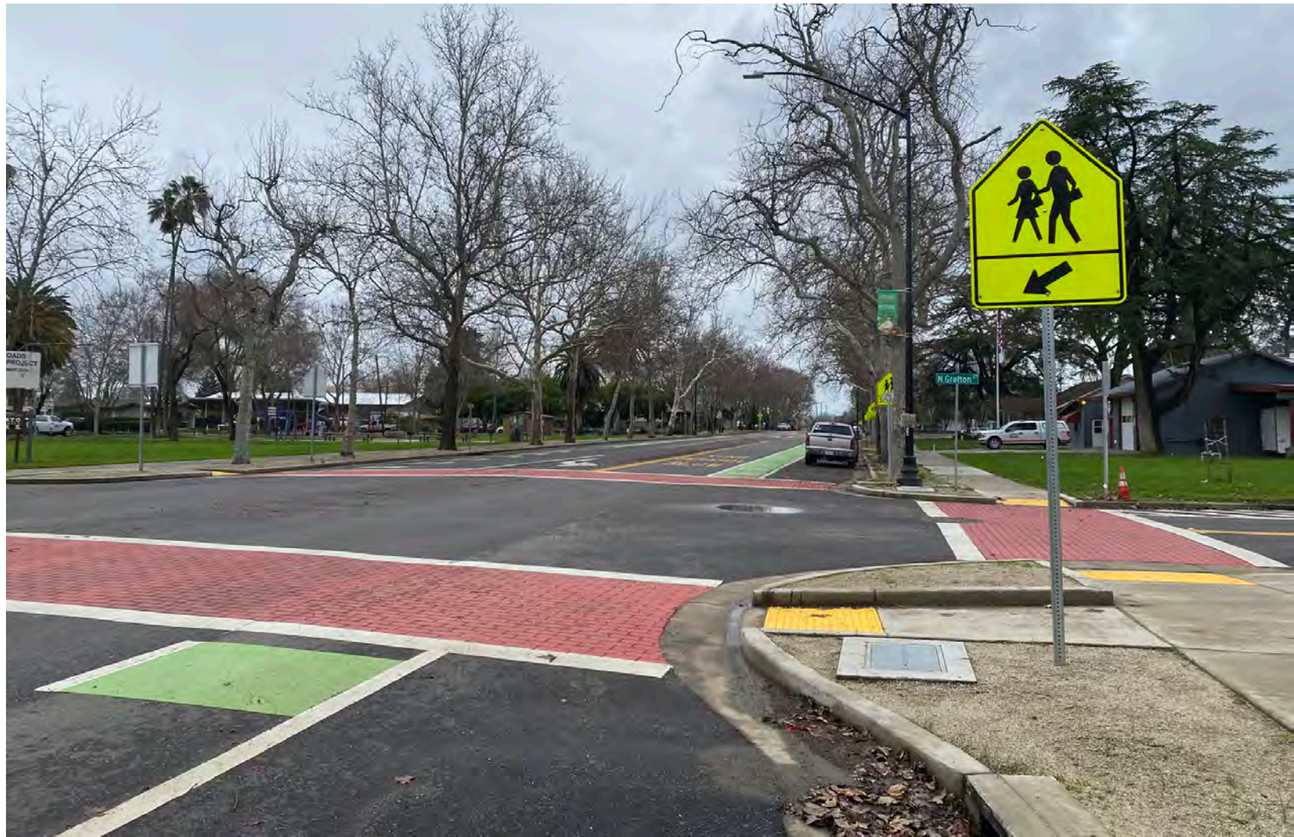


Figure 44: Esparto Key Destinations and Recommendations

Recommendations

The Town of Esparto Community Plan was consulted in the development of these recommendations. This plan supplements the Countywide General Plan and provides further guidance for growth specific to Esparto. Goals CI-1 through CI-6 of the Circulation Element of the Countywide General Plan focus on creating a well-rounded and efficient transportation system by promoting policies that encourage alternatives to automobile travel. These goals aim to establish direct, safe, and user-friendly routes for bicyclists and pedestrians. Additionally, the following policies were developed for the Esparto community and concern walking and biking in the community:

E-C2T.7. The County is encouraged to identify a funding mechanism to develop a complete sidewalk system for the entire town.

E-CT.8. A multi-use path shall be established around the town that can be used for errands, to link principal school routes, and for recreation . Such a trail system shall also provide a link to other routes that lead to Cache Creek, Madison, and to the Capay Valley.

E-CT.9. A trail the length of the Lamb Valley Slough shall be pursued to facilitate east-west movement for non-motorized traffic.

Proposed facilities recommended in the Town of Esparto Community Plan to support these goals were integrated into the YATC Plan's set of recommendations. All new recommendations to Esparto's existing bicycle and pedestrian networks are shown in Figure 44. Key recommendations for the community of Esparto include:

- Construction of shared-use paths along Plainfield Street and the eastern boundary of Tuli Memorial Park, which will provide a dedicated space for biking and walking and constitute much of a bike loop around the community.
- Designation of parts of Woodland Avenue, Grafton Street, Madison Street, Plainfield Street, Omega Street, and Winters Street as bike routes.
- Installation of sidewalks on Capay Street, Grafton Street, Madison Street, County Road 21A, Antelope Street, and along Yolo Avenue between the Esparto High School parking lot and Tuli Memorial Aquatics Center to fill gaps in the sidewalk network and make walking a more comfortable experience around the community.
- Installation of rectangular rapid flashing beacons at the intersections of Grafton Street and Michael Drive and Plainfield Street and Yolo Avenue to improve pedestrian crossing safety at Esparto Elementary and High Schools.
- Installation of high-visibility crosswalks at the Yolo Avenue/SR 16 intersection.
- Installation of an RRFB, high-visibility crosswalks, and a pedestrian refuge island on Highway 16 near the Dollar General frontage for safer pedestrian access to the retail site.
- Installation of a pedestrian hybrid beacon, west-facing blankout "No Right-Turn on Red" sign, and high-visibility crosswalks to improve pedestrian crossing at the Woodland Avenue and Yolo Avenue intersection.

Madison

Madison is a small residential community located three miles east of Esparto and has a population of about 721 residents. Madison is bisected by County Road 89, with single-family homes and a small high school to the west of this road, and a Yolo County Housing Authority office and migrant center for farm workers to the east. Due to the limited services and amenities in Madison, citizens frequently take trips to Esparto for necessities like groceries and healthcare services.

Existing Conditions

Madison's current bicycle and pedestrian infrastructure is very limited; the community has approximately 0.25 miles of pedestrian facilities and no dedicated bikeways. Many areas of town lack sidewalks entirely, and, where sidewalks do exist, they are often discontinuous and missing curb ramps. Only two intersections, Main Street at Stephens Street and Quincy Street at Stephens Street, feature marked crosswalks.

In addition to lacking walking and biking facilities, inadequate lighting was a major concern expressed by the Madison community. Existing lighting infrastructure is limited to block corners, which leaves mid-block areas poorly lit. This contributes to feelings of unsafety for those who travel by foot or bike. Additional factors that make walking and biking uncomfortable include uneven street surfaces, particularly along Tutt Street.

Key destinations for bicyclists and pedestrians within Madison include:

» Guy's Corner, a convenience store in the northeast corner of Madison
» Madison Community High School
» The Madison post office

Recommendations

The planned bicycle and pedestrian networks for Madison are shown in Figure 45.

Key recommendations include:

» Designation of Main Street and part of Railroad Street as bike routes.
» Installation of vertical deflections such as speed bumps and humps near and high-visibility crosswalks at the Main Street and Railroad Street intersection, which would improve crossing safety for students at Madison Community High School.
» Installation of sidewalks along Rudolph Street, Archer Street, Main Street, County Road 89, Stephens Street, and Scott Street to fill in gaps in the sidewalk network.

OTHER CONSIDERATIONS

Lighting is recommended at mid-block locations throughout Madison to increase visibility of bicyclists and pedestrians during the nighttime.

Figure 45: Madison Key Destinations and Recommendations

Existing Sidewalks
Proposed Intercommunity Corridor
Proposed Sidewalk
Proposed Bike Boulevard
Proposed Marked/High-Vis crosswalk
Proposed Vertical Deflection
Convenience Store
Social Services
School

El Rio Villa

El Rio Villa is a quaint community situated along Russell Boulevard and just north of Putah Creek. Like most unincorporated communities in Yolo County, it is primarily residential and has few amenities or services of its own. However, the small city of Winters is located less than 2 miles southwest, providing El Rio Villa residents nearby access to local businesses, schools, and essential services.

Existing Conditions

El Rio Villa is unique compared to other Yolo County communities because it is a residential complex with a dense network of driveways and parking bays. Sidewalks are plentiful to facilitate pedestrian access to homes from driveways. In total, there are 0.22 miles of sidewalks within El Rio Villa and no bikeways.

Due to Winters' proximity and availability of amenities, there is community interest to improve transportation options between El Rio Villa and Winters. Currently, the most straightforward path between the two communities is via Russell Boulevard, which is a high-speed roadway. Despite the short distance and strong travel demand between Winters and El Rio Villa, there is inadequate pedestrian and bicycle infrastructure along this segment of Russel Boulevard. As a result, traveling by foot and bike on the corridor feels unsafe due to the speed of traffic and lack of protected paths.

Key destinations for bicyclists and pedestrians within El Rio Villa include:

» Yolo County Housing Authority office
» YMCA center

Recommendations

A pedestrian hybrid beacon, high-visibility crosswalks, and a pedestrian refuge island are recommended at Russell Boulevard and the Brinley Drive intersection, as shown on Figure 46. These changes will supplement a planned shared-use path as part of the regional network that will connect El Rio Villa to Winters.

Figure 46: El Rio Villa Key Destinations and Recommendations

Yolo

Yolo is a small community located approximately 5 miles northwest of Woodland with a population of 260. The town is situated along Cache Creek and just north of Interstate 5. There are few commercial businesses or amenities within this community. While Cache Creek High School is located in Yolo, many Yolo students attend school in nearby Woodland.

Existing Conditions

As heard during community engagement efforts, Yolo residents, particularly those that are retired, enjoy walking and biking. Unfortunately, the existing infrastructure in the community does not adequately support these activities. Sidewalks are limited, totaling only 0.41 miles, and there are no designated bikeways. Furthermore, speeding is a significant concern in the community, especially along Clay Street and 1st Street. These roads carry high-speed traffic between Yolo and County Road 98.

Key destinations for bicyclists and pedestrians within Yolo include:

» The Yolo post office
» Yolo Branch Library
» Yolo Mini Mart
» Cache Creek High School

Recommendations

The planned bicycle and pedestrian networks for Yolo are shown in Figure 47.

Key recommendations include:

» Installation of sidewalks on 1st Street, 2nd Street, 5th Street, Washington Street, Sacramento Street, and Clay Street to fill in gaps in the sidewalk network.
» Designation of a bicycle boulevard on Sacramento Street to facilitate connections to the Yolo Branch Library.
» Installation of vertical deflection devices such as speed bumps and humps, on Clay Street and 1st Street to calm traffic.
» Installation of a rectangular rapid flashing beacon and high-visibility crosswalks at the Clay Street and 2nd Street intersection to improve crossing safety for schoolchildren and other pedestrians.
» Implementation of traffic calming elements along Clay Street and 1st Street to slow vehicles down.

OTHER CONSIDERATIONS

In addition, streetlights would be beneficial along 2nd Street; at the Sacramento Street and 5th Street intersection; and the County Road 99 and 2nd Street intersection, which is a three-legged intersection with poor sight distance.

Figure 47: **Yolo Key Destinations and Recommendations**

Dunnigan

Dunnigan is a community located approximately 19 miles northwest of Woodland with a population of 1,400. The town is comprised of two distinct areas, which are divided by Interstate (I-5): the northern area, which consists of homes and a few businesses, and the southern area, which consists of amenities and services. Dunnigan serves as a convenient stop for I-5 travelers, with rest stops, lodging, and gas stations located nearby the Interstate exit ramps. The southeast corner of the community features amenities such as a park with playgrounds and picnic areas, providing residents with outdoor recreational opportunities.

Existing Conditions

Despite many key destinations being in the southern portion of Dunnigan and a large residential area in the northern portion, there is no continuous pedestrian or bicycle pathway connecting these two areas of the town. Furthermore, there are no existing sidewalks and bicycle facilities in the northern part of Dunnigan. There are limited facilities in the southeast portion, where there is approximately one mile of sidewalks, as displayed in Figure 48.

The presence of I-5, which passes through the middle of Dunnigan, plays a role in the fragmentation of the pedestrian and bicycle infrastructure. There is only one bridge, located in the north, that permits crossing over I-5. County Road (CR) 99W and the I-5 corridor also contribute to heavy vehicle traffic near Dunnigan's key destinations, especially the post office and gas stations. Although no formal bikeways exist along CR 99W, people often bike along this route to reach the amenities there, which is a journey that can feel uncomfortable and unsafe.

Agricultural equipment is also prevalent on Dunnigan's roads, further making them feel unsafe in an environment that already lacks proper pedestrian and bicycle infrastructure. Like other unincorporated communities in Yolo County, lighting is inadequate, creating an additional barrier to walking and biking at night. For example, the intersection of Lara Lane and County Road 99 was identified as a crash-prone location due to the lack of lighting and limited sight distance to the north.

Key destinations for bicyclists and pedestrians within Dunnigan include:

» The Dunnigan post office
» Dunnigan Community Park
» Gas station/convenience stores located at the intersection of County Road 89 and County Road 6

Recommendations

The planned bicycle and pedestrian networks for Dunnigan are shown in Figure 48. Key recommendations include:

» Installation of bike lanes on County Road 88 to provide a dedicated space for bicycle travel.
» Construction of a shared-use path along County Road 4 to provide dedicated bicycle and pedestrian access across I-5.
» Construction of shared-use paths along County Roads 5, 6, 88, and 99W to provide an alternate route for residents to the southeast portion of Dunnigan.
» Installation of high-visibility crosswalks on County Road 4 at County Road 88A and County Road 88B to connect residents to the planned shared-use path.
» Implementation of traffic calming measures along County Road 4 between County Road 88 and the I-5 crossing to slow vehicular traffic.
» Installation of sidewalks along County Road 89 and Main Street to connect the two areas on either side of County Road 99W.
» A pedestrian hybrid beacon and high-visibility crosswalks to provide a better connection to the planned shared-use path on County Road 99W.

OTHER CONSIDERATIONS

In addition, lighting is recommended along County Road 4, especially at the intersection with County Road 99W.

Figure 48: Dunnigan Key Destinations and Recommendations

- Existing Sidewalks
- Proposed Intercommunity Corridor
- Proposed Sidewalk
- Proposed Shared-Use Path
- Proposed Bike Lane
- Proposed Traffic Calming
- Proposed Marked/High-Vis crosswalk
- Proposed Pedestrian Hybrid Beacon
- Convenience Store
- Fire Station

Knights Landing

Knights Landing has a population of 1,100 and is located in the northeastern portion of Yolo County, about 25 miles northwest of Sacramento and 9 miles north of Woodland. Situated on the banks of the Sacramento River and Sycamore Slough, Knights Landing is a popular place for fishing, boating and water skiing. The town core features most of the community's amenities and services, including a community park and the Science and Technology Academy, a charter school that was founded in 2010.

Existing Conditions

Although Knights Landing does not have dedicated bikeways, most roadways include sidewalks on both sides. In total, there are approximately 2.6 miles of sidewalks. However, some of these sidewalks are poorly maintained and fail to meet ADA standards, lacking essential features such as corner curb ramps. Community feedback highlighted Mill Street in particular as an area that could benefit from improved ADA accessibility.

Speeding is a top concern for Knights Landing residents. State Route 113 (Locust Street) is a regional highway and serves as the community's main corridor. As such, this road accommodates both local and regional traffic. Similarly, State Route 116 carries semi-truck traffic along the southern portion of town. These two routes experience high traffic volumes and speeds and affect feelings of safety of pedestrians and bicyclists. Residents expressed particular concerns about crossing safety at Locust Street and 7th Street, especially for students who must cross Locust Street to access the Science and Technology Academy.

Key destinations for bicyclists and pedestrians within Knights Landing are displayed in Figure 49. Highlights include:

» Science and Technology Academy
» Knights Landing Boat Launch
» Knights Landing Community Park
» Knights Landing Branch Library
» Wayside Market.

Figure 49: Knights Landing Key Destinations and Recommendations

Recommendations

The planned bicycle and pedestrian networks for Knights Landing are shown in Figure 49. Key recommendations include:

- Installation of sidewalks along SR 45, SR 113 between 3rd Street and the bridge, Oak Grove Avenue, Dixon Street, Railroad Street, and County Road 116 near Railroad Street to fill gaps in the sidewalk network.
- Designation of 6th Street as a bike route to provide a connection between proposed shared use paths around the town.
- Installation of rectangular rapid flashing beacons along Locust Street at 6th Street, 7th Street, and 9th Street to improve crossing safety for Knights Landing and Science and Technology Academy students and other pedestrians. In addition, curb extensions should be implemented at 6th Street and a pedestrian refuge island at 9th Street to reduce pedestrian crossing distances across Locust Street.
- Addition of curb ramps on Mill Street and 6th Street and 7th Street for ADA accessibility near the Science and Technology Academy.
- Installation of high-visibility crosswalks at the Locust Street and County Road 116 intersection to enhance visibility of a pedestrian crossing area.
- Installation of enhanced crossings at the County Road 116 and Hershey intersection.
- Implementation of gateway traffic calming elements near town edges along SR 113 and County Road 116 to slow vehicles as they enter Knights Landing.
- A shared-use path loop around Knights Landing and along County Road 113, providing a link to the regional corridor network.

Clarksburg

The community of Clarksburg has a population of 330 and is located about 11 miles directly south of the City of West Sacramento. The community is nestled alongside the Sacramento River and is surrounded by various sloughs. Clarksburg's elementary, middle, and high schools are concentrated in its town core which is situated between Clarksburg Road and the Elk Slough. The town is renowned for its rich agricultural heritage, which brings agrotourism to Clarksburg. This is particularly true regarding its vineyards; Clarksburg lies within the Clarksburg American Viticultural Area (AVA), which is a prestigious wine-producing region.

The Clarksburg Branch Trail Line Extension is a planned multi-use path within the Great California Delta Trail network that will connect Clarksburg to West Sacramento. Construction of this trail will further close gaps within the network.

Existing Conditions

Currently, there are 0.32 miles of sidewalks within Clarksburg and no dedicated bikeways. Eastbound traffic entering the community on Clarksburg Road, the main road in town, travels at high speeds and poses safety concerns to citizens. This is especially concerning for students located north of Clarksburg Road, who must cross this road to access Clarksburg's towns.

Key destinations for bicyclists and pedestrians within Clarksburg are displayed include:

» Delta Elementary Charter School
» Clarksburg Middle School
» Delta High School
» Holland Market
» Yolo County Library – Clarksburg Branch
» Old Sugar Mill

Recommendations

The Clarksburg Area Community Plan identifies several goals and policies to support enhanced circulation for all modes of transportation within the community, but does not identify specific locations for bicycle and pedestrian facilities. The planned bicycle and pedestrian networks for Clarksburg are shown in Figure 50. Key recommendations include:

» Installation of sidewalks on South Center Street near the post office and on Sacramento Street.
» Construction of a shared-use path along Willow Avenue to provide a dedicated space for walking and bicycling.
» Installation of rectangular rapid flashing beacons and high-visibility crosswalks at the Clarksburg Road/ Willow Avenue and Clarksburg Road/ School Street intersections to improve pedestrian crossing safety near schools and other key destinations.
» Implementation of curb ramps at the School Street and Netherlands Avenue intersection for ADA accessibility.
» Speed table and high-visibility crosswalks along Clarksburg Road to slow traffic.
» Designation of School Street from Clarksburg Road to Netherlands Avenue as a bike route.
» Implementation of gateway traffic calming on Clarksburg Road near Delta Breeze Court to slow vehicles down as they enter Clarksburg.

OTHER CONSIDERATIONS

Lighting is recommended throughout Clarksburg Road, especially between Willow Avenue and Delta Breeze Court.

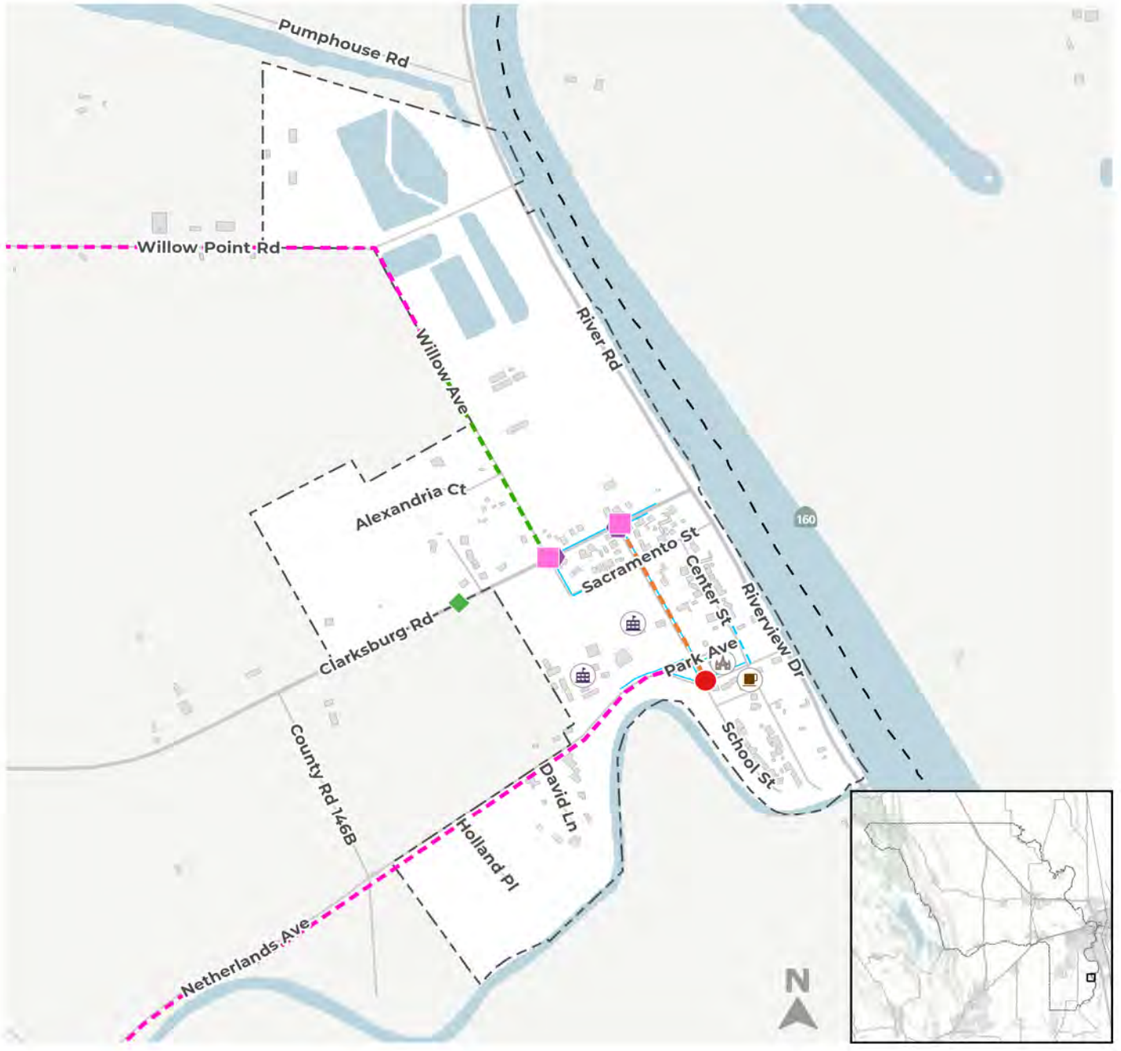


Figure 50: Clarksburg Key Destinations and Recommendations

- Existing Sidewalks
- Proposed Intercommunity Corridor
- Proposed Sidewalk
- Proposed Shared-Use Path
- Proposed Bike Boulevard
- Proposed Curb ramps
- Proposed Gateway Traffic Calming
- Proposed Marked/High-Vis crosswalk
- Proposed Rectangular Rapid Flashing Beacon
- Church
- Convenience Store
- School

Zamora

Zamora is a quiet Yolo County community that is located about 25 miles northwest of Sacramento along Interstate-5, with an estimated population of 260. Surrounded by farmland, it is a primarily agricultural that supports crops such as almonds, walnuts, and tomatoes. The community has amenities such as a post office and a volunteer fire department. St. Agnes Catholic Church, a historical landmark, is also located in Zamora.

Existing Conditions

Active transportation facilities are very limited in Zamora. Currently, there are 0.25 miles of sidewalks within Zamora, and no dedicated bikeways.

Recommendations

The planned bicycle and pedestrian networks for Zamora are shown in Figure 51. Key recommendations include:

» Designating parts of Blacks Street, Second Street, and Main Street as bicycle routes to provide a bicycle connection to the regional corridors network.
» Installation of sidewalks along Blacks Street and County Road 13 to provide dedicated space for walking.
» Installation of bike lanes along County Road 13 to provide a bicycle connection to the regional corridors network.

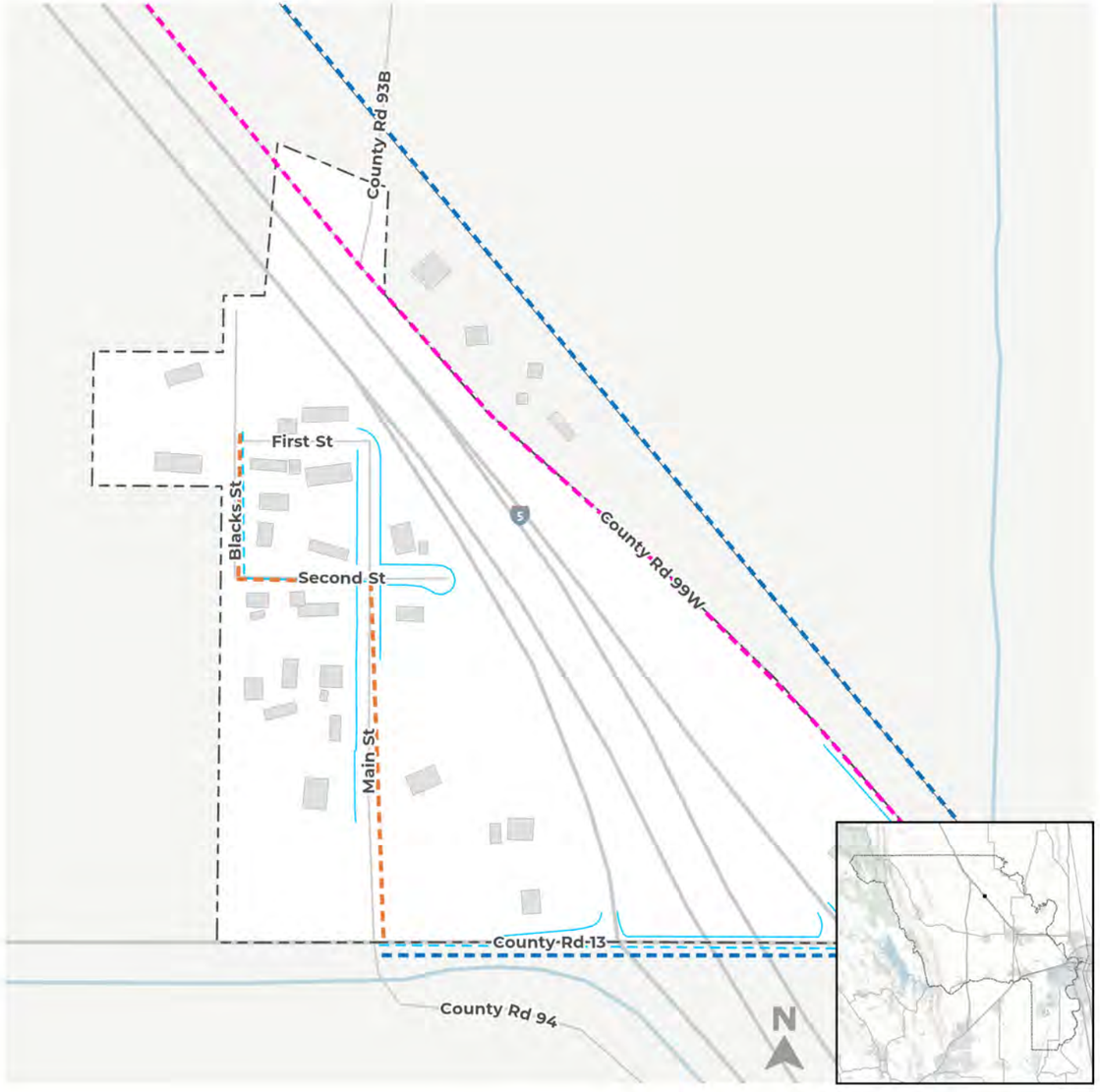


Figure 51: Zamora Key Destinations and Recommendations

Existing Sidewalks
Proposed Intercommunity Corridor
Proposed Sidewalk
Proposed Bike Lane
Proposed Bike Boulevard

Capay Valley

The communities of Capay, Guinda, and Rumsey are all located within the Capay Valley and are situated along State Route 16. These communities have longstanding agricultural heritages; the area is famous for attractions such as its various lavender farms as well as the annual, five-town (Rumsey, Guinda, Brooks, Capay, and Esparto) Almond Festival. The Cache Creek Casino Resort also draws many visitors to the Capay Valley.

Existing Conditions

Active transportation facilities are nearly nonexistent in Capay, Guinda, and Rumsey, with the exception of sidewalks along SR 16 in Capay. Figures 52 through 54 display the existing facilities, key destinations, and proposed pedestrian and bicycle facilities for Capay, Guinda, and Rumsey.

Capay

In Capay, there are 0.35 miles of enhanced shoulders along Highway 16 which are designated for pedestrian use. The Capay Open Space Park is a key destination for residents of this community. Key recommendations for Capay include the following:

» Construction of a shared-use path along County Road 85 to provide a dedicated space for bicycling and walking.
» Implementation of gateway traffic calming along State Route 16 on town edges to slow vehicles as they enter Capay.
» Installation of a rectangular rapid flashing beacon at the State Route 16 and County Road 85 intersection to improve pedestrian crossing safety.

Guinda

Currently, there are no sidewalks or bikeways within Guinda. The Guinda Corner Market is a key destination for residents, serving as the community's grocery store. Key recommendations for Guinda include the following:

» Implementation of gateway traffic calming along State Route 16 near town edges to slow vehicles as they enter Guinda.
» Installation of high-visibility crosswalks rapid rectangular flashing beacons to improve pedestrian crossing safety at the following intersections:
  » State Route 16 and Forest Avenue.
  » State Route 16 and County Road 99.
» Construction of a shared-use path along Forest Avenue to provide a dedicated space for bicycling and walking.

Rumsey

Currently, Rumsey does not have any sidewalks or bikeways. Gateway traffic calming on State Route 16 near town edges is recommended to slow vehicles down as they enter Rumsey .

Figure 52:
Capay Key Destinations and Recommendations

Figure 53:
Guinda Key Destinations and Recommendations

Figure 54:
Rumsey Key Destinations and Recommendations

- Existing Sidewalks
- Proposed Intercommunity Corridor
- Proposed Shared-Use Path
- Proposed Gateway Traffic Calming
- Proposed Rectangular Rapid Flashing Beacon
- Proposed Marked/High-Vis crosswalk
- Grocery Store

Other Yolo County Improvements

In addition to the regional active transportation corridors identified in Chapter 4, there is a need for on-street improvements on key routes throughout the region. These routes may parallel or connect proposed off-street facilities, or provide additional routes between the communities of Yolo County. In some cases, implementation of these routes may occur ahead of the buildout of the regional connectors as part of roadway improvement or rehabilitation projects. These routes, shown in Figure 54 along with intercommunity corridors, include the following:

» **Esparto to Dunnigan via CR 85 to CR 6,**
» **County Roads 98 and 99D between Woodland and Davis**
» **East-west trail connections via county roads 27 and 29**
» **Madison to Woodland via CR 90 and Gibson Road**
» **CR90A to Winters**
» **Putah Creek Road**

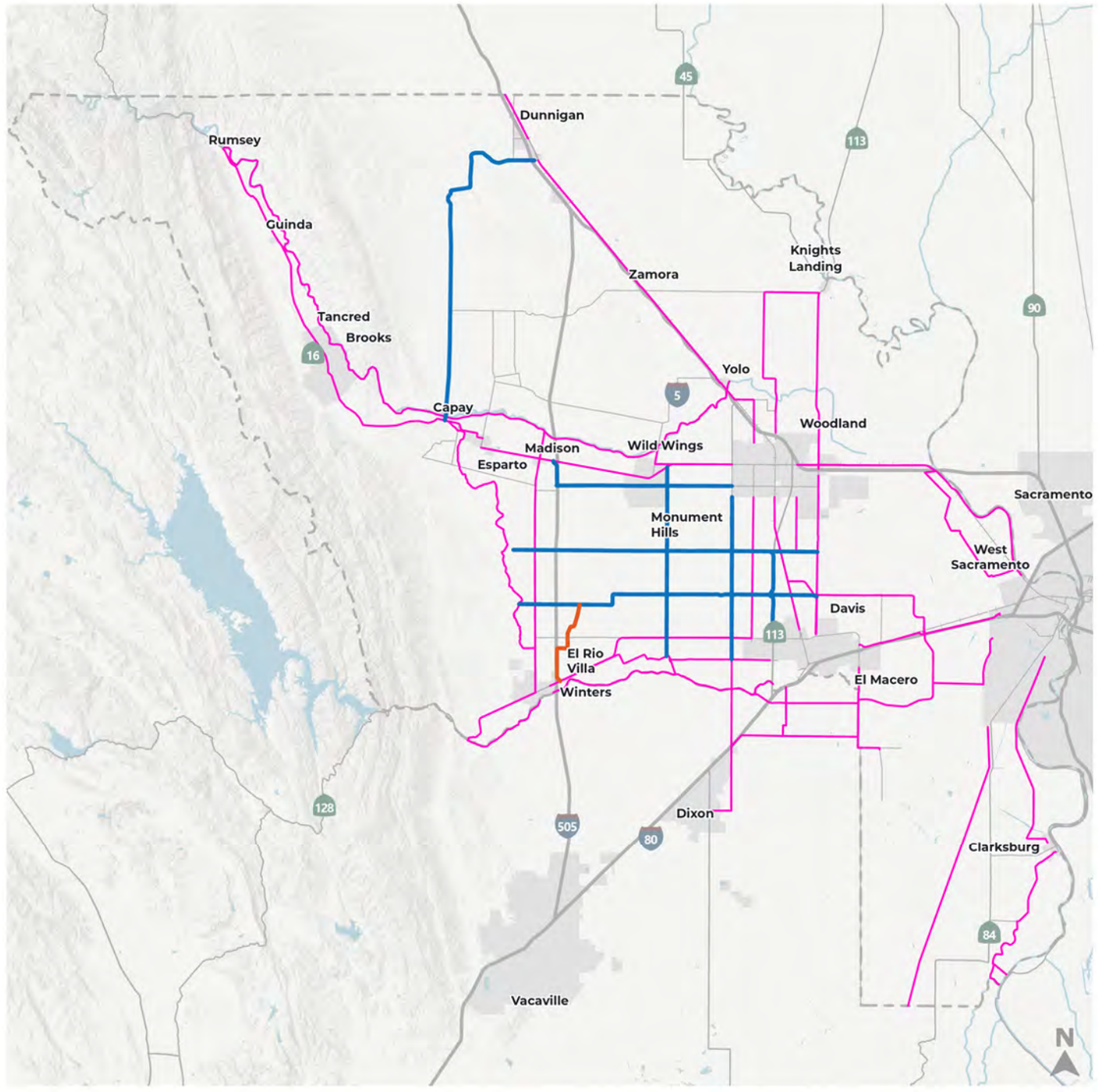


Figure 55: Other Yolo County Improvements

Bikeways Recommendations

- Bike Lanes/Improved Shoulders
- Bike Routes
- Intercommunity Corridor

IMPLEMENTATION AND FUNDING

Implementation

The proposed county-wide active transportation network is anticipated to be implemented in the following ways:

» through individual projects;
» through partnerships between multiple agencies;
» in conjunction with adjacent land development projects; and
» in conjunction with maintenance and capacity enhancement projects, such as roadway widening or sidewalk rehabilitation projects.

Recommendations in this report will be implemented by Yolo County and through coordination and collaboration with YoloTD and other partners, including Caltrans and advocacy and community organizations in Yolo County and throughout the Sacramento Region. Full implementation of this ATP is a long-term process that could span decades. Progress towards the completion of projects in this plan will be reported through periodic updates by YoloTD and County staff to the Yolo County Board of Supervisors.

Implementation will depend on the availability of funding and in some cases occur over many years. This chapter provides an overview of available funding sources at the time of publication, along with recommendations for ongoing collaboration and accountability.

07

Funding

Funding for bicycle and pedestrian projects are programs occur primarily through grant programs. Multiple federal, state, regional, and local funding sources are available which can support the planning, design, and construction of facilities. A full resource table is provided in Table 9. Some of the funding sources most relevant to this plan include the following.

» In addition to supporting the regional distribution of funds from several state and federal programs, SACOG also provides its own funding for active transportation projects. The **SACOG Regional Active Transportation Program** funds active transportation projects and programs that are consistent with the vision of the Blueprint and support the implementation of the long-range transportation plans for the SACOG area.
» The **California Office of Traffic Safety** provides grants for education, encouragement, and enforcement efforts aimed at improving pedestrian and bicyclist safety.
» The **Active Transportation Program (ATP)** consolidates diverse transportation initiatives into a single program with an annual budget of around $123 million from state and federal sources. ATP aims to increase walking and biking trips, enhance safety for non-motorized users, support regional greenhouse gas reduction efforts, promote public health, and provide a range of projects benefiting various user groups, including disadvantaged communities.
» **Sustainable Transportation Planning** Grants are offered by Caltrans to encourage local and regional planning goals that support the implementation of Regional Transportation Plan and Sustainable Communities Strategies (RTP/SCS) projects. These funds can be used for a variety of focused community planning projects, including those that support rural active transportation, temporary demonstration projects, and community needs assessments.

- The **Congestion Mitigation and Air Quality Improvement (CMAQ)** Program allocates funds to states for transportation projects aimed at alleviating traffic congestion and enhancing air quality, especially in regions of the country struggling to meet national air quality standards.
- The **Highway Safety Improvement Program (HSIP)** is a federal-aid initiative designed to achieve a significant reduction in traffic fatalities and serious injuries across all public roads, including non-state-owned roads and tribal land. California's Local HSIP focuses on infrastructure projects with recognized crash reduction benefits. Funding can be used for preliminary engineering, right of way, and construction.
- The **Safe Streets and Roads for All (SS4A)** grant program has a budget of $5 billion in appropriated funds spanning from 2022 to 2026. The SS4A program supports regional, local, and tribal endeavors through grants to prevent roadway fatalities and severe injuries. Projects with a direct link to bicycle and pedestrian safety are eligible for funding.
- The **California Environmental Quality Act (CEQA)** requires lead agencies to disclose the environmental effects and identify necessary mitigation measures associated with discretionary actions such as those related to land development or transportation projects. Transportation-related elements of CEQA review include analyses of potential impacts to transportation system safety and VMT. Associated mitigation measures can include the implementation of transportation infrastructure improvements, programmatic improvements, and/or financial contributions towards such improvements. VMT mitigation is an emerging practice area and new strategies such as local and regional VMT mitigation banks are being implemented by lead agencies throughout California. Moreover, the recent passage of AB 130 will result in the establishment of a statewide VMT mitigation bank. Funding for YATC projects could occur as a product of CEQA review for local land development or transportation projects within Yolo County, or even for land development or transportation projects outside of the region as part of a statewide VMT mitigation bank.
- The **Land and Water Conservation Fund (LWCF)** provides matching grants to state and local governments to support the development of outdoor recreation areas and facilities, including trail construction. Since its establishment, the program has allocated more than $17 billion to federal, state, and local agencies.
- The **Recreational Trails Program (RTP)** is administered at the state level by the California Department of Parks and Recreation and Caltrans Active Transportation Program. It allocates funds annually to develop and maintain recreational trails and trails-related facilities.

In addition to the sources listed above, there are local funding options to consider (such as Local Transportation Funds, sales tax revenues, and toll revenues, etc.) that could serve as strong sources of local match funding. Similarly, local developer fees may be considered. These local fees from land development projects can provide matching funding or full implementation of YATC active transportation projects if there is a nexus between them.

Table 9: Funding Sources

Local Funding Sources	
SACOG Regional Active Transportation Program	https://www.sacog.org/funding/regional-funding-programs/regional-active-transportation-program
SACOG Engage, Empower, Implement	https://www.sacog.org/funding/regional-funding-programs/engage-empower-implement
Statewide Funding Sources	
California Office of Traffic Safety	https://www.ots.ca.gov/grants/
Active Transportation Program (ATP)	https://catc.ca.gov/programs/active-transportation-program
Local Highway Safety Improvement Program (HSIP)	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
Local Partnership Program	https://catc.ca.gov/programs/sb1/local-partnership-program
Solutions for Congested Corridors Program (SCCP)	https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program
Sustainable Transportation Planning (STP) Grant	https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants
State Transportation Improvement Program (STIP)	https://catc.ca.gov/programs/state-transportation-improvement-program
California Environmental Quality Act (CEQA)	https://lci.ca.gov/ceqa/sb-743/
Affordable Housing and Sustainable Communities Program	https://sgc.ca.gov/grant-programs/ahsc/
State Highway Operation and Protection Program	https://dot.ca.gov/programs/financial-programming/state-highway-operation-protection-program-shopp-minor-program-shopp
Recreational Trails Program (RTP)	https://www.parks.ca.gov/?page_id=24324
Transformative Climate Communities Program	https://sgc.ca.gov/grant-programs/tcc/
Environmental Enhancement and Mitigation Grant Program	https://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem

Federal Funding Sources	
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/cmaq.cfm
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving
Better Utilizing Investments to Leverage Development (BUILD) Grant Program	https://www.transportation.gov/BUILDgrants
Reconnecting Communities Pilot (RCP) Program	https://www.transportation.gov/rural/grant-toolkit/reconnecting-communities-pilot-rcp-program
Rural Surface Transportation Grant (RSTG) Program	https://www.transportation.gov/grants/rural-surface-transportation-grant-program
Safe Streets and Roads for All (SS4A)	https://www.transportation.gov/grants/SS4A
Surface Transportation Block Grant Program (STBG)	https://www.fhwa.dot.gov/specialfunding/stp/
Land and Water Conservation Fund (LWCF)	https://www.nps.gov/subjects/lwcf/index.htm

Potential Outcomes

Implementation of the planned active transportation networks and supporting programs may increase the share of trips being made by walking or bicycling. By expanding facilities and prioritizing low-stress bikeways and connectivity to destinations, mode share for active travel is expected to increase. Yolo County's share of trips made by bicycle is considerably large, likely due to the robust biking culture and infrastructure seen in the City of Davis. An increase in bikeways, coupled with increased accesibility via e-bikes, could see even more bike trips, especially those connecting the rest of the county to Davis.

Implementing this plan is expected to result in other significant improvements, such as a reduction in the risk of collisions involving pedestrians and bicyclists and improved health outcomes associated with increased physical activity by residents in the region.

Measures of Effectiveness and Tracking Progress

This plan establishes a framework for improving connectivity within and between communities in a rural region by increasing opportunities for walking, biking, and rolling. By focusing on both local and regional connections, the plan aims to expand access to reliable active transportation options for people of all ages and abilities. To ensure these goals translate into real, measurable improvements on the ground, ongoing monitoring and evaluation are essential as implementation occurs. The metrics outlined below are directly tied to the plan's objectives and provide a consistent way to track progress, assess effectiveness, and guide future decision-making.

1. Improve bicycling and walking connectivity, access, and safety

» **Metric:** Reduction in collisions involving Bicyclists and Pedestrians
» **Metric:** Number of bicycle facility and sidewalk gap closures

2. Expand the countywide trail system

» **Metric:** Number of funding applications submitted
» **Metric:** Miles of new trails constructed

3. Remove travel barriers for low income and minority residents

» **Metric:** Number of projects built in disadvantaged communities
» **Metric:** Increase in mode share of people biking or walking

4. Create connections within unincorporated Yolo County communities

» **Metric:** Number of projects completed within unincorporated Yolo County communities