



STAFF REPORT

TOPIC	ITEM NUMBER
Yolo Active Transportation Corridors (YATC) Draft Final Plan	7 Action Sept 14, 2026 Board of Directors

PREPARED BY:	Brian Abbanat, Planning Director Brenda Lomeli, Associate Planner
ATTACHMENTS:	A. Draft Final YATC Plan B. YATC Implementation Strategy

STAFF RECOMMENDATION(S)

1. Receive staff presentation
2. Approve:
 - a. Draft Final Yolo Active Transportation Corridors (YATC) Plan with any revisions
 - b. YATC Implementation Strategy
3. Recommend Yolo County Board of Supervisors approve Yolo Active Transportation Corridors Draft Final Plan with any revisions to replace the 2013 Bicycle Transportation Plan

BACKGROUND

****Staff Note:** This staff report builds on prior staff reports, presented most recently at the January 27, 2026 YoloTD Board meeting. Readers are referred to the project website for earlier project activity. <https://yolotd.org/planning-projects/active-transportation/>

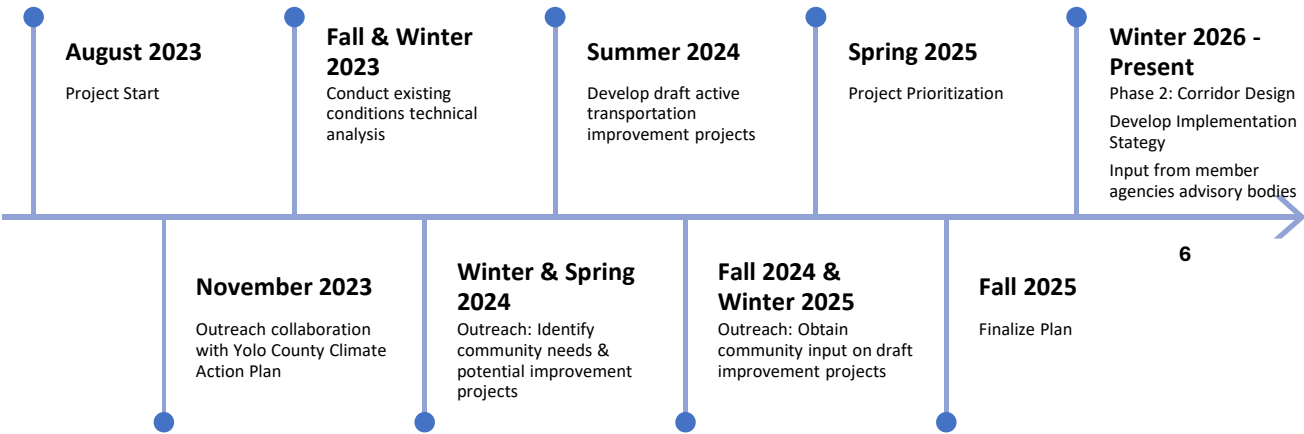
The Yolo Active Transportation Corridors (YATC) Plan is an active transportation plan for a network of multiuse trails and bicycle facilities that will help to address barriers to mobility for low-income and minority residents of Yolo County. In 2021, this planning project was

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

This item and recommendation represent the completion of the YATC Planning & Outreach phase which began in August 2023 illustrated in the exhibit below:



DISCUSSION

Plan Overview

The approval of the Proposed Final? 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. The below section summarizes how the draft YATC plan is organized. For greater detail, refer to the January 27, 2026 CAC staff report on this item.

Chapter 1: Vision and Goals

Presents the overarching vision for a safe, connected, and comfortable network of bike and pedestrian facilities throughout Yolo County.

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.

Chapter 3: Community & Stakeholder Engagement

Community feedback was a critical focus of the YATC process. This chapter summarizes the two-phase formal outreach process, including workshops, open houses, advisory committees, pop-up events, and engagement tactics.

Chapter 4: Active Transportation Corridor Identification & Prioritization

Explains how regional corridors were identified and prioritized to create a future countywide network connecting communities.

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.

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.

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.

YATC Implementation Strategy Document

While Chapter 7 of the Draft Final Plan provides a high-level framework for ways of implementing the YATC vision, YoloTD staff determined a more detailed companion document focusing specifically on implementation was needed. As YoloTD and local agency partners will be primarily responsible for implementation, it was appropriate for staff to develop a strategy for advancing priority YATC segments given our understanding of organizational bandwidth resources. This document titled, "Executing the Vision: YATC Implementation Strategy" builds on Chapter 7 of the Draft Final Plan to dive more deeply into how YoloTD and, potentially interagency partners, intend to implement the YATC vision. Staff

view this as a living document with annual updates reflecting progress and any changing priorities that may occur, another reason justifying its separation from the draft YATC plan

The Implementation Strategy begins with Introduction and Purpose sections, followed by a Factors Affecting Implementation section. The latter section's purpose is to inform the reader about variables that affect a project sponsor's ability to deliver a completed project and thus, establish realistic expectations.

The Implementation Strategy then focuses on Phase 1 projects currently in-progress including financial status, project development phase, and a summary of resources needed to complete the project. Each segment in progress is then described in detail, potential funding sources identified to pursue, and conceptual renderings generated to help visualize what the bike facilities could look like when completed.

Phase 1 projects will require considerable time to complete. However, the Implementation Strategy identifies three additional segments – Phase 2 Projects - that YoloTD would prioritize for advancement as bandwidth and funding resources become available.

Community Outreach

Supplementing the two formal outreach phases described in Chapter 3: Community & Stakeholder Engagement, YoloTD staff presented the draft YATC plan to various Board and advisory bodies for feedback prior to approval by the YoloTD Board of Directors and Yolo County Board of Supervisors as illustrated in the table below. Advisory bodies provided meaningful feedback and many comments were incorporated into the plan. Ultimately, all advisory bodies expressed support for the plan with none expressing opposition.

Meeting Body	Date	Outcome
YoloTD Citizens Advisory Committee	March 16, 2026	Unanimous support
YATC TAC Meeting	March 17, 2026	Unanimous support, with suggested revisions
Yolo County Transportation Advisory Committee	March 26, 2026	No quorum. Support of those attending. Return on 5/28 for formal action.
City of Woodland City Council	April 7, 2026	Informational item. Support for project, no action taken.
City of West Sacramento Transportation, Mobility, and Infrastructure Commission	May 5, 2026	Support for project, no action
City of Davis Transportation Commission	May 11, 2026	Unanimous support
Yolo County Transportation Advisory Committee	May 28, 2026	Unanimous support

Meeting Body	Date	Outcome
Winters Climate Action Commission	August 10, 2026	Support for project, no action
YoloTD Board	September 14, 2026	-Pending-
Yolo County Board of Supervisors	October 6, 2026	-Pending-

Next Steps

YoloTD and Yolo County Public Works staff have coordinated throughout the process in developing the YATC plan. YoloTd staff have also given multiple presentations and updates to the Yolo County TAC during the plan's development. As YATC will replace Yolo County's existing 2013 Bicycle Transportation Plan, the final step is approval/adoption by the Board of Supervisors currently scheduled for October 6, 2026.

Design of the Madison-Esparto segment, which the Board approved in May 2025 as a priority segment, has passed the 30% completion milestone. Regular coordination with Caltrans District 3 and Yolo County Public Works staff have and will continue to occur during this phase. Completion to 100% design will best position the project for capital grant funding and staff are exploring options and potential partnerships for local match funding obligations.

FISCAL IMPACT

No direct costs associated with this action.



YOLO

Active Transportation Corridors Plan

September 2026



Acknowledgments

YoloTD Staff

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Lucas Frerichs, Vice Chair
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Mayra Vega, Board Member
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Sukhi Johal, Ex-Officio
Tom Stallard, Board Member (Former)
Matt Dulcich, Ex-Officio (Former)

**Yolo Transportation District
Citizens Advisory Committee**

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Mollie D’Agostino
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Frank Reyes
Maria Elena Sepulveda
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Lulu Zhang
Patrick Guild (Former)
Steven Streeter (Former)
Andrew Furillo (Former)

Technical Advisory Committee

City of Davis
City of West Sacramento
City of Winters
City of Woodland
Yolo County
Caltrans District 3
UC Davis

Other

YATC Steering Committee

Consultant Team

Fehr & Peers
Place It!
PRAIRIEFORM
Zander Westbrook Design

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

Table of Contents

Acknowledgments2

Executive Summary5

Vision & Goals12

Existing Conditions.....22

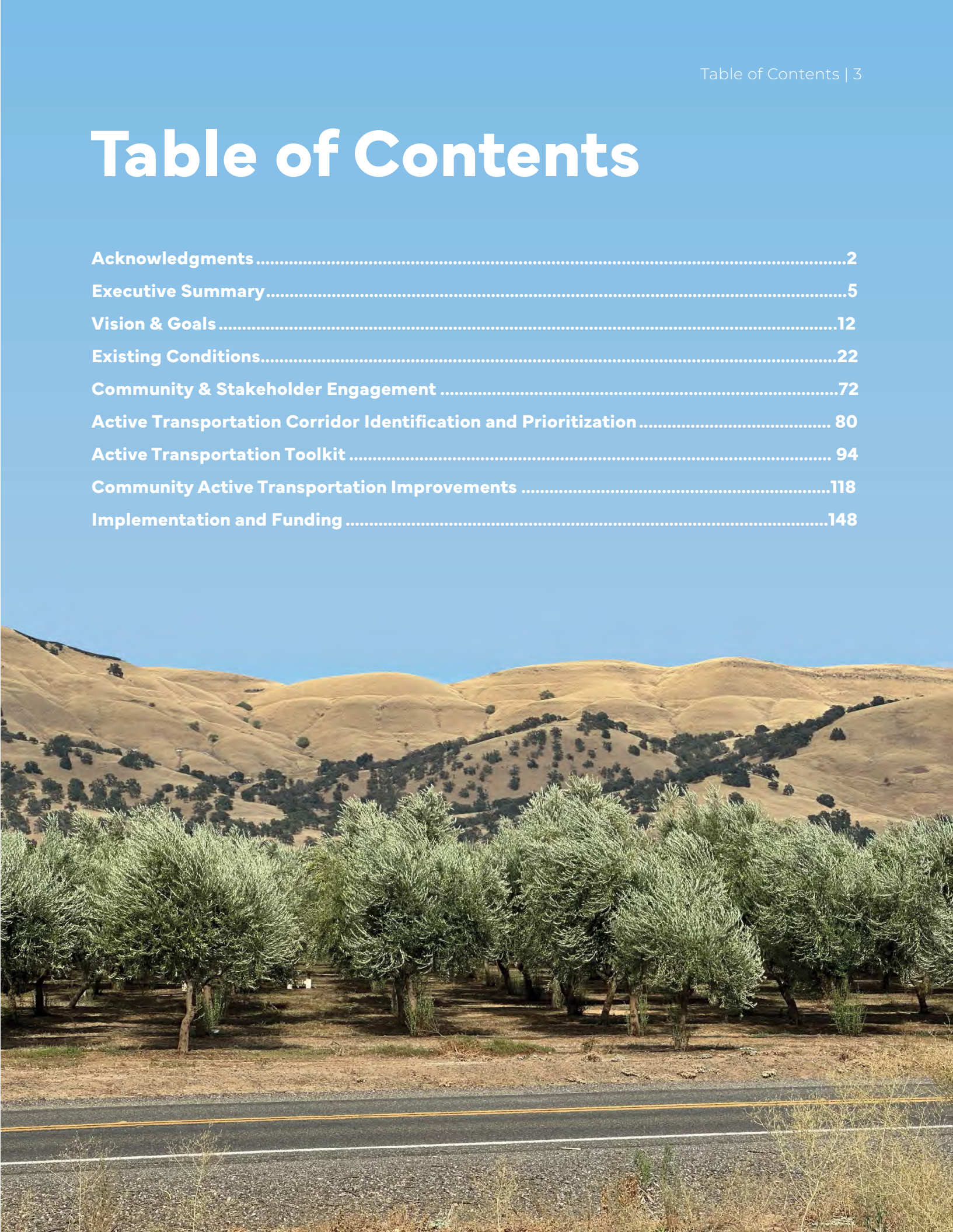
Community & Stakeholder Engagement72

Active Transportation Corridor Identification and Prioritization 80

Active Transportation Toolkit 94

Community Active Transportation Improvements118

Implementation and Funding148



Executive Summary

The Yolo Active Transportation Corridors (YATC) Plan establishes a long term, implementable strategy to improve walking, biking, and rolling throughout unincorporated Yolo County. The Plan responds to documented active transportation infrastructure issues and deficiencies and emphasizes removing barriers to active transportation for historically underserved communities.

Vision and Goals

The Plan envisions a connected and low stress countywide active transportation network that supports everyday travel, recreation, public health, and economic vitality. Core objectives include expanding the countywide trail system, removing active travel barriers for marginalized communities, and strengthening connections both within and between unincorporated communities and nearby cities.

Purpose and Need

Most unincorporated areas of Yolo County lack continuous sidewalks, bikeways, lighting, and safe crossings, forcing residents to rely heavily on automobiles, even for short trips. Collision data shows that while pedestrian and bicyclist crashes represent a small share of total crashes, they account for a disproportionate share of fatal and severe injuries. Long travel distances, high speed roadways, limited routing options, and insufficient amenities further discourage active transportation. These challenges are greatest in communities with higher proportions of low income residents, older adults, people with disabilities, and households without reliable transportation options.

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.



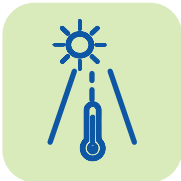
Limited Routing Options

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.

Community Centered Planning

The YATC Plan was developed through an extensive, equity focused engagement process involving over 30 public events and multiple stakeholder committees. Outreach emphasized inclusivity—in person and online engagement avenues were provided for feedback collection, multilingual materials were produced for use, and meetings were strategically held at times and key locations to ensure broad reach of community members. Community feedback consistently highlighted the need for sidewalks, safe crossings, traffic calming, lighting, and comfortable access to communities, schools, services, and transit.

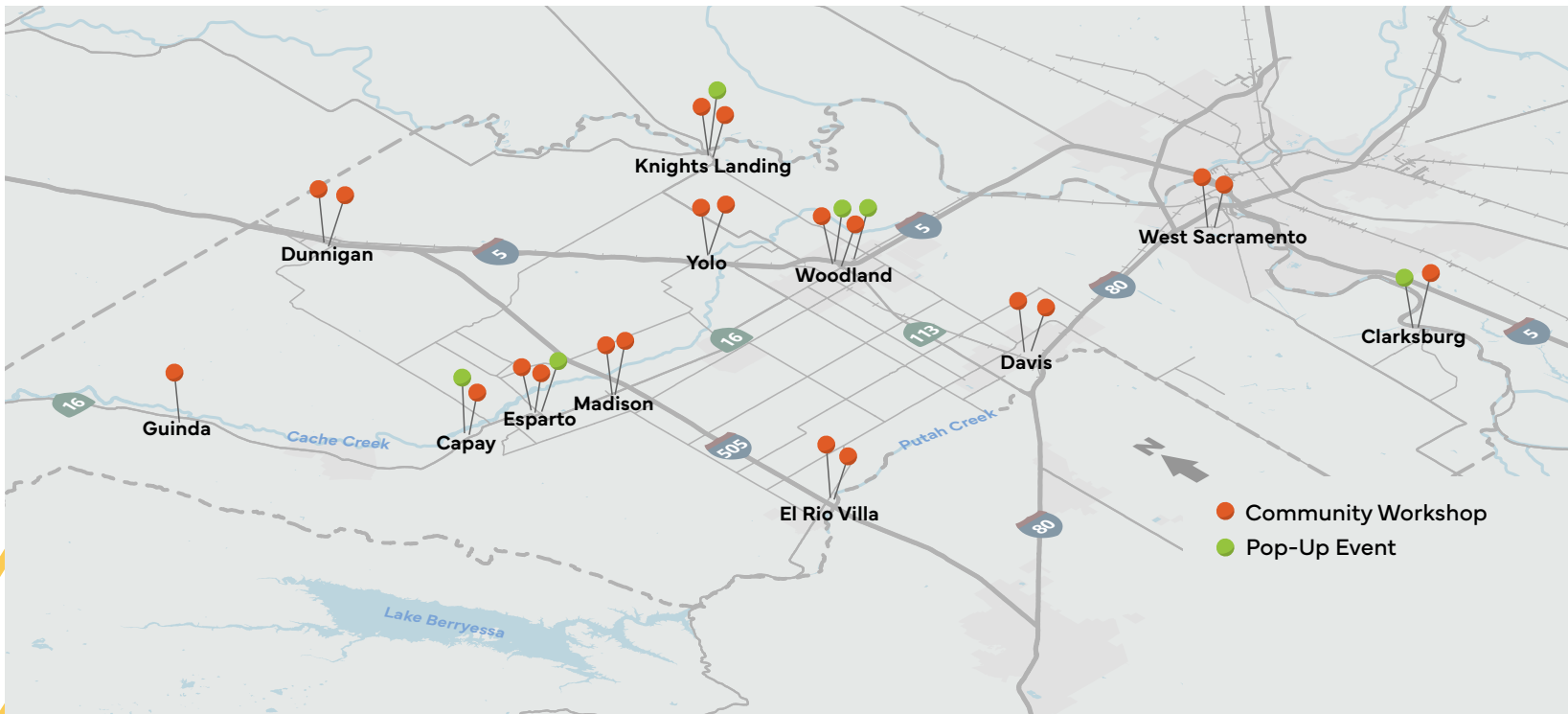


Figure ES-1: YATC Community Engagement Activities

Future Regional Active Transportation Corridors

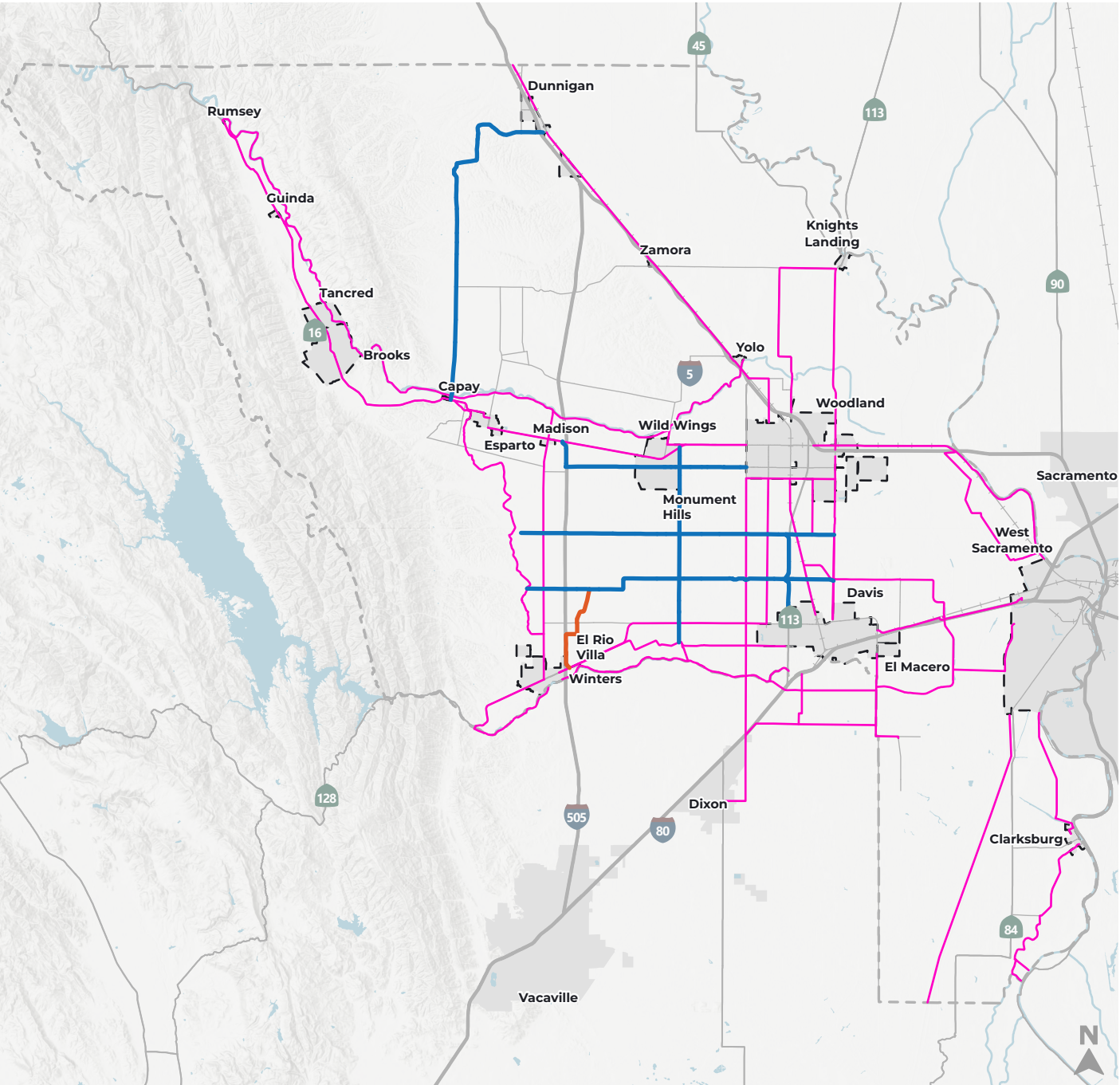
A network of intercommunity corridors serves as the backbone of the planned countywide active transportation system. These corridors focus on creating low stress, continuous connections between unincorporated communities, cities, employment centers, schools, recreation areas, and regional transit. The network integrates shared-use paths along waterways and levees with rail-to-trail corridor opportunities and side paths along county roads to establish a bicycle superhighway network designed to support comfortable, long-distance bike travel, serving the many intercommunity trips made in Yolo County.

Due to limited availability of near-term design funding, potential intercommunity corridors were evaluated for prioritization using transparent, data driven criteria centered on safety, connectivity, equity,

access to destinations, population served, and project feasibility. High priority corridors often parallel high speed roadways or represent the only feasible non motorized connections between communities, such as the segment between Madison and Esparto along State Route 16.

Community Scale Improvements

In addition to regional corridors, the Plan identifies targeted walking and bicycling improvements within the unincorporated communities: Esparto, Madison, El Rio Villa, Yolo, Dunnigan, Knights Landing, Clarksburg, Zamora, Capay, Guinda, and Rumsey. Recommendations include sidewalk network gap closures, bike routes and lanes, shared use paths, safer crossings near schools and community destinations, ADA upgrades, lighting, and traffic calming. These projects will enhance local accessibility while connecting communities with the regional network.



Bikeways Recommendations

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

Figure ES-2: Regional Active Transportation Recommendations in Yolo County

Implementation and Funding

Implementation will occur over many years and require partnerships among local agencies, incremental construction of individual projects, and pursuit of competitive funding. The Plan positions Yolo County and its partners to be more competitive for state, regional, and federal funding programs, such as the Active Transportation Program administered by Caltrans.

Fortunately, several segments within the YATC network are advancing forward, bringing the Plan's vision closer to reality. The Davis-Woodland and Madison-Esparto segments are undergoing design, concurrent with YATC Plan development, but will require subsequent pursuit of funds to construct and bring them closer to completion. The Clarksburg Branch Line Trail extension and I-505 Overcrossing projects, which will provide meaningful active transportation connections between communities, are being led by external sponsors and in various stages of development.

Expected Outcomes

Successful implementation of the YATC Plan will:

- » Reduce pedestrian and bicyclist crashes resulting in fatalities and serious injuries
- » Increase walking and bicycling for daily trips and recreation
- » Improve access to schools, services, jobs, and transit
- » Advance equity by prioritizing underserved and disadvantaged communities
- » Support public health, climate, and quality of life goals

The YATC Plan provides a roadmap to transform the state of active transportation in unincorporated Yolo County, connecting people to places more safely, comfortably, and equitably.



Vision & Goals



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



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

Goal 1.



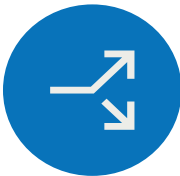
Improve bicycling and walking connectivity, access, and safety

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

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.

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

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 a 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 (2013) 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 active 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. The YATC Plan will replace the 2013 Bicycle Transportation Plan, incorporating current planning best practices for active transportation.

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 between the Capay Diversion Dam and the town of Yolo. 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 informed 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

Several state 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

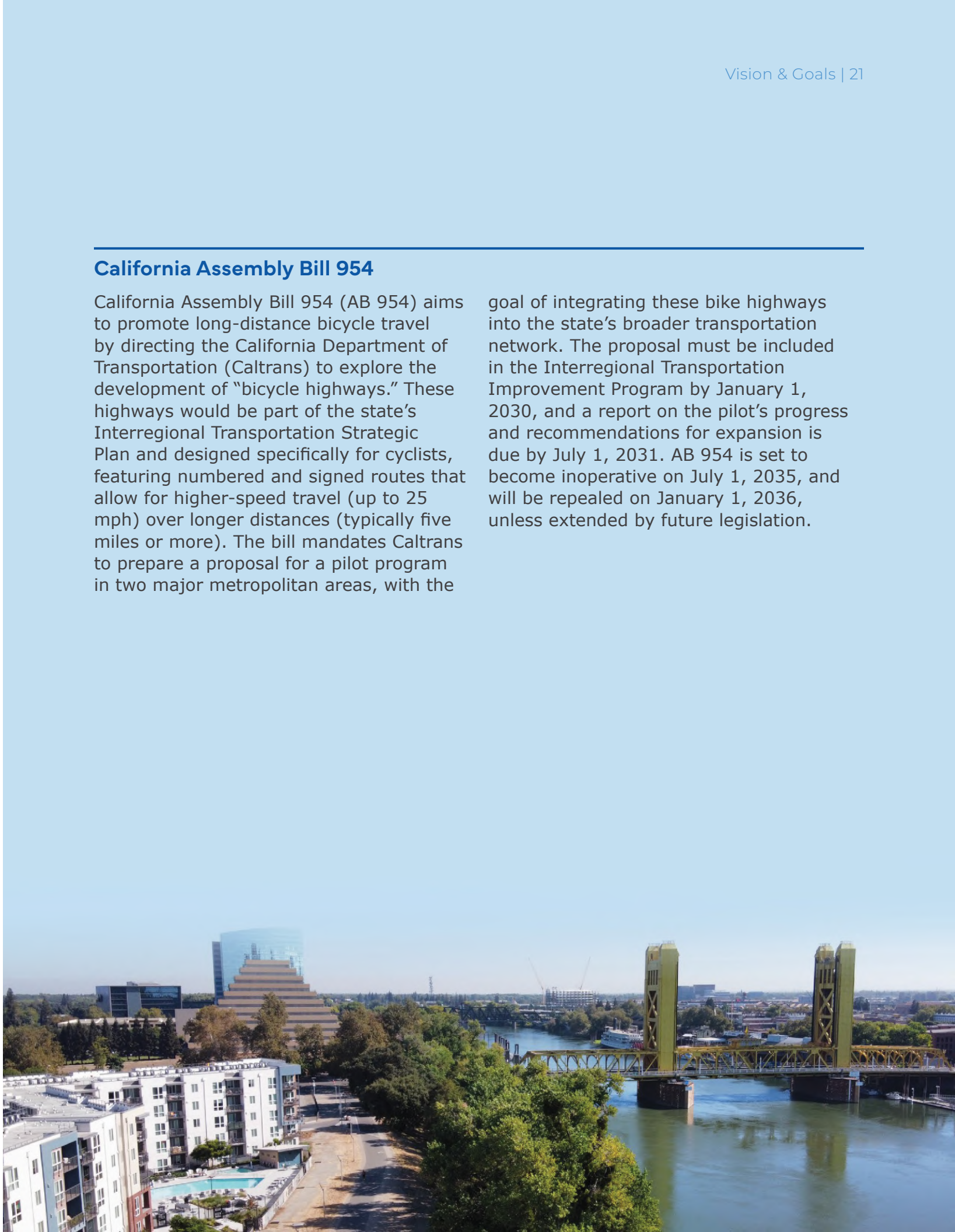
Toward an Active California is Caltrans' first statewide plan for active transportation modes like walking and bicycling. The plan sets a vision that by 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs. 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.



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.

Yolo County has four incorporated cities, including Davis, West Sacramento, Winters, and Woodland, which represent 86 percent of the countywide population. The remaining residents live in smaller unincorporated communities throughout the county, including Capay, Clarksburg, Dunnigan, Esparto, Guinda, Knights Landing, Madison, Rumsey, and Yolo. Located next to the City of Davis, UC Davis enrolls over 40,000 students and is the largest employer in Yolo County.



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

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

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

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

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

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

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

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 six 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.

Workers by Industry

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).

Travel Patterns

An origin–destination (O-D) analysis was conducted to understand where Yolo County residents travel and where those trips originate and end. StreetLight data was used to estimate daily vehicle trips made between communities during spring 2023. The analysis summarizes the number of trips generated by each community and their corresponding destination communities. O-D analysis sheds light on overall travel patterns, helping identify and prioritize locations for future active transportation facilities. The following presents the top 20 origin–destination pairs among Yolo County residents, ranked by the number of trips made between the communities and followed by the share of total trips made. Together, these 20 pairs represent 85 percent of the total vehicle trips that start and end within Yolo County.

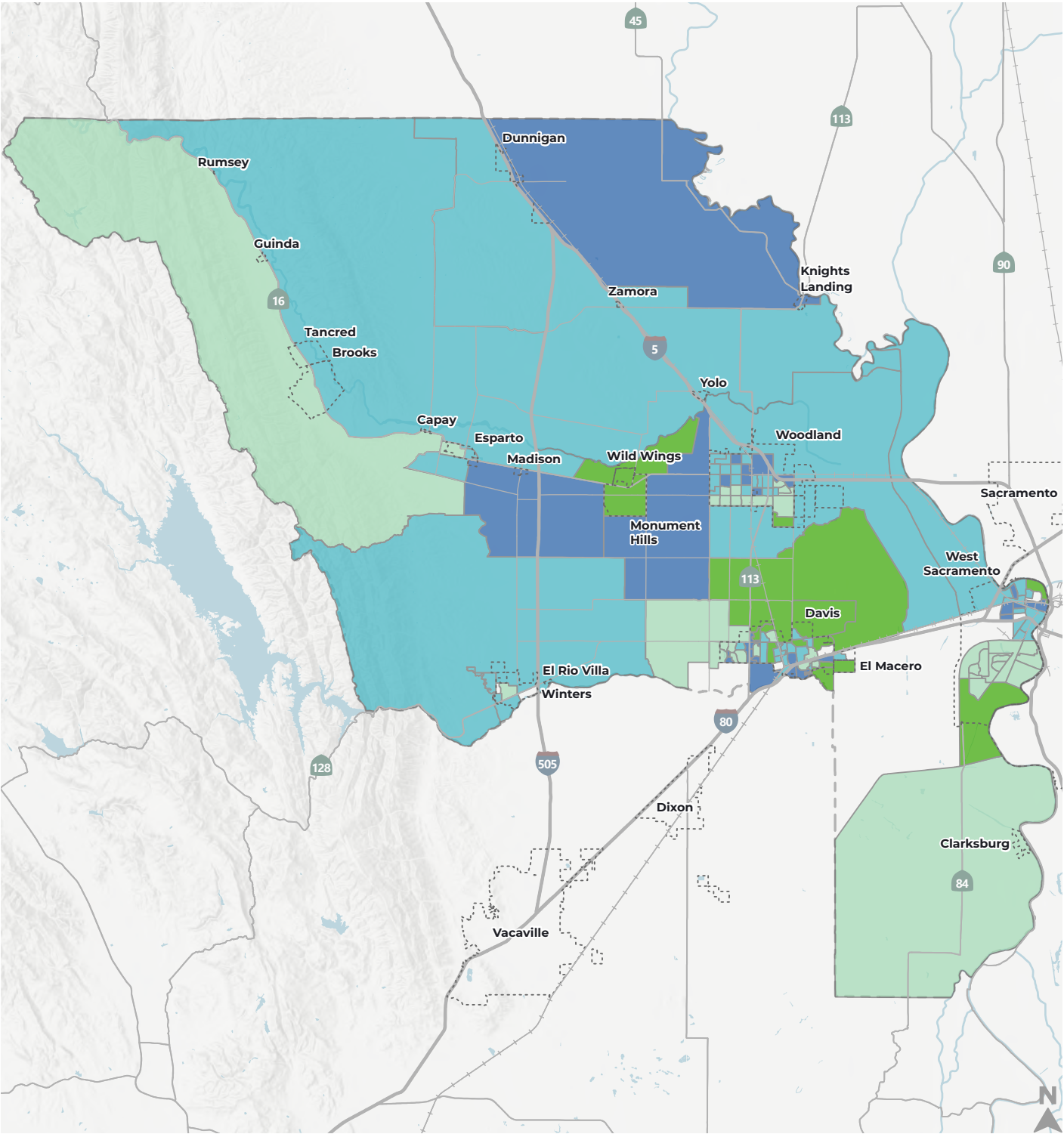
- 1. UC Davis – Davis, 21%
- 2. Davis – Woodland, 20%
- 3. Woodland – West Sacramento, 5%
- 4. Davis – Dixon, 5%
- 5. Davis – West Sacramento, 5%
- 6. Dixon – Woodland, 4%
- 7. Woodland – UC Davis, 3%
- 8. Wild Wings – Woodland, 3%
- 9. El Macero – Davis, 3%
- 10. Woodland – Esparto, 2%
- 11. Monument Hills – Woodland, 2%
- 12. Woodland – Knights Landing, 2%
- 13. Woodland – Yolo, 2%
- 14. Davis – Winters, 2%
- 15. Woodland – Winters, 1%
- 16. Woodland – Cache Creek Casino, 1%
- 17. Dixon – West Sacramento, 1%
- 18. Woodland – Dunnigan, 1%
- 19. Winters – Dixon, 1%
- 20. Dixon – UC Davis, 1%



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 portions of incorporated and unincorporated Yolo County have one or more indicators of disadvantaged community status. Figures 1 through 6 display the areas within the county that meet each criterion.

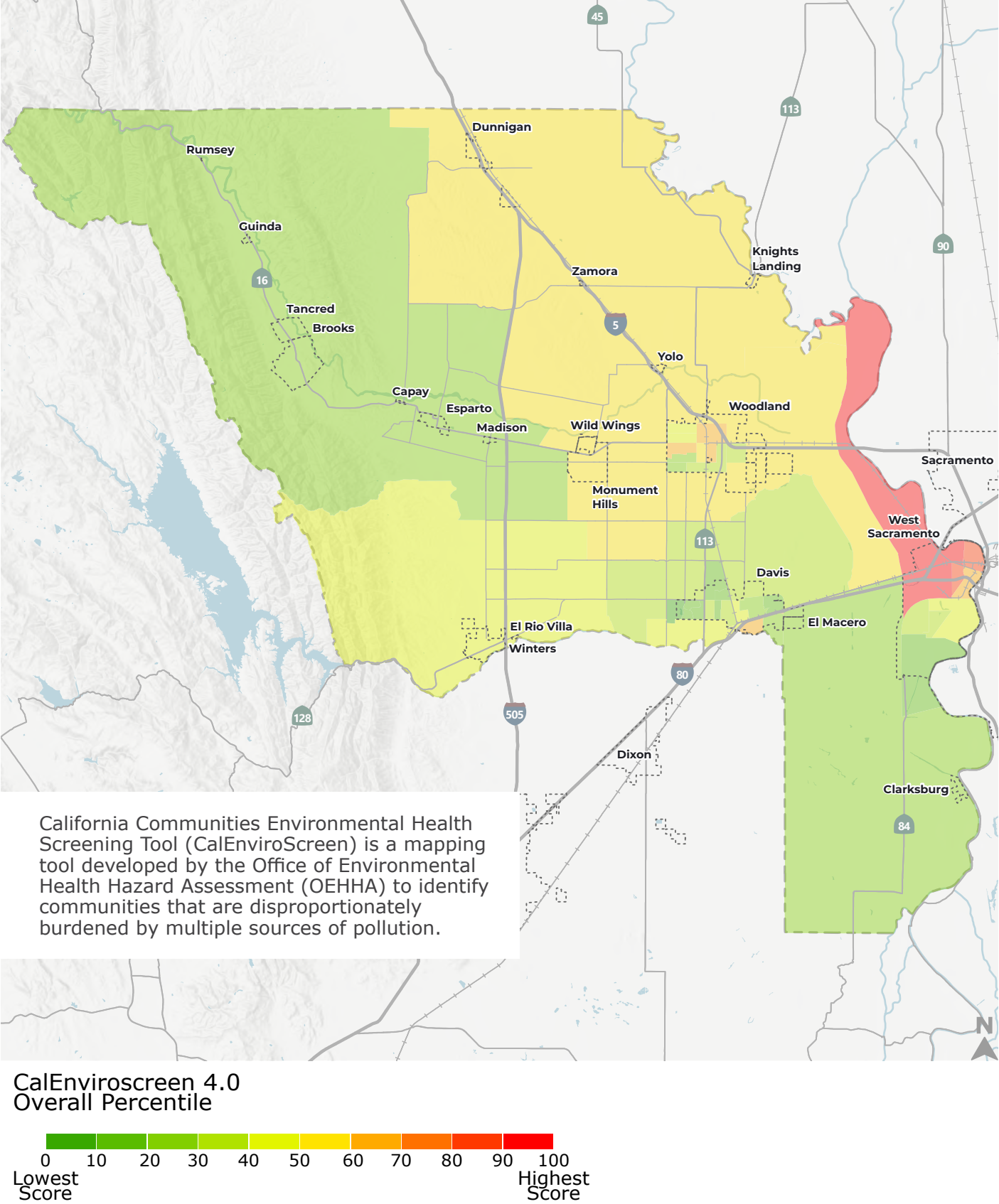


Median Household Income by Census Tract (2021)

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

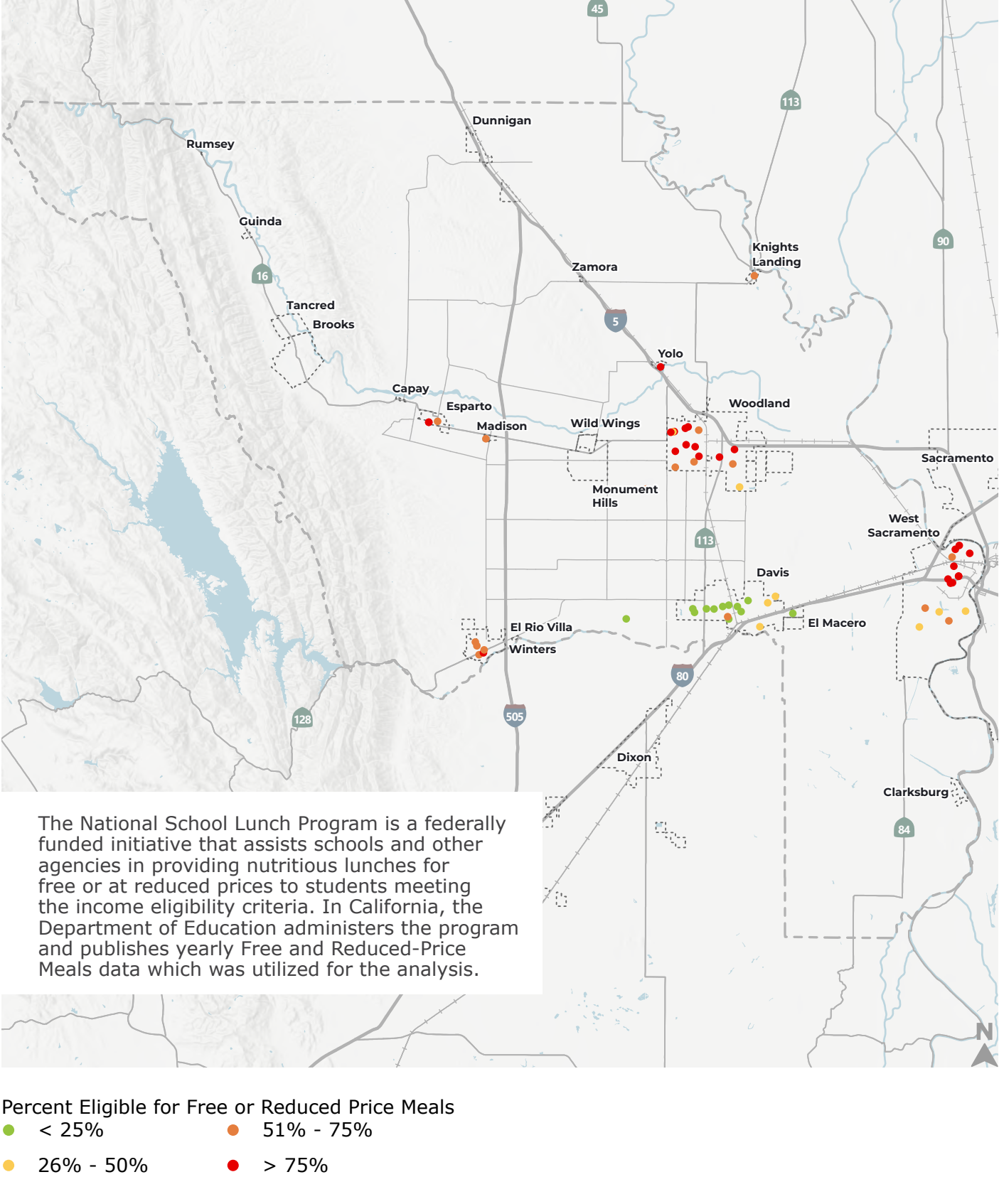
Source: US Census Bureau American Community Survey, 5-year estimates, 2017-2021

Figure 1: Median Household Income



Source: California Office of Environmental Health Hazard Assessment, CalEnviroScreen 4.0

Figure 2: CalEnviroScreen



Source: California Department of Education (CDE) certified in the California Longitudinal Pupil Achievement Data System (CALPADS)

Figure 3: Free and Reduced Price Meals

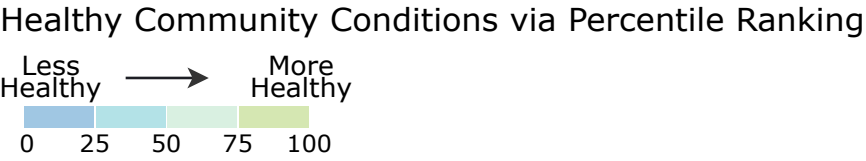
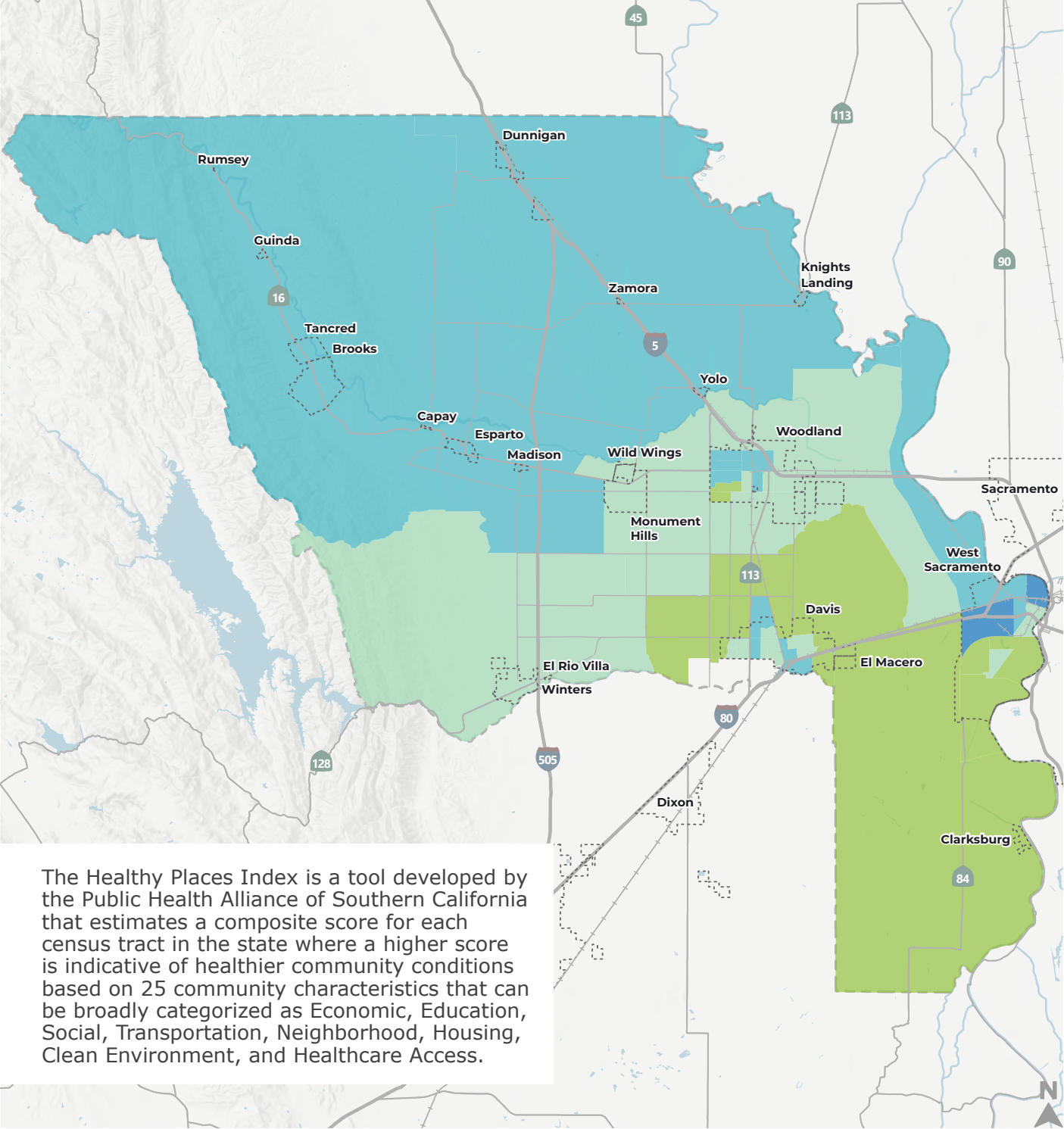


Figure 4: California Healthy Places Index

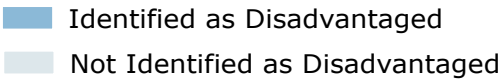
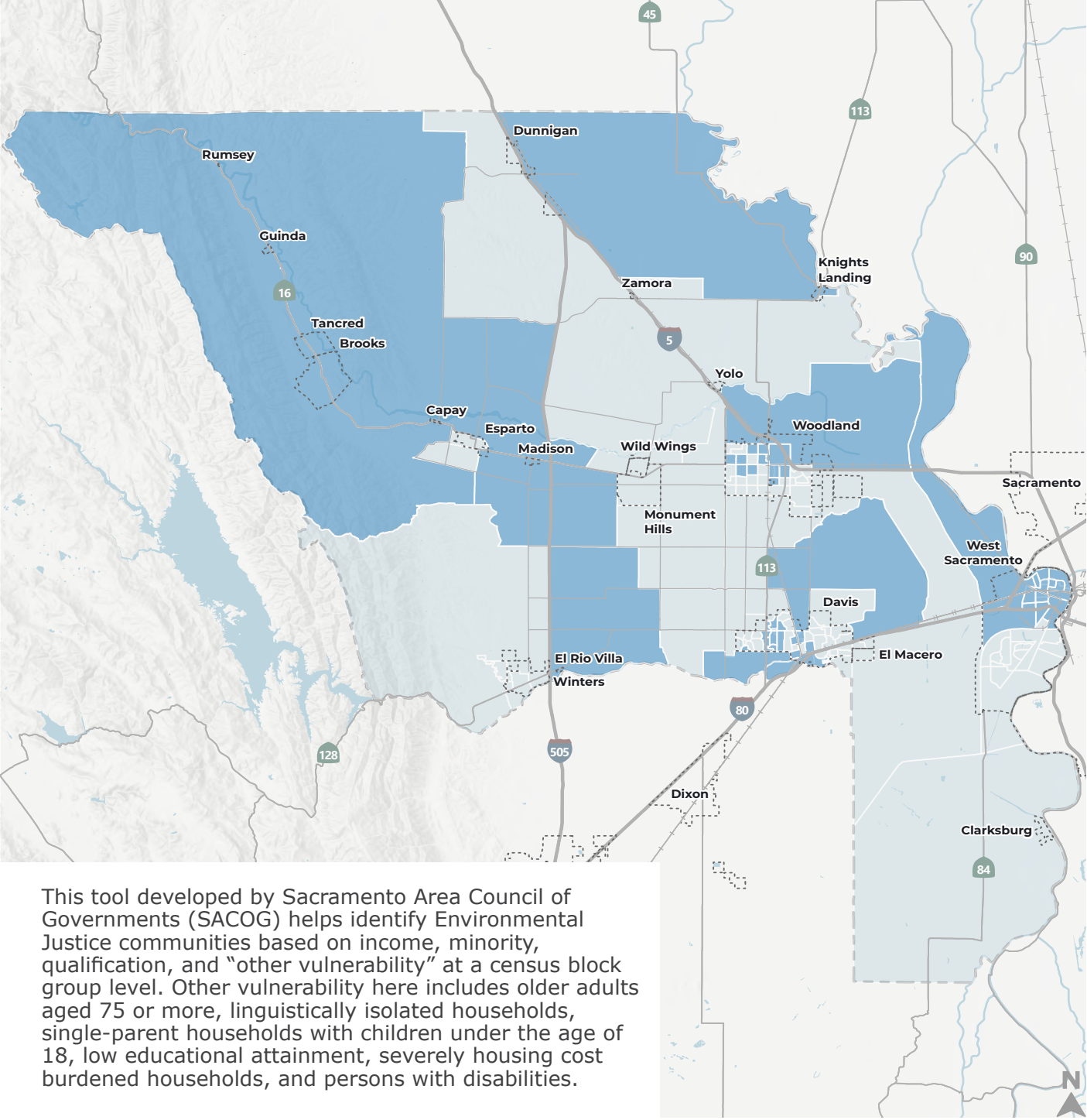
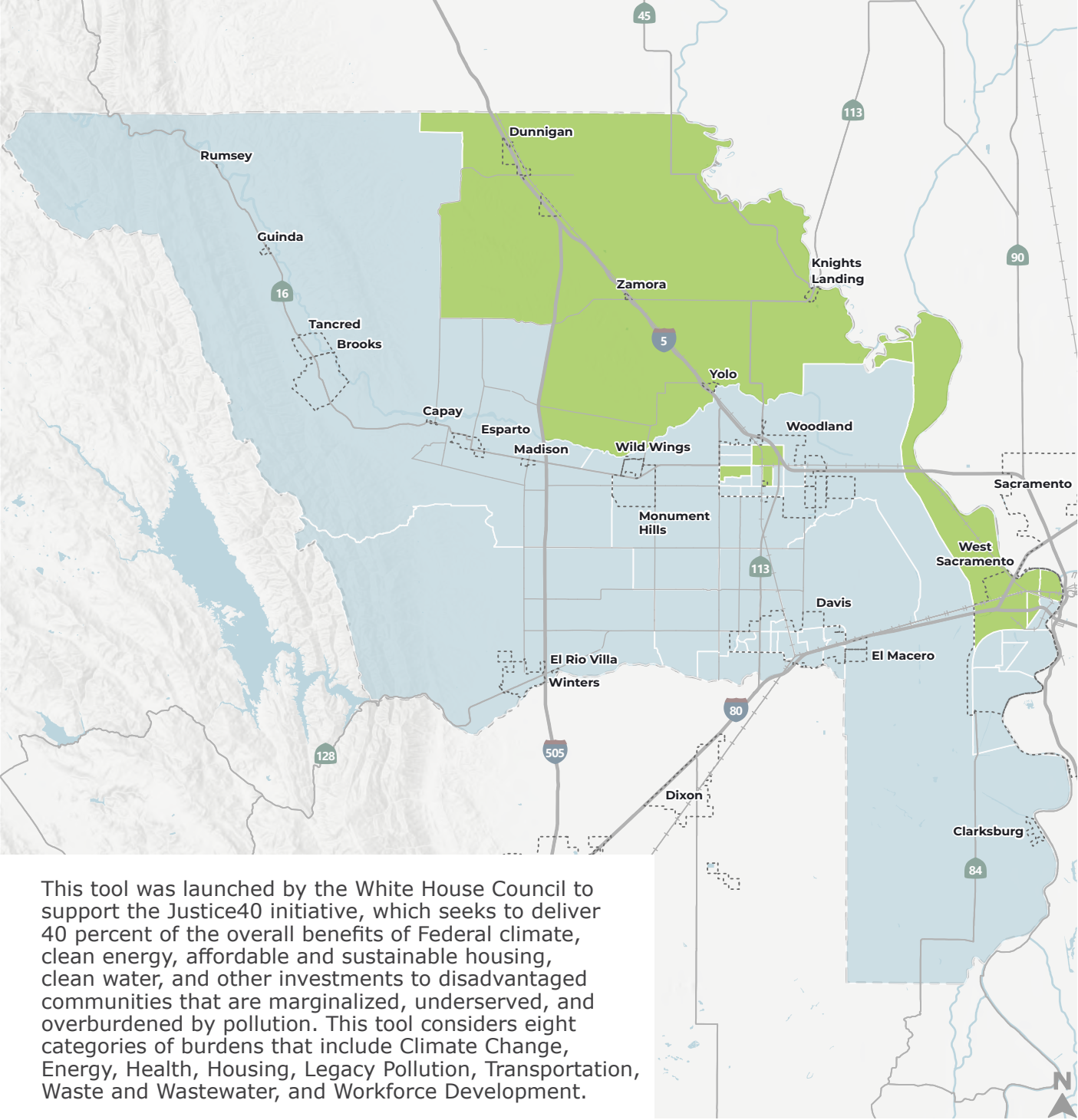


Figure 5: SACOG Environmental Justice Areas



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.

- Disadvantaged Census Tracts
- Census Tract Not Identified as Disadvantaged

Source: Council of Environmental Quality Climate and Economic Justice Screening Tool

Figure 6: Federal Climate and Economic Justice Disadvantaged Areas

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. Appendix B displays information about 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.

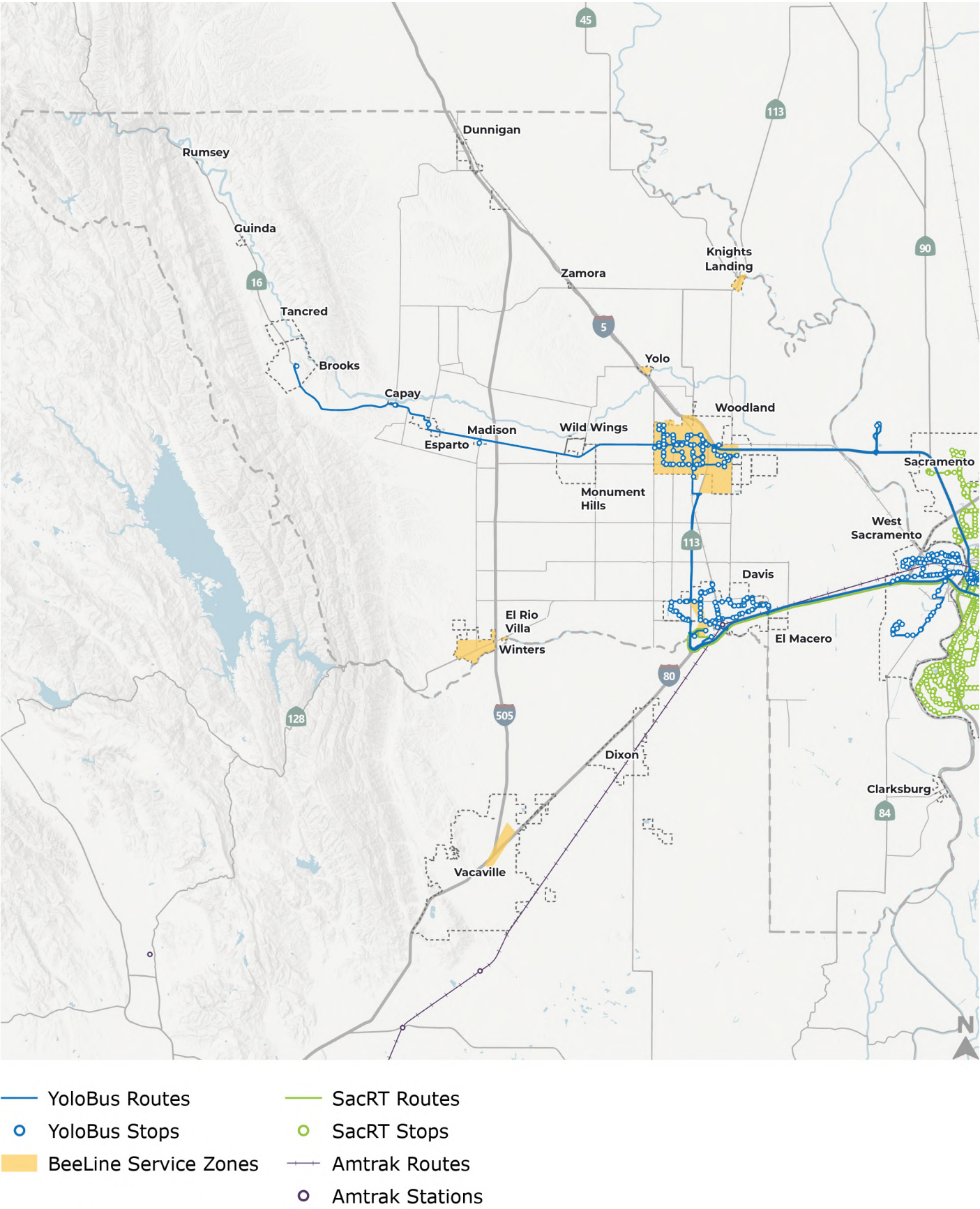
YoloTD and SACOG lead regional transportation planning, and for SACOG, funding, in Yolo County. SACOG recently prepared the Sacramento Region Trail Network Action Plan to identify and prioritize trails improvements throughout the six-county SACOG region, including Yolo County. The YATC plan builds on 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. Between 2024 and 2027, YoloTD and the City of Davis (in partnership with Unitrans) will update their respective Short Range Transit Plans.



- YoloBus Routes
- YoloBus Stops
- BeeLine Service Zones
- SacRT Routes
- SacRT Stops
- Amtrak Routes
- Amtrak Stations

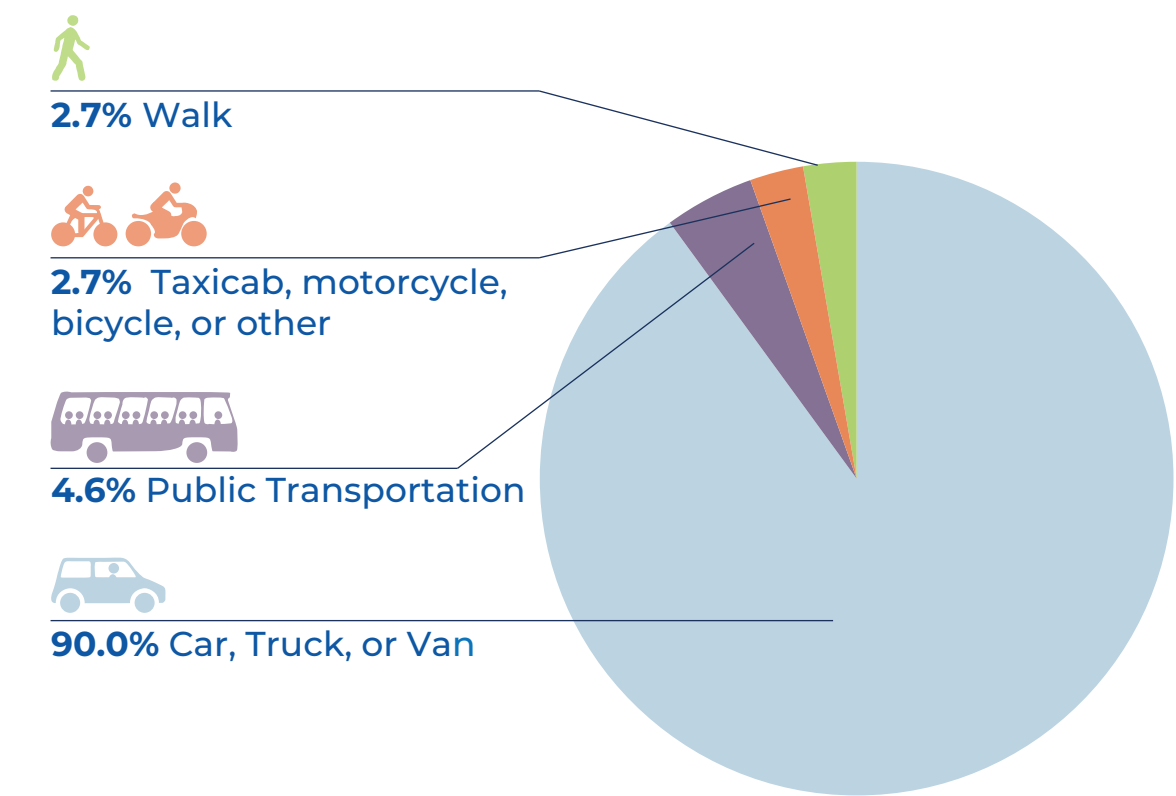
Figure 7: Existing Regional Transit Service

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. 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.



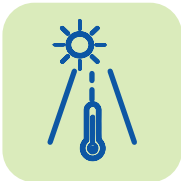
Limited Routing Options

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. A portion of Russell Boulevard west of Davis has a shared-use path and select north-south county roads between Davis and Woodland have bike lanes. 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.

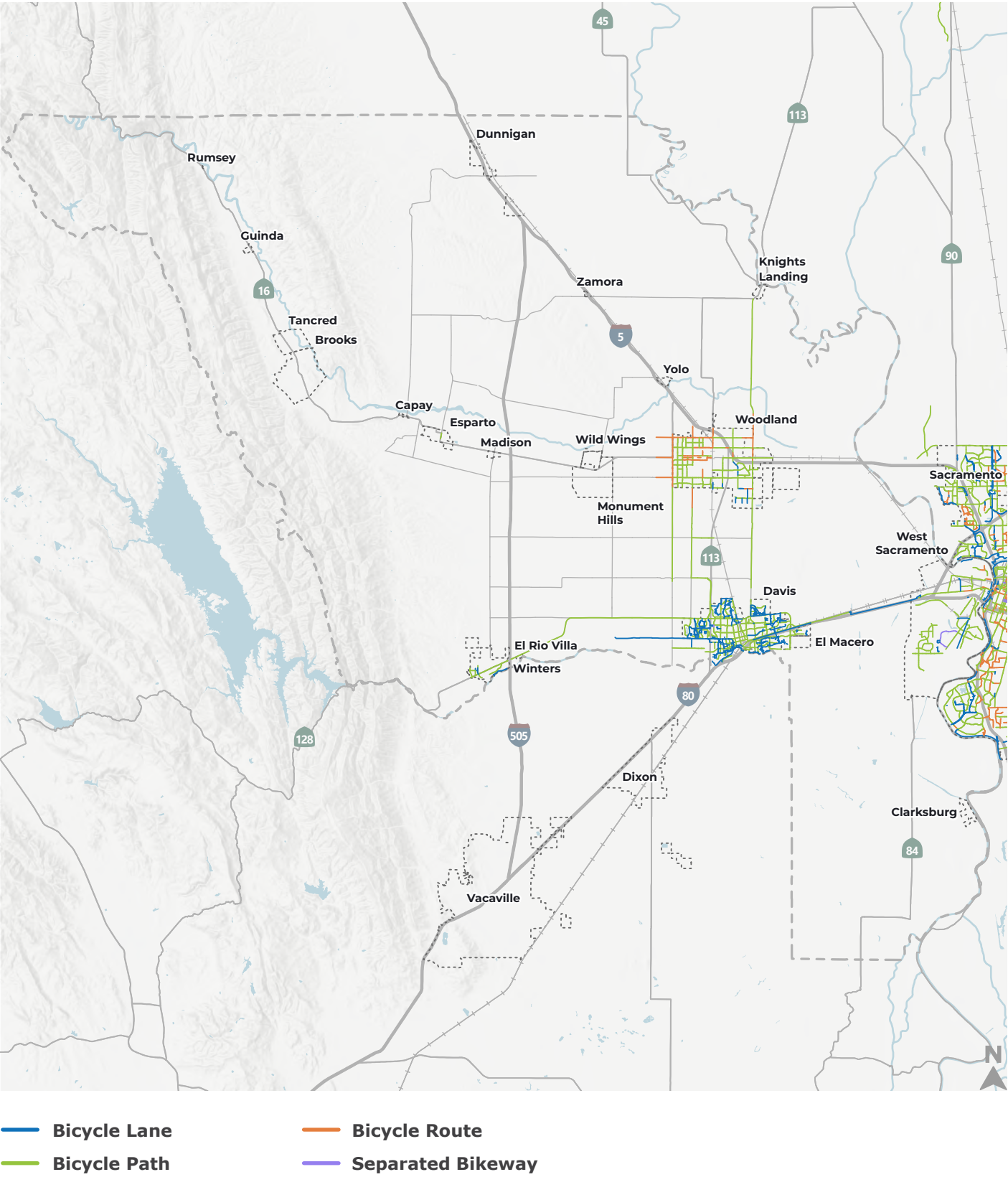


Figure 9: Existing Regional Bicycle Facilities



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

Figure 10: Existing Pedestrian and Bicycle Facilities in Brooks



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

Figure 11: Existing Pedestrian and Bicycle Facilities in Capay



Figure 12: Existing Pedestrian and Bicycle Facilities in Clarksburg

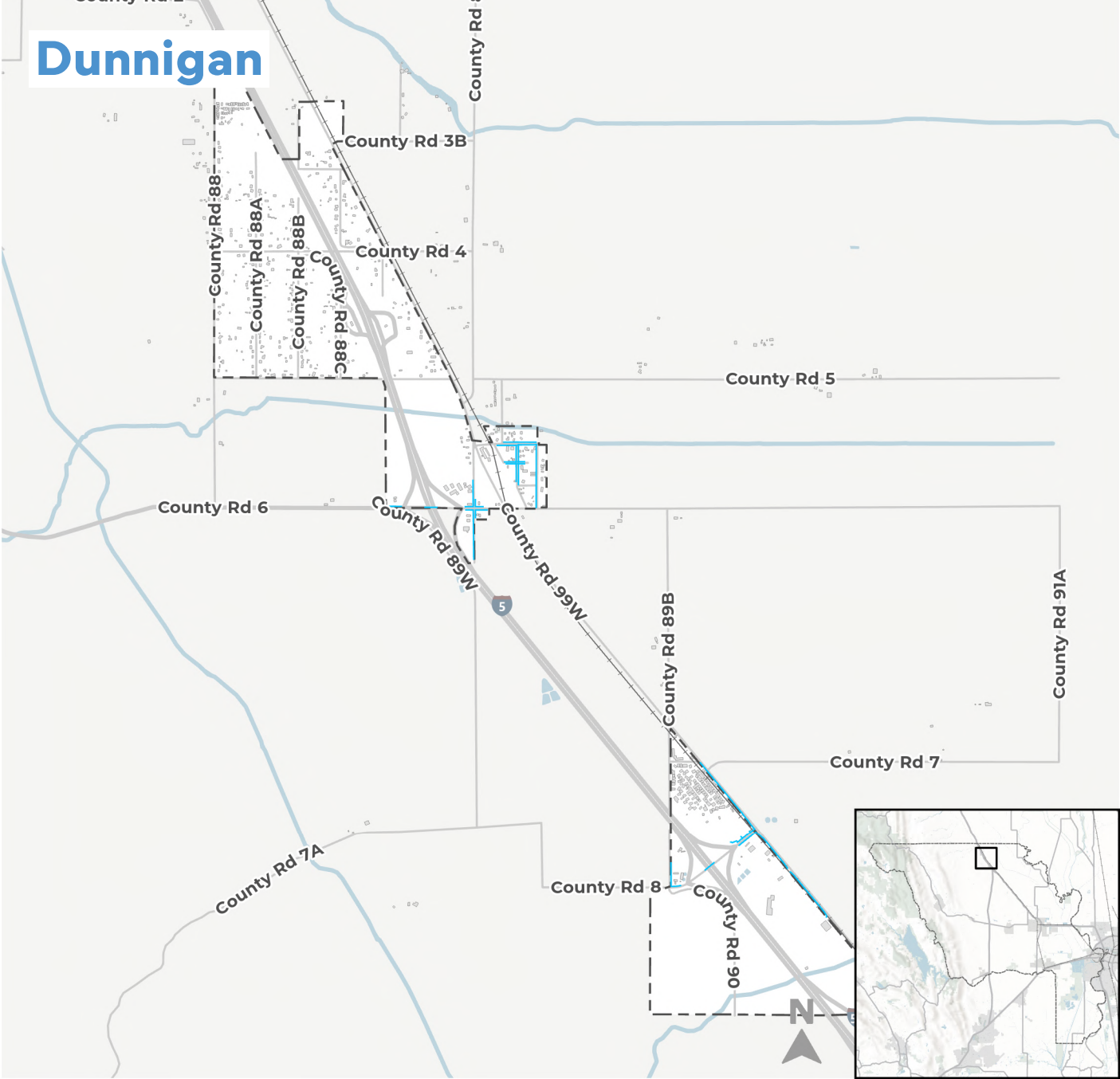


Figure 13: Existing Pedestrian and Bicycle Facilities in Dunnigan

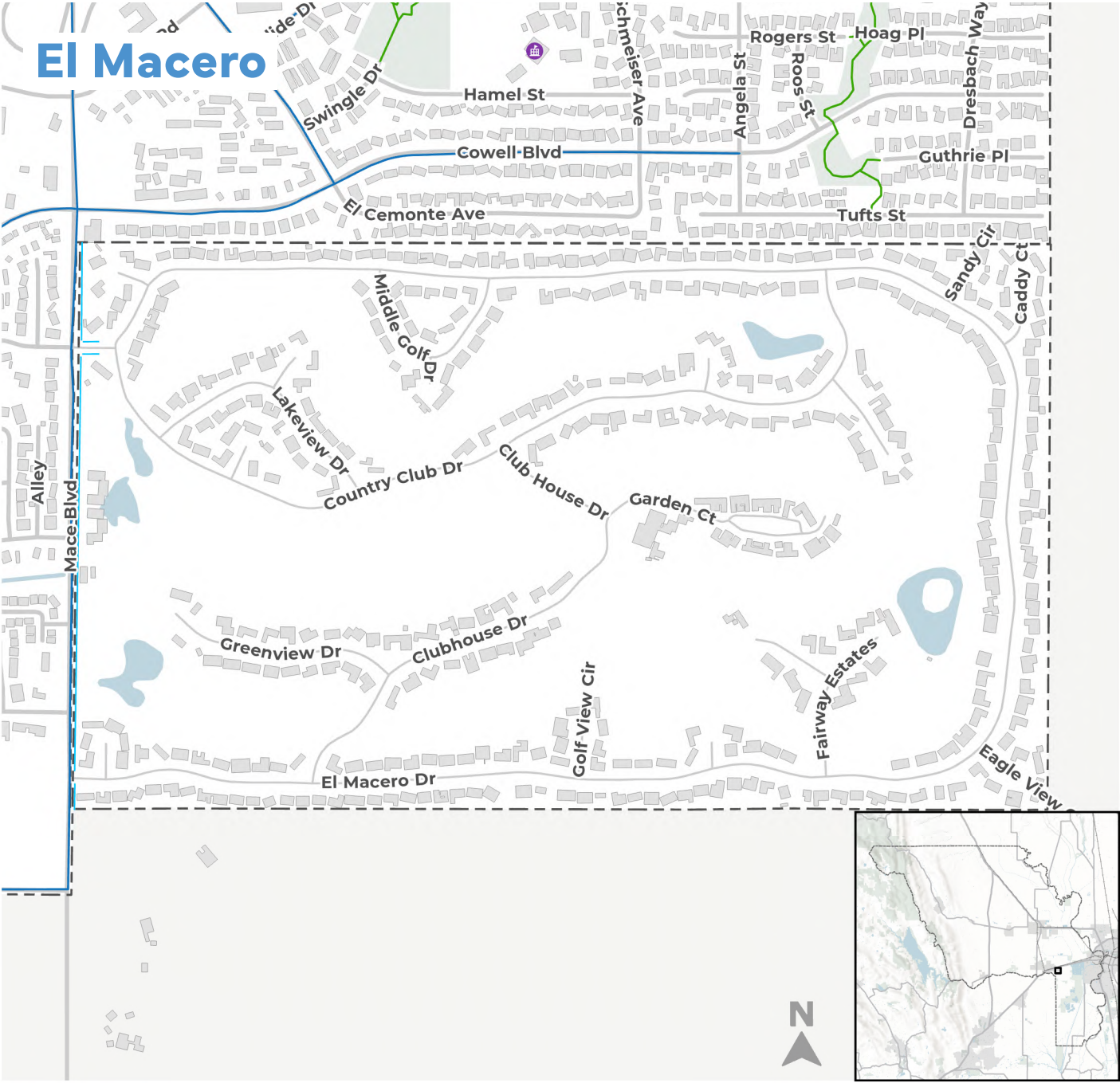


Figure 14: Existing Pedestrian and Bicycle Facilities in El Macero

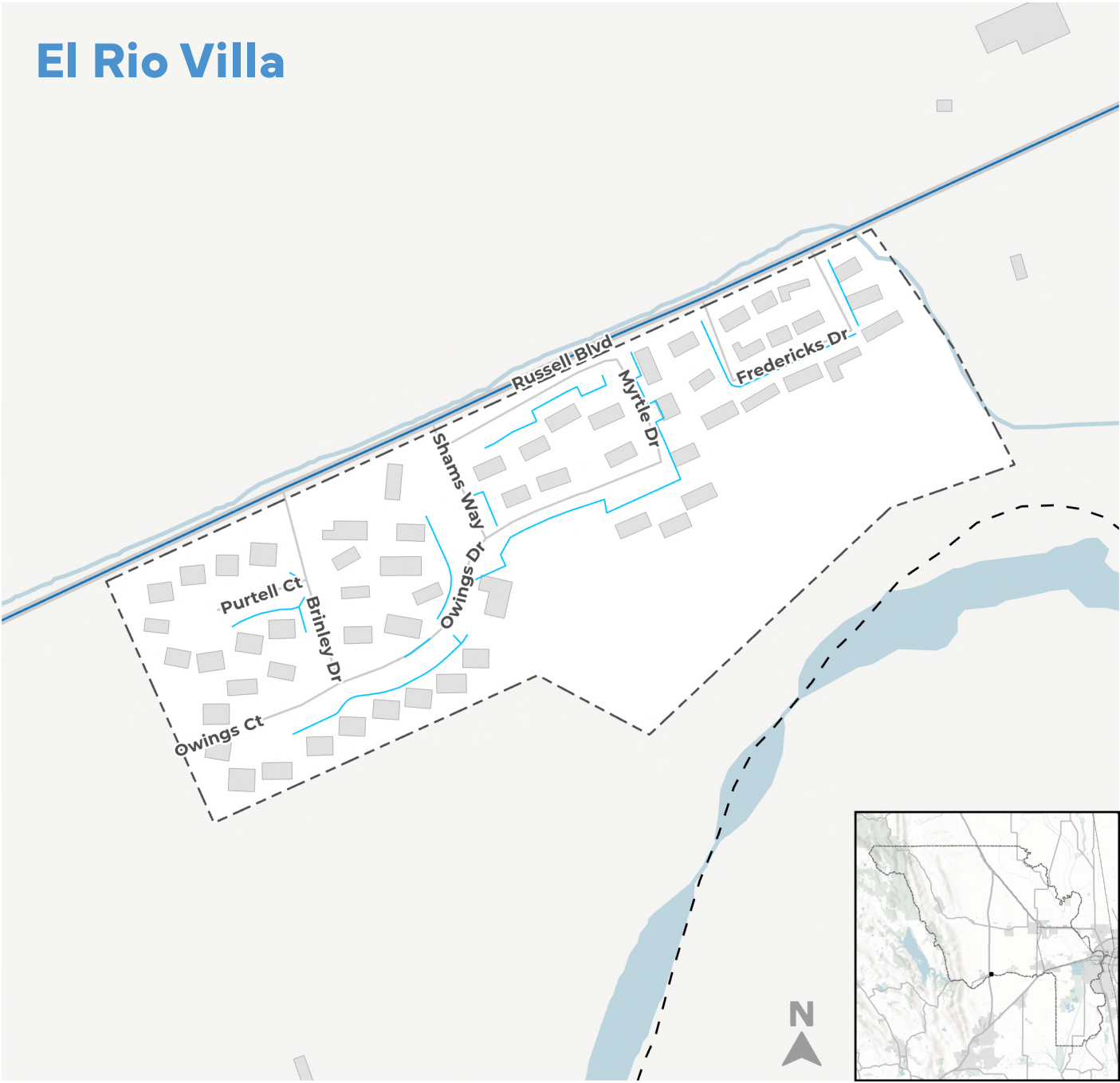


Figure 15: Existing Pedestrian and Bicycle Facilities in El Rio Villa

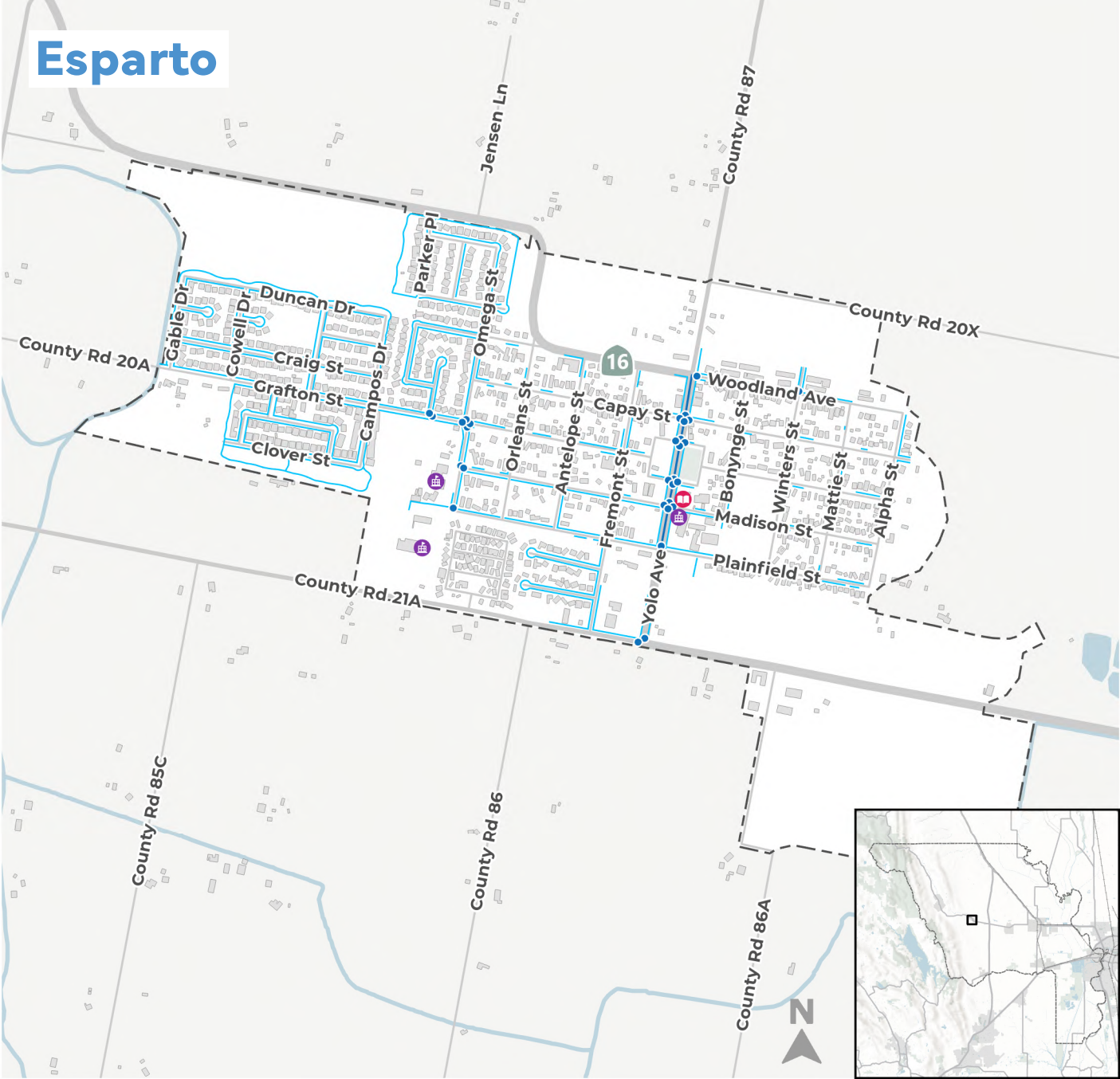


Figure 16: Existing Pedestrian and Bicycle Facilities in Esparto

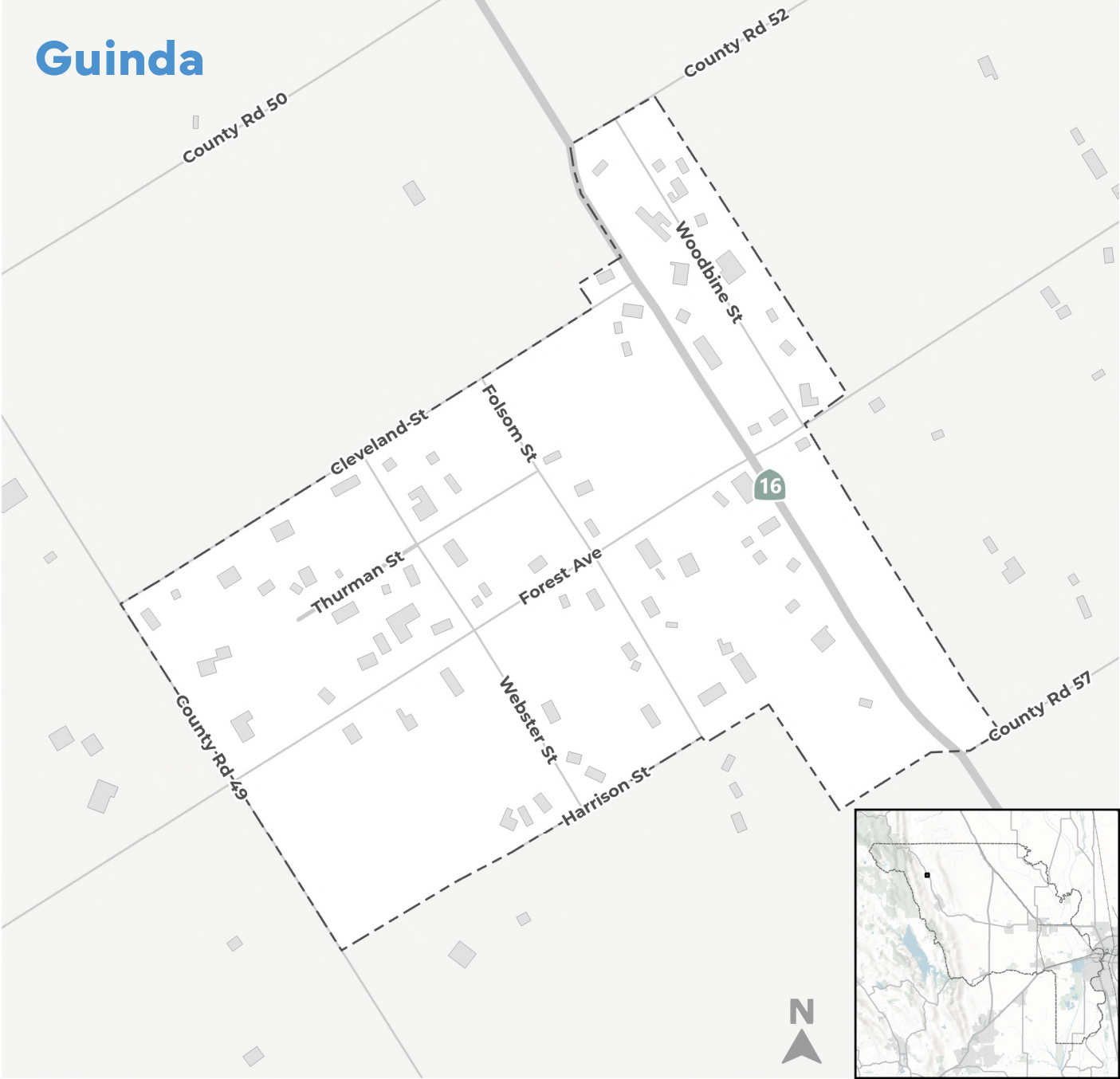


Figure 17: Existing Pedestrian and Bicycle Facilities in Guinda

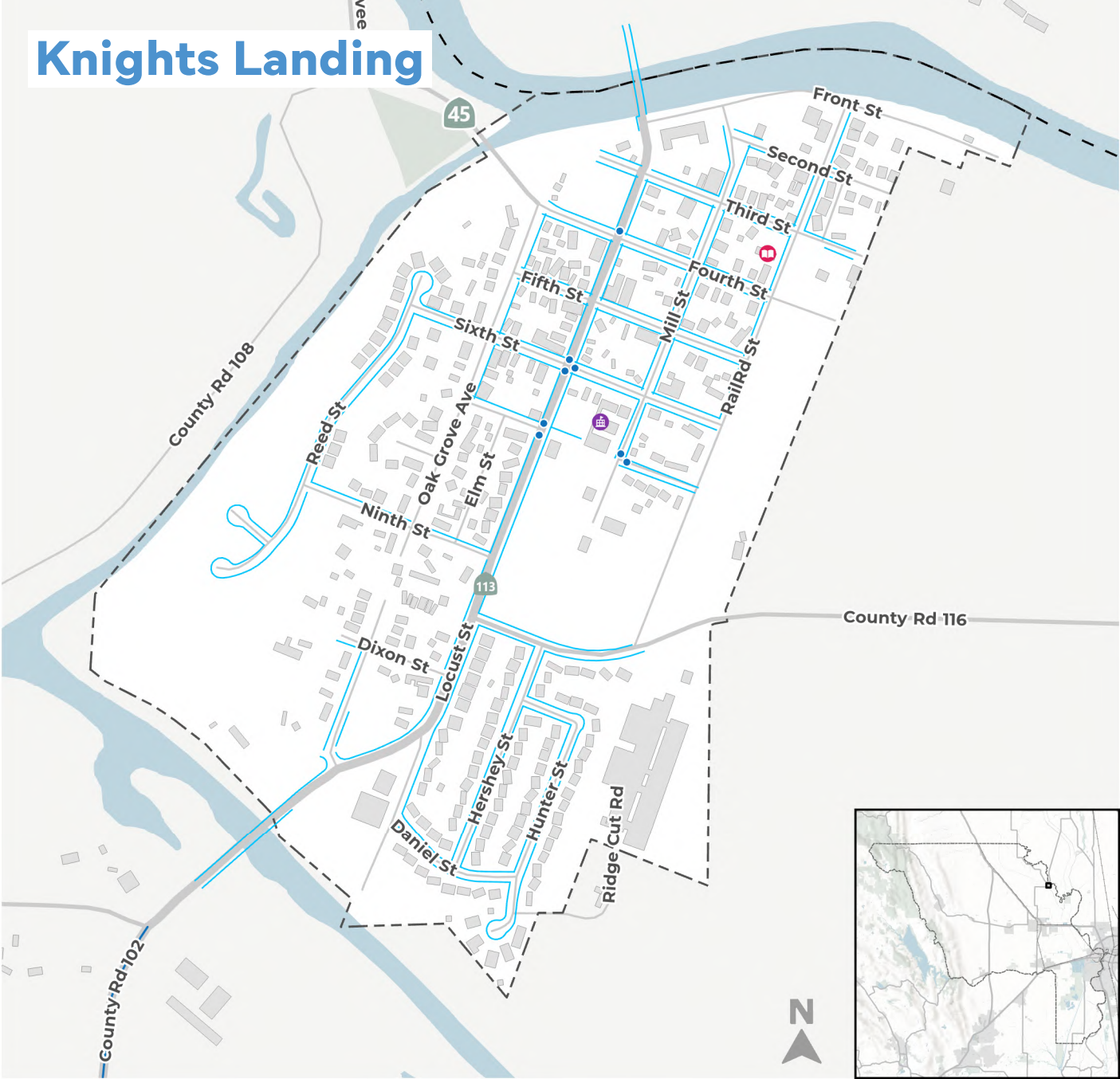


Figure 18: Existing Pedestrian and Bicycle Facilities in Knights Landing

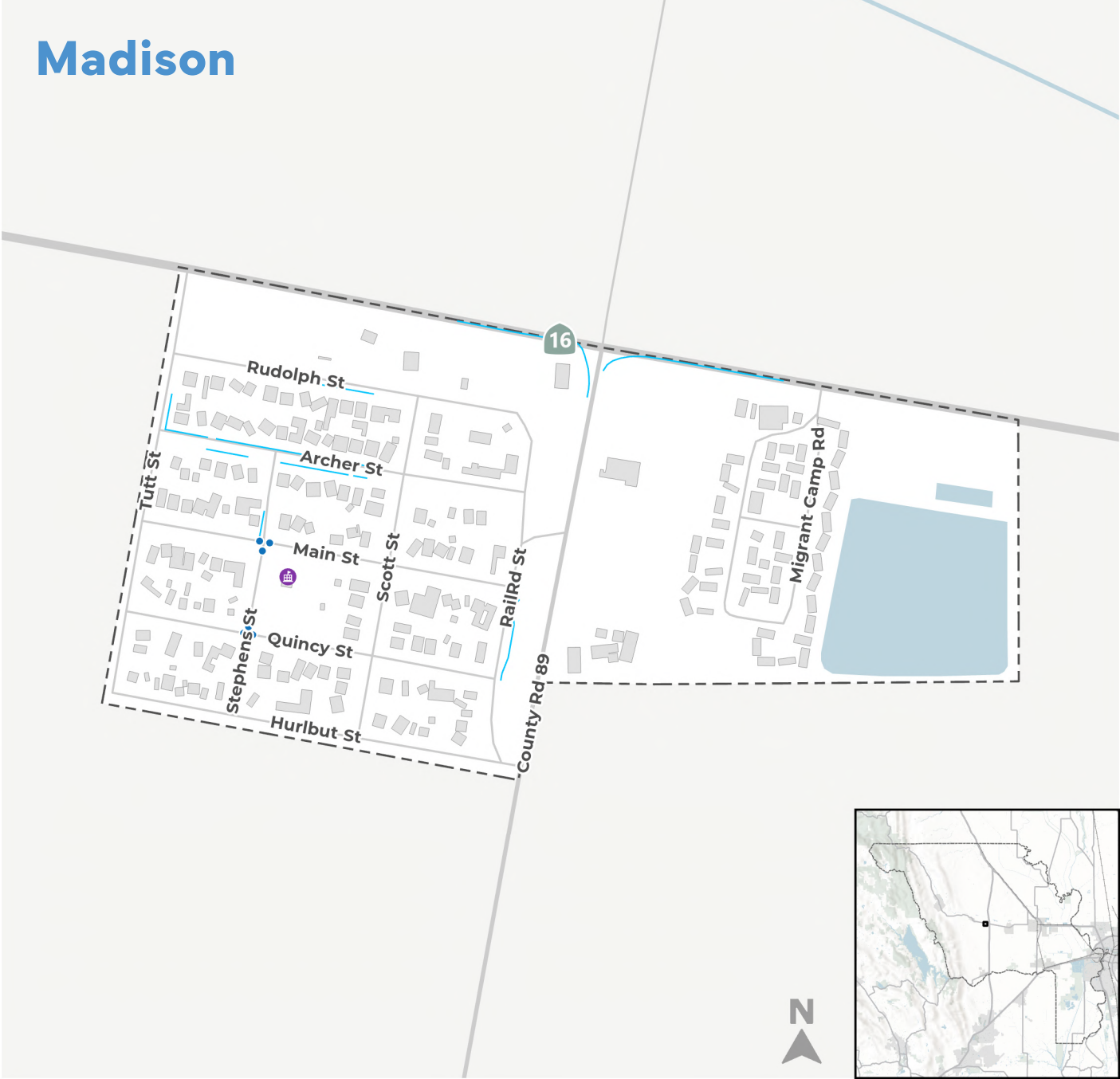
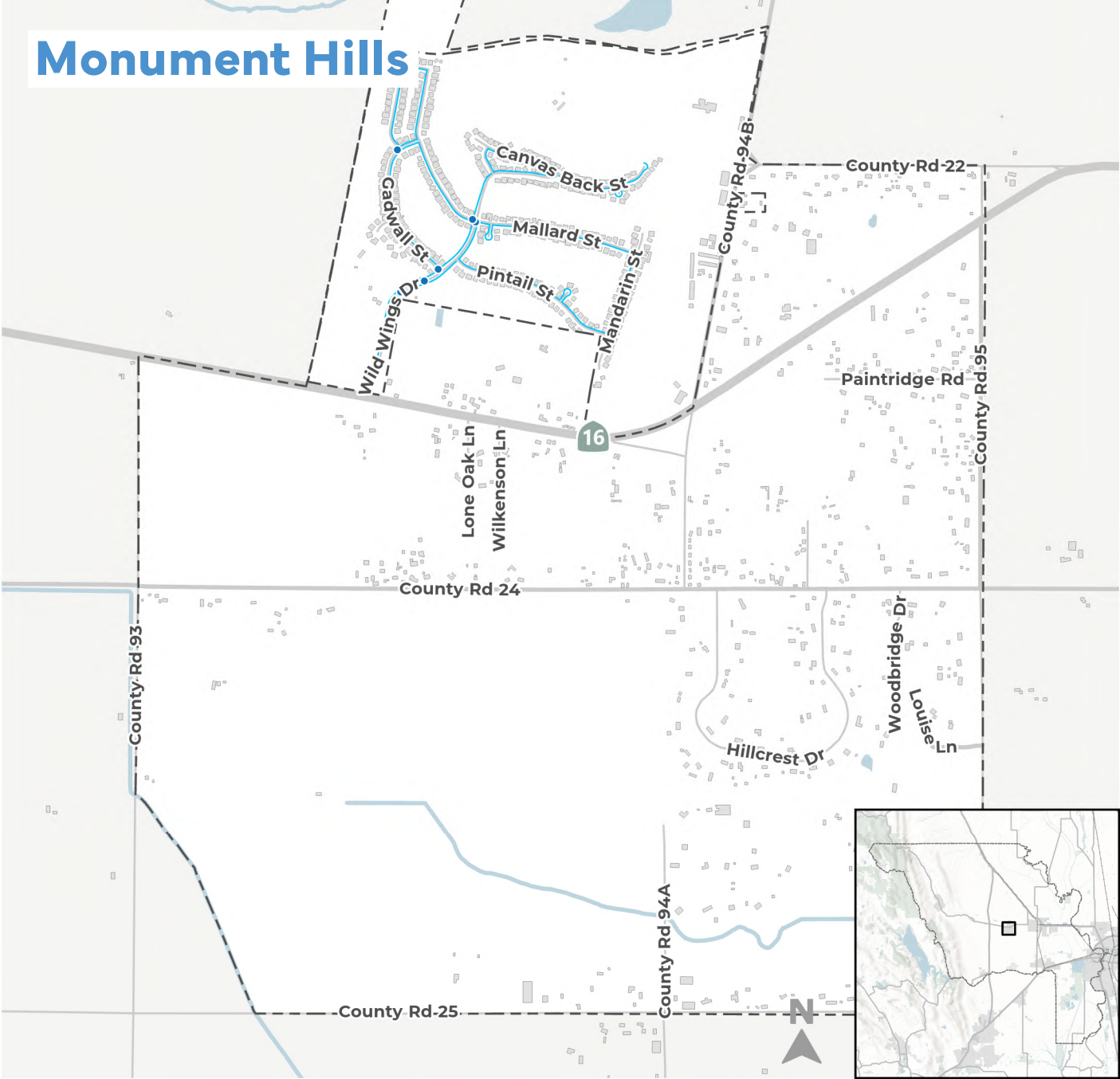


Figure 19: Existing Pedestrian and Bicycle Facilities in Madison



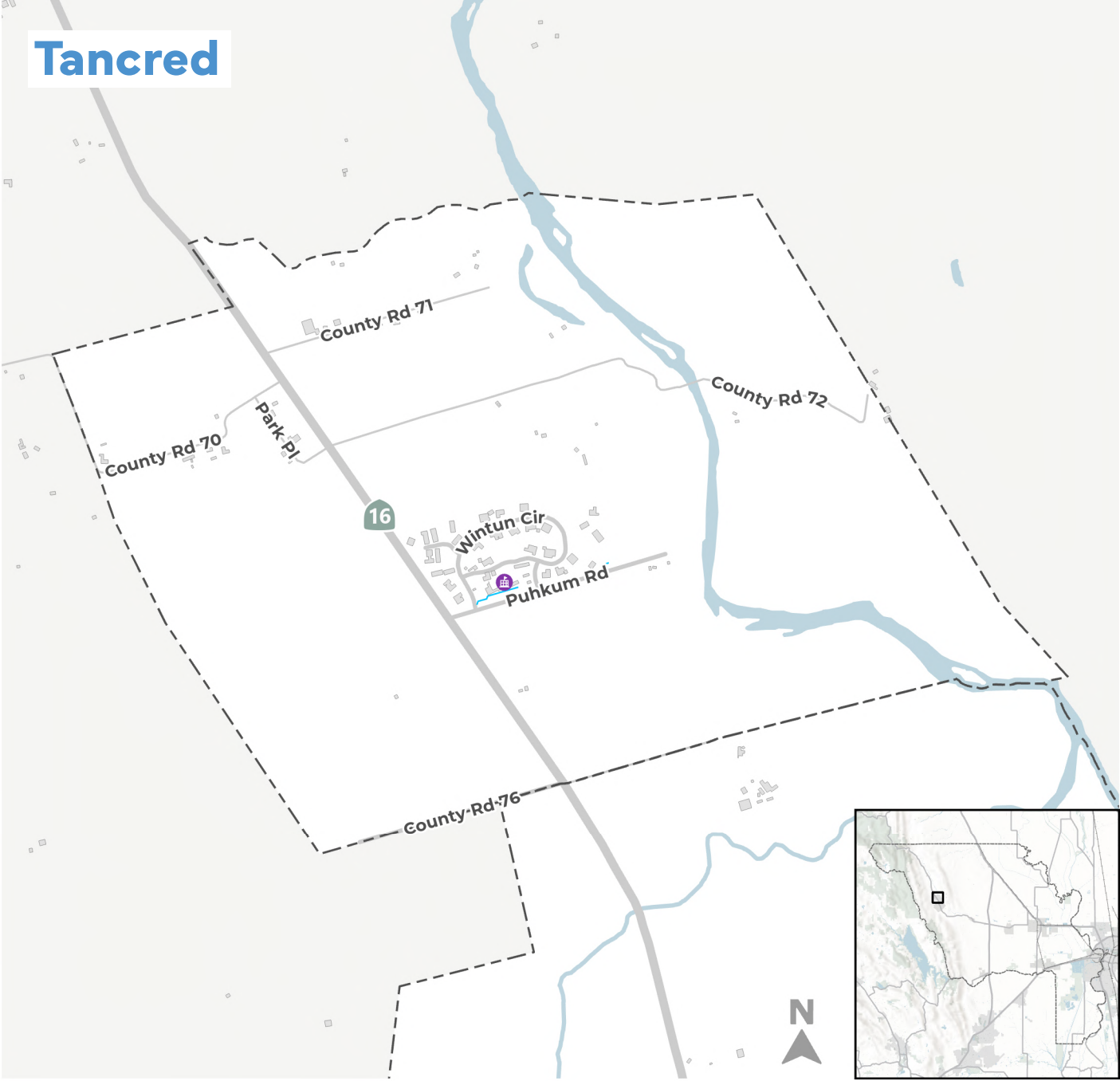
- | | | |
|-------------------|----------------|-------------------------|
| Shared-Use Path | Sidewalk | Monument Hills Boundary |
| Bike Lane | Crosswalk | |
| Bike Boulevard | Libraries | |
| Separated Bikeway | Public Schools | |

Figure 20: Existing Pedestrian and Bicycle Facilities in Monument Hills



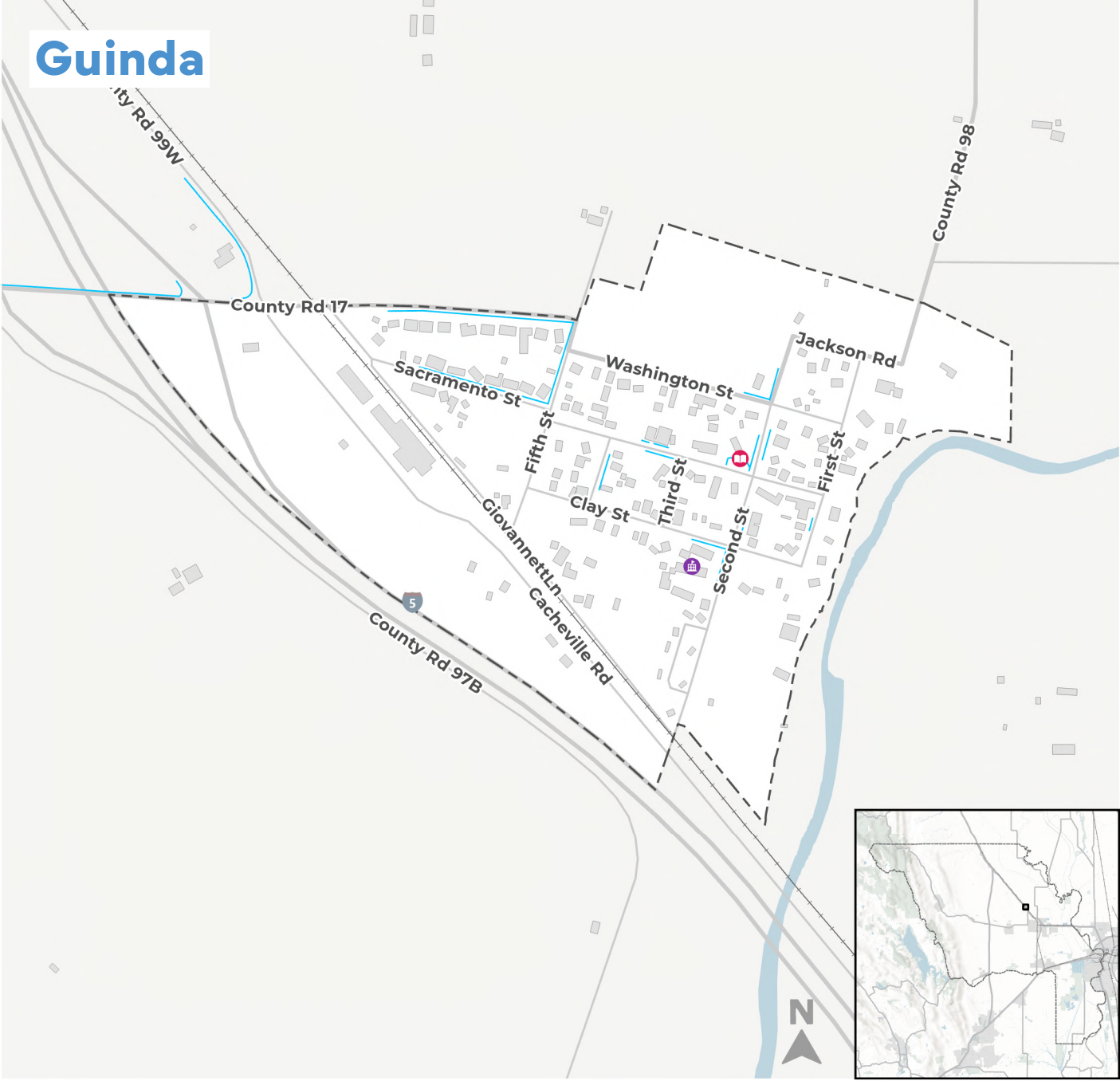
- | | | |
|-------------------|----------------|-----------------|
| Shared-Use Path | Sidewalk | Rumsey Boundary |
| Bike Lane | Crosswalk | |
| Bike Boulevard | Libraries | |
| Separated Bikeway | Public Schools | |

Figure 21: Existing Pedestrian and Bicycle Facilities in Rumsey



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

Figure 22: Existing Pedestrian and Bicycle Facilities in Tancred



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

Figure 23: Existing Pedestrian and Bicycle Facilities in Guinda

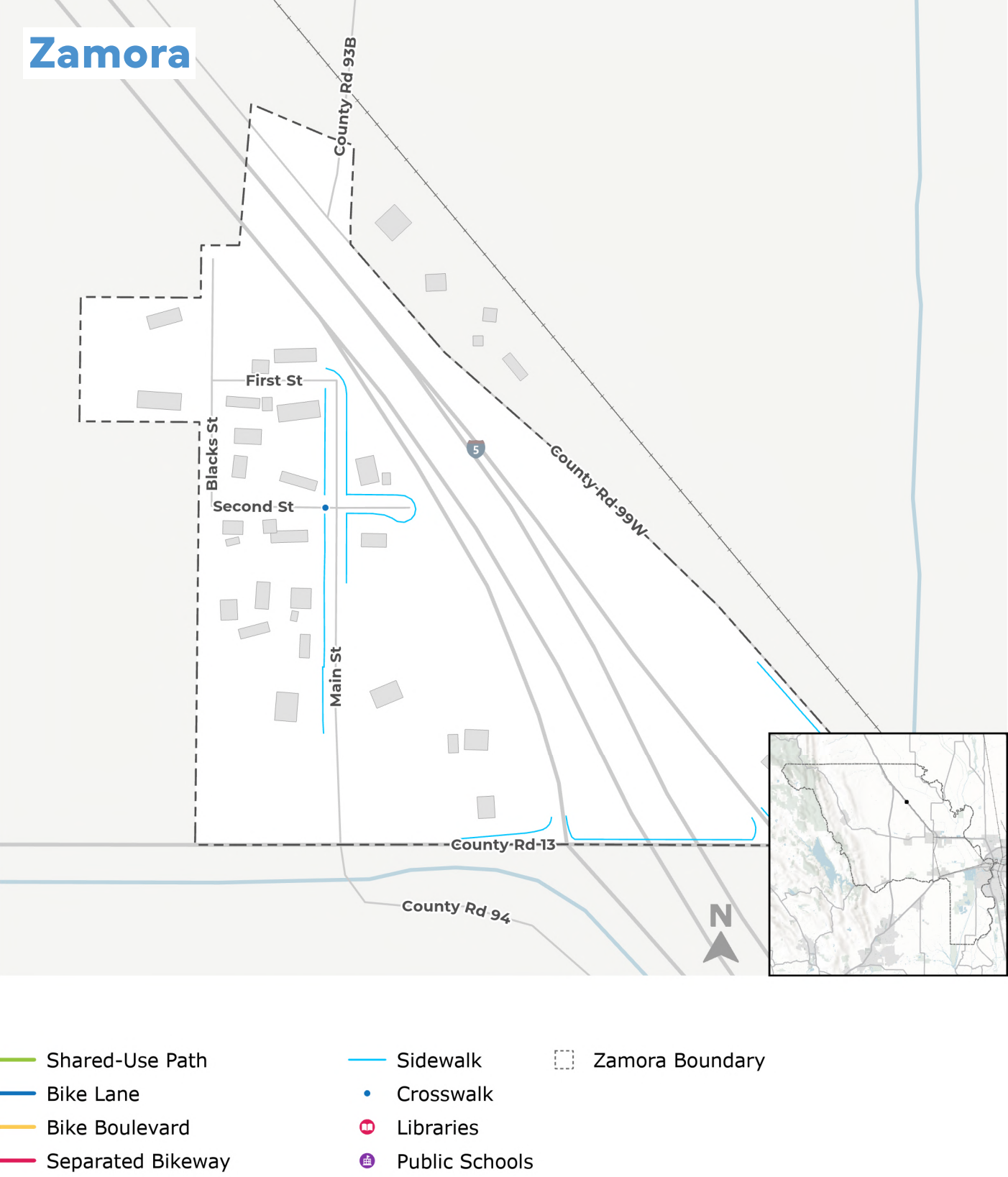


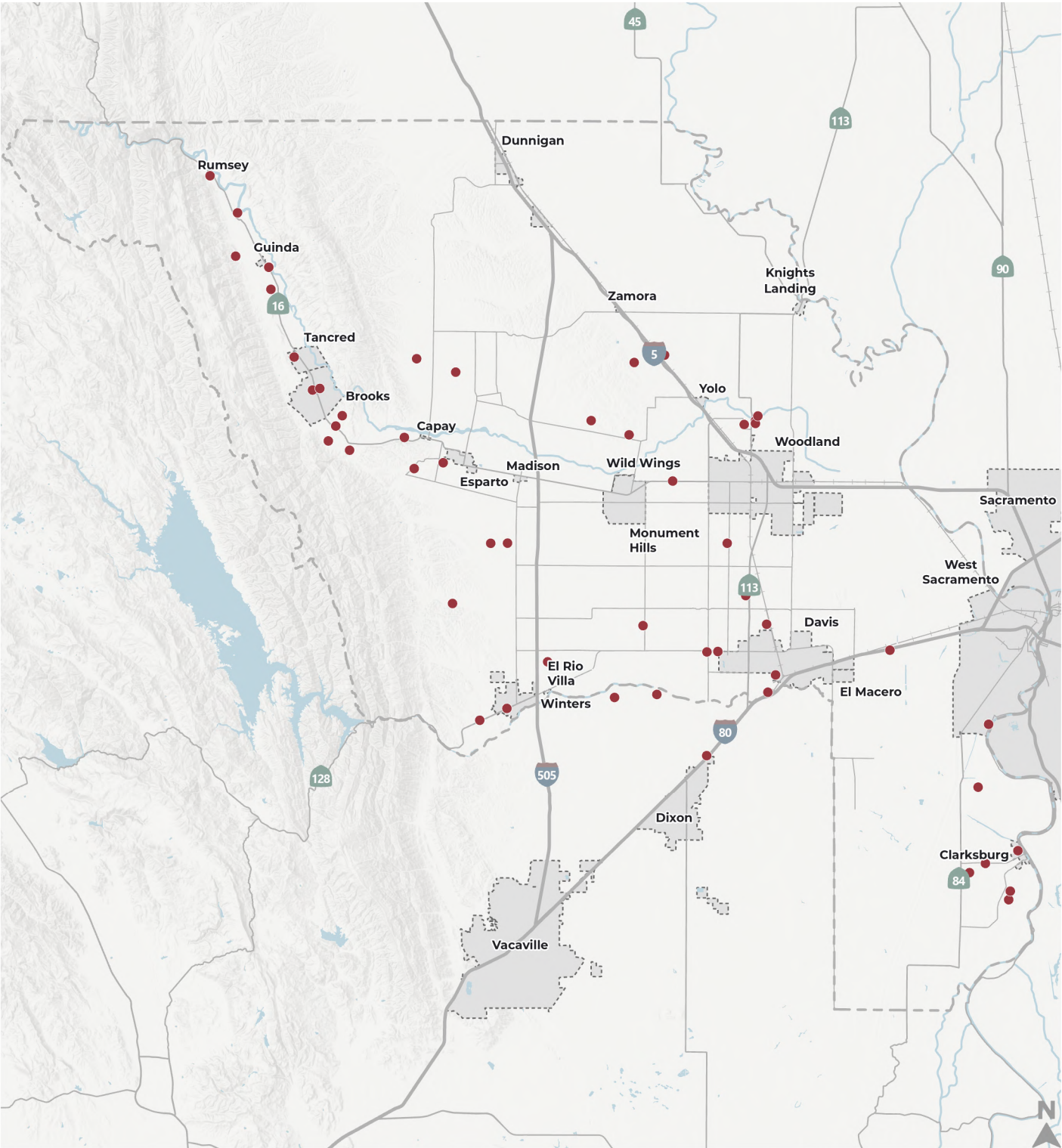
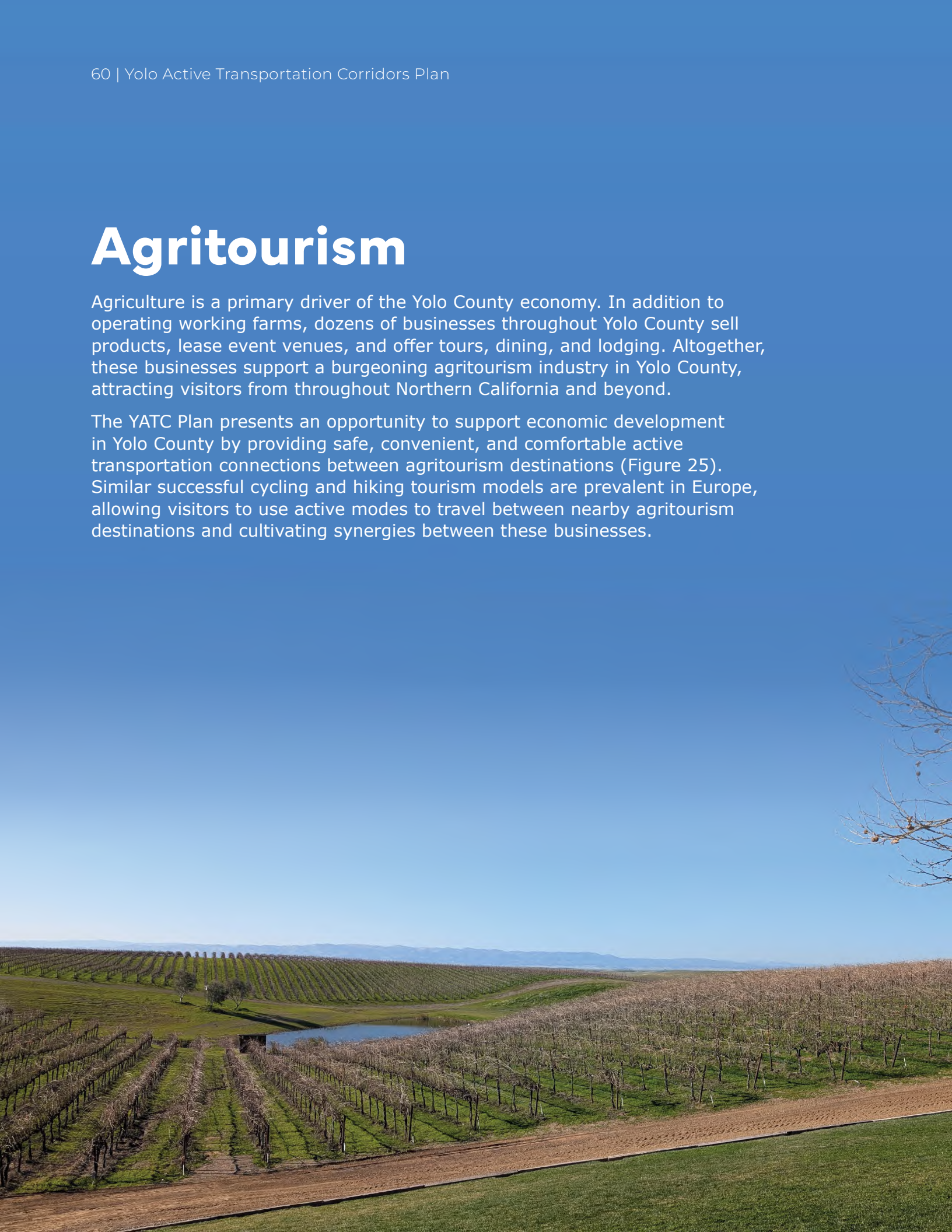
Figure 24: Existing Pedestrian and Bicycle Facilities in Zamora



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.



- Agritourism Destinations

Figure 25: Agritourism Destinations in Yolo County

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 1 and Table 2.

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 three percent of all collisions, they account for over seven percent of the collisions that result in a KSI outcome. **One bicyclist fatality and nine pedestrian fatalities occurred in unincorporated Yolo County between 2018 and 2022.**

The US Department of Transportation established a value of statistical life (VSL), the economic benefit of preventing a traffic fatality, at \$14.2 million for 2025. This underscores the importance of investing in transportation safety improvements (especially for vulnerable road users such as pedestrians and bicyclists) not just for their societal and public health benefits, but also for their economic benefits.

Table 1: 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	1,652	26	1.6%	18	1.1%

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

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

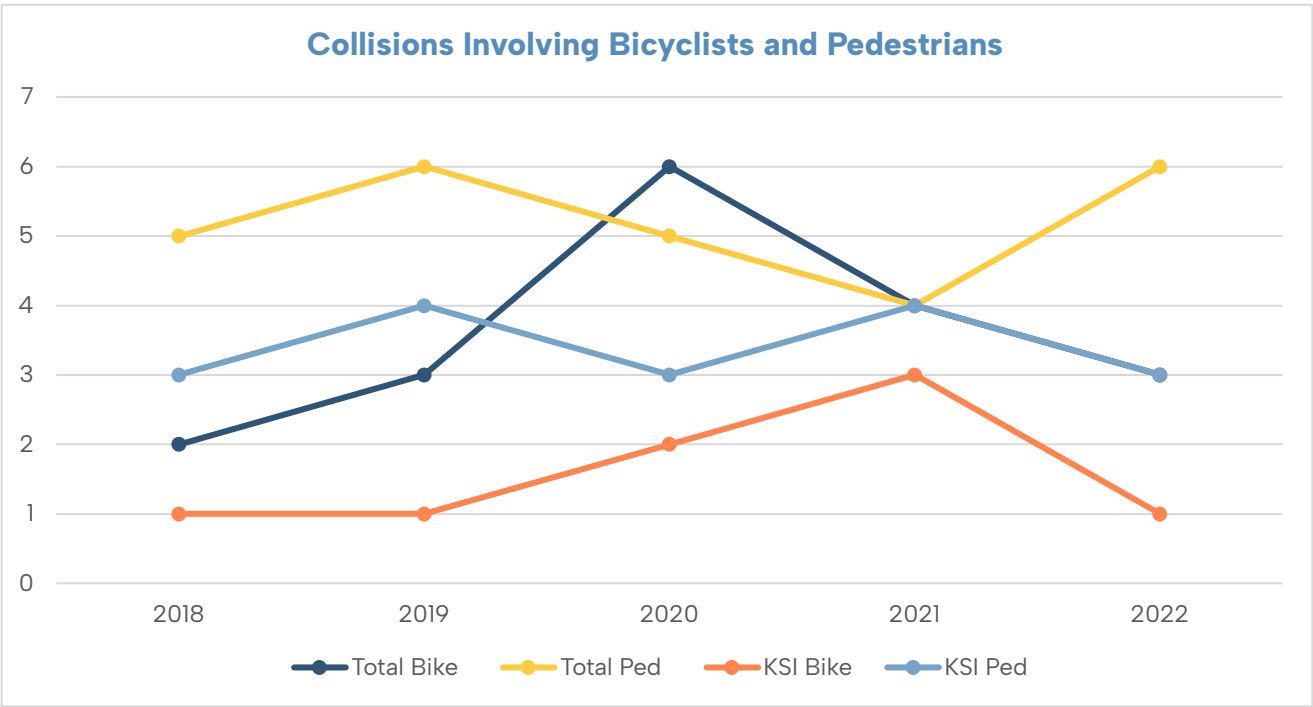


Table 2: KSI Collisions Involving Pedestrians and Bicyclists, 2018-2022

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

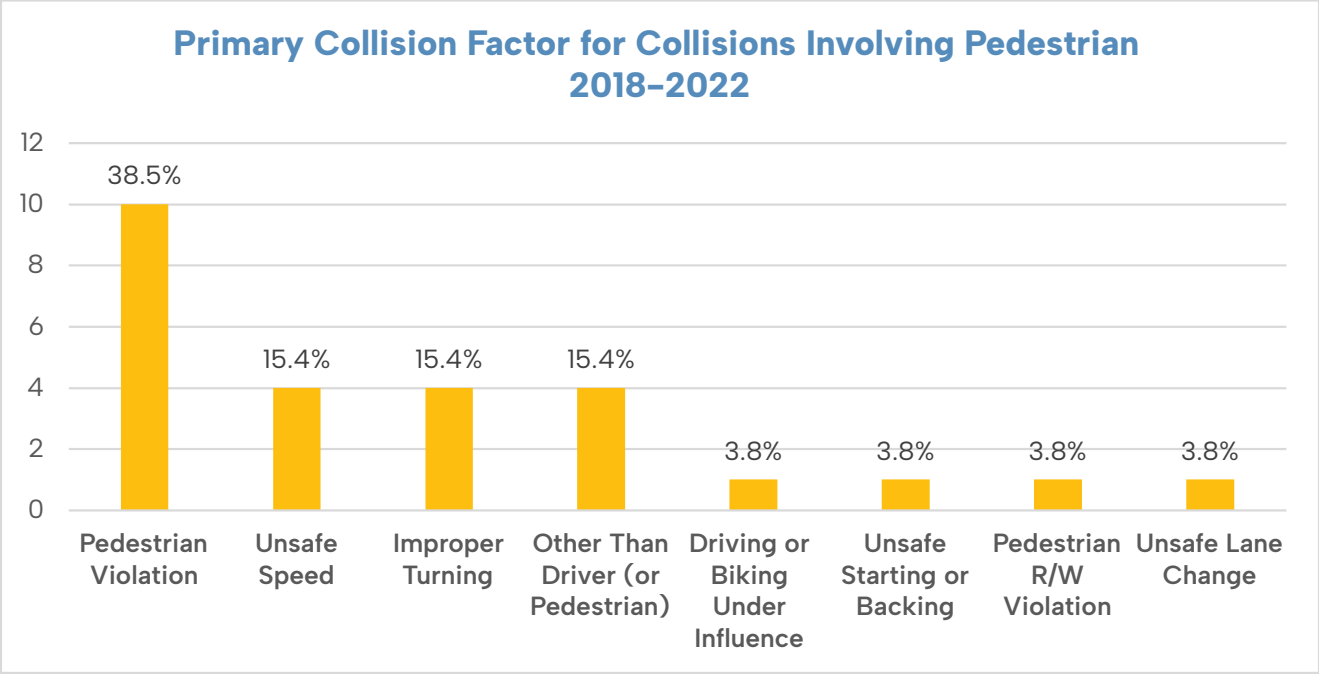
Primary Collision Factor

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 six percent were related to riding on the wrong side of the road.

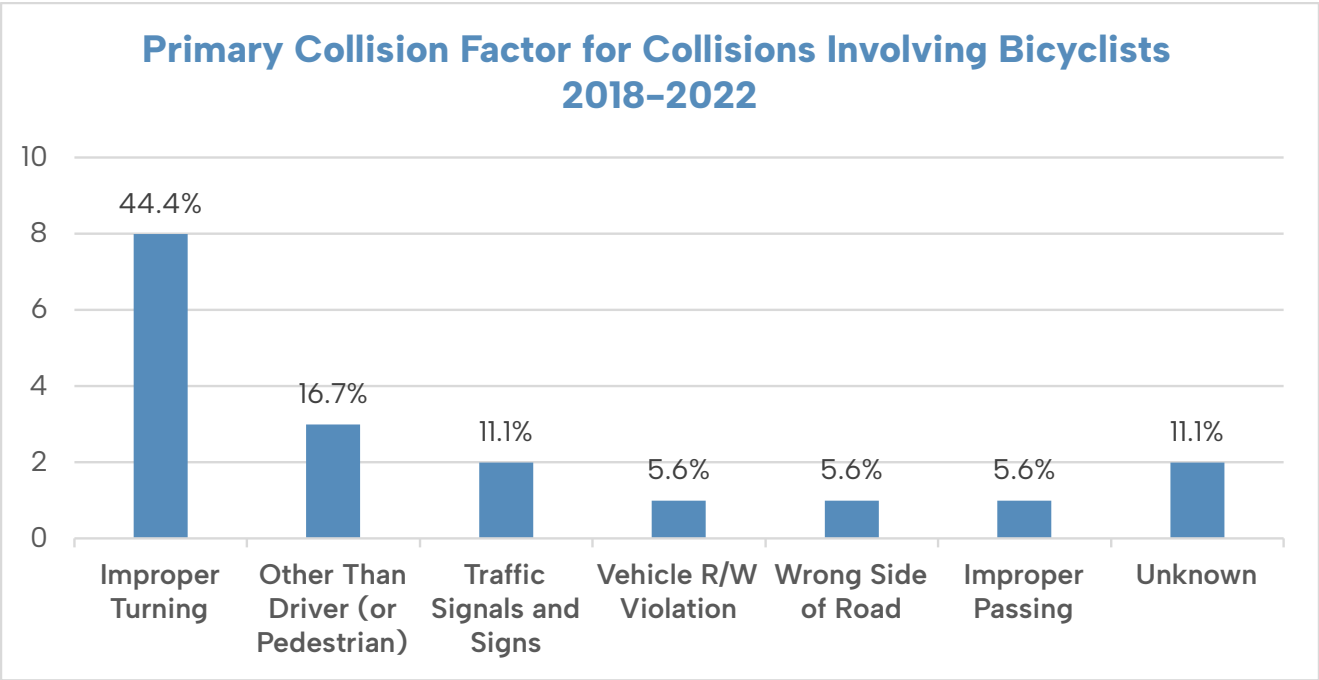
As mentioned above, pedestrian violation and riding on the wrong side of the road PCFs could indicate that a pedestrian or bicyclist was the at-fault party in a collision. However, great caution should be used when evaluating faults for collisions involving pedestrians and bicyclists. Lack of infrastructure 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 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 3 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 four 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 4, highlighting the need for potential investments in additional lighting on roads and sidewalks.

Table 3: 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 4: 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%

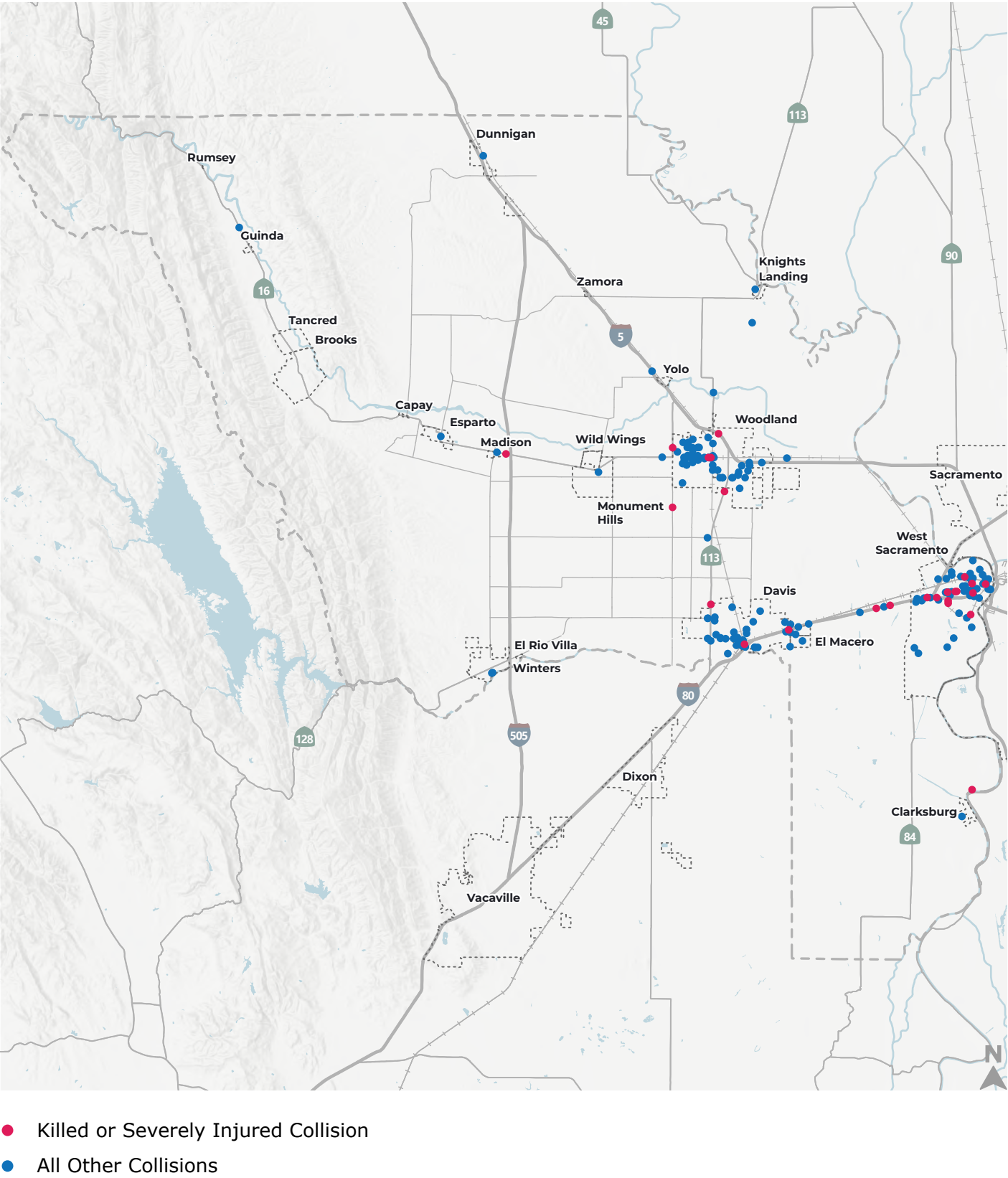
Sources: SWITRS 2023, TIMS 2023, Fehr & Peers 2023

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.

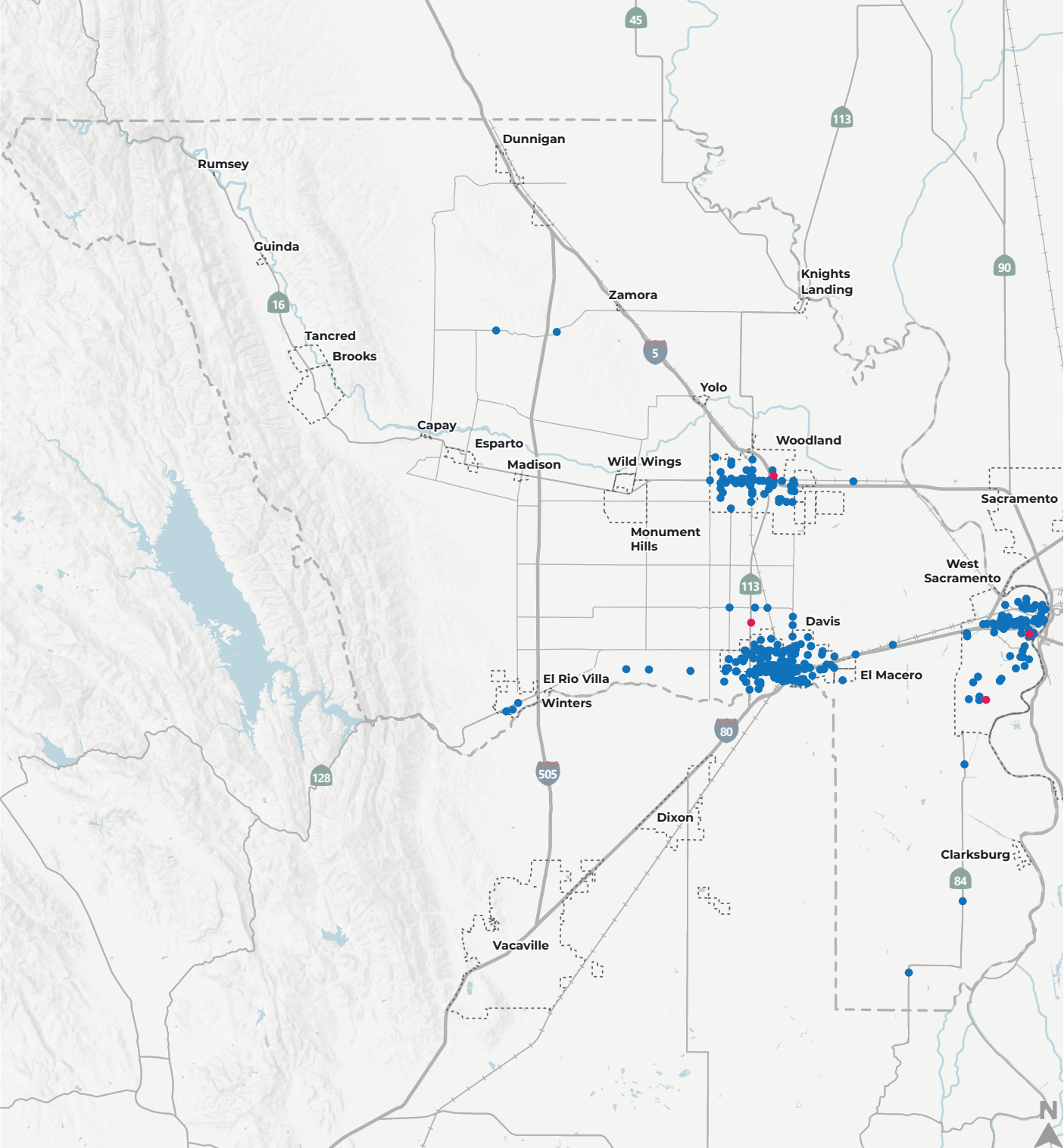
Other Considerations

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 may not capture emerging speed-related safety issues associated with electric devices (e.g., e-bikes, e-scooters, etc.), particularly those involving children. Collision data alone may also 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.



Source: Transportation Injury Mapping System (TIMS); UC Berkeley, Safe Transportation Research & Education Center (SafeTREC)

Figure 29: Collisions Involving Pedestrians, 2018-2022



- Killed or Severely Injured Collision
- All Other Collisions

Source: Transportation Injury Mapping System (TIMS); UC Berkeley, Safe Transportation Research & Education Center (SafeTREC)

Figure 30: Collisions Involving Bicyclists, 2018-2022



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.

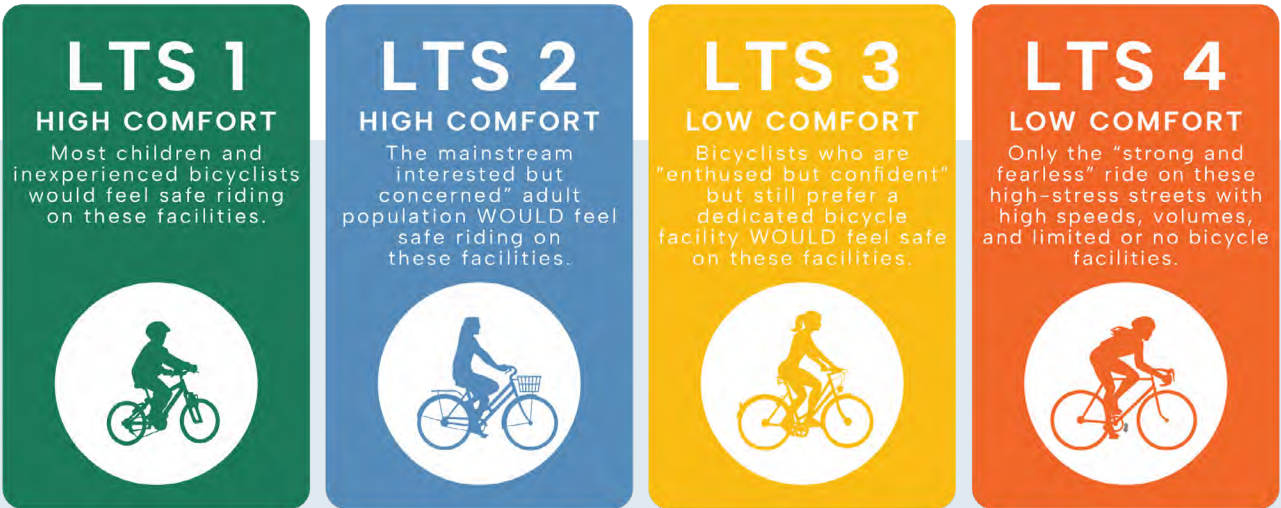
Walking and Biking Level of Traffic Stress in Unincorporated Yolo County

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



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.

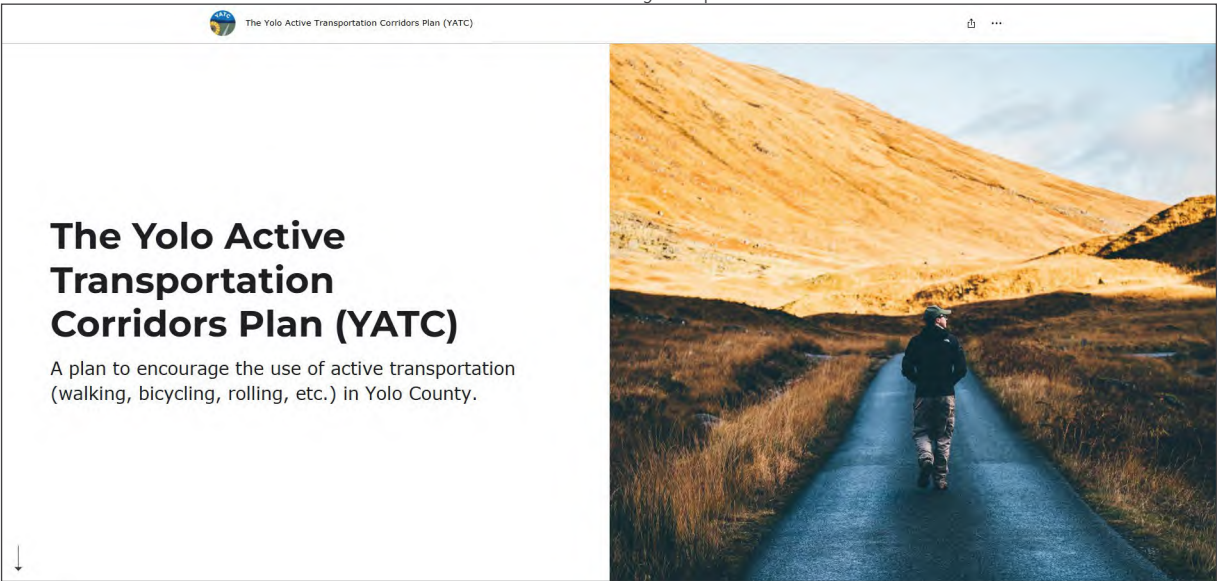


Engagement and Communication Strategies

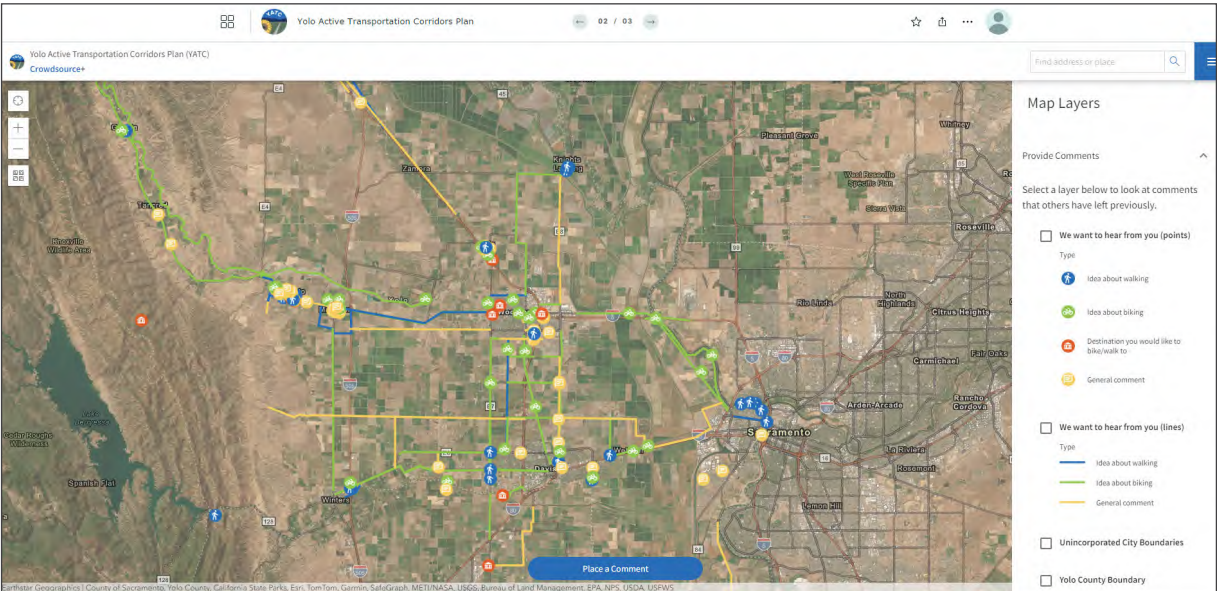
Project StoryMap and Crowdsource+

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 Sacramento)
- 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 Woodland. 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 Woodland. 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



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.

Corridor Development

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 Highways

Bicycle “super highways” (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.



Community Engagement Outcomes

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

Evaluation Criteria Development

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 5: 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. The corridor segments are listed in numerical order as shown in Figure 33, not in order of priority.

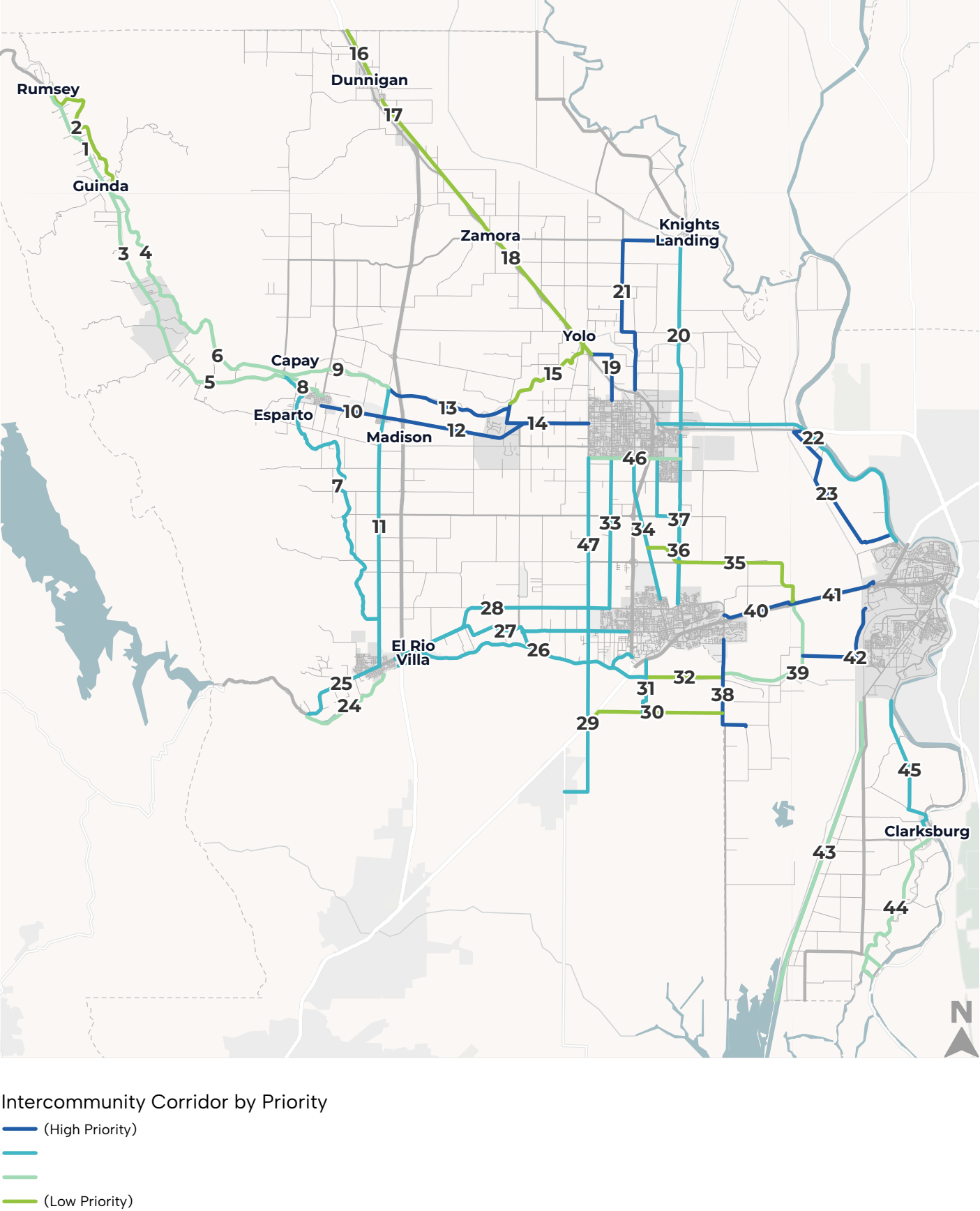


Figure 33: Prioritized Corridor Segments

Table 6: List of Prioritized Corridor Segments

ID #	Corridor	Description	Origin	Destination	Priority Score	Length (miles)	Cost
1	State Route 16	State Route 16 from Guinda to Rumsey	Guinda	Rumsey	300	5.2	\$20,800,000
2	Cache Creek	Starting near County Road 41, following along the eastern side of Cache Creek from Rumsey to Guinda	Guinda	Rumsey	250	7.1	\$28,400,000
3	State Route 16	State Route 16 from Brooks to Guinda	Brooks	Guinda	300	6.9	\$27,600,000
4	Cache Creek	Starting near County Road 57, following along the eastern side of Cache Creek near from Guinda to Brooks	Brooks	Guinda	300	7.8	\$30,200,000
5	State Route 16	State Route 16 from Brooks to Capay	Capay	Brooks	350	6.6	\$26,400,000
6	Cache Creek	Following along the eastern side of Cache Creek from Brooks to Capay	Capay	Brooks	350	6.5	\$26,000,000
7	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	\$58,800,000
8	State Route 16/ Woodland Ave	State Route 16 between County Road 85 and County Road 87	Esparto	Capay	400	2.2	\$8,800,000
9	Cache Creek	Starting from County Road 87, on the northern side of Cache Creek following the creek eastward to County Road 89	Madison	Capay	400	4.8	\$19,200,000
10	State Route 16	State Route 16 between County Road 87 (Yolo Avenue) and County Road 89	Esparto	Madison	550	2.7	\$10,800,000
11	County Rd 89/Railroad Ave	County Road 89 between State Route 16 and State Road 128/Grant Avenue	Madison	Winters	500	12.1	\$48,400,000
12	State Route 16	State Route 16 between County Road 89 and County Road 22, just east of County Road 95 outside of Monument Hills	Madison	Monument Hills	550	6.5	\$26,000,000
13	Cache Creek	Starting from County Road 89, on the northern side of Cache Creek following the creek eastward to County Road 94B	Monument Hills	Madison	550	5.6	\$22,400,000
14	County Rd 22	County Road 94B, beginning at the southern side of Cache Creek, going south and turning onto County Road 22, ending at County Road 98 (Woodland city boundary)	Monument Hills	Woodland	700	4.4	\$17,600,000
15	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	\$20,800,000
16	County Rd 99W	County Road 99W from County Road 4 to County Road 1	Dunnigan	Hershey	250	2.3	\$9,200,000
17	County Rd 99W	County Road 99W from County Road 8 to County Road 6	Dunnigan	Dunnigan	250	1.6	\$6,400,000
18	County Rd 99W	County Road 99W along I-5 from County Road 18 to County Road 6	Dunnigan	Yolo	250	12.7	\$50,800,000
19	County Rd 18/County Rd 99	County Road 18 from County Road 99W to County Road 99, turning south onto County Road 99 and ending at West Kentucky Avenue	Yolo	Woodland	600	2.9	\$11,600,000
20	County Rd 102	County Road 102 between State Route 113 and Interstate 5	Woodland	Knights Landing	500	8.2	\$32,800,000
21	State Route 113	State Route 113 between County Road 102 and Churchill Downs Avenue	Knights Landing	Woodland	550	9.6	\$38,400,000

ID #	Corridor	Description	Origin	Destination	Priority Score	Length (miles)	Cost
22	County Road 22/Old River Rd	Old River Road between Interstate 5 Northbound ramps and Tule Jake Road	West Sacramento	Woodland	500	14.0	\$56,000,000
23	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	\$32,400,000
24	Putah Creek*	Putah Creek Rd, between State Road 128 and Railroad Avenue	Unincorporated County	Winters	350	4.4	\$17,600,000
25	State Road 128	State Road 128 between Pleasants Valley Road and Railroad Ave	Unincorporated County	Winters	450	4.3	\$17,200,000
26	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	\$55,200,000
27	Russell Blvd	Russell Blvd between Timber Crest Road in Winters and Arthur Road Street in Davis	Winters	Davis	500	11.0	\$44,000,000
28	Russell Blvd/County Rd 31	Starting near Winters, Russell Blvd eastward up County Road 93A to County Rd 31 moving eastward to County Road 99 (Davis city boundary)	Winters	Davis	500	10.2	\$40,800,000
29	County Rd 98/Pedrick Rd*	County Rd 98 between Russell Blvd and Vaughn Rd	Davis	Unincorporated County	450	8.0	\$32,000,000
30	Tremont Rd*	Tremont Road from Mace Boulevard to Interstate 80	Unincorporated County	Unincorporated County	200	6.1	\$24,400,000
31	Old Davis Rd*	Old Davis Rd between Interstate 80 and Tremont Rd	Unincorporated County	Davis	500	2.4	\$9,600,000
32	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	\$13,200,000
33	County Rd 99	County Road 99 between Farmers Central Ditch and W Covell Blvd	Woodland	Davis	500	6.5	\$26,000,000
34	County Rd 101A/East St	Along the California Northern Railroad tracks, between Farmers Central Ditch/County Road 24A and the City of Davis city limit (south of County Road 29)	Davis	Woodland	500	6.3	\$25,200,000
35	County Rd 29	Willow Slough, starting north of County Road 29, then going along County Road 29, moving east then south to go along Levee Road. Ending at the corner of Levee Road and Road 32A	Unincorporated County	Unincorporated County	100	8.2	\$32,800,000
36	County Rd 102	County Road 102 between Bronze Star Road and East Covell Boulevard	Davis	Woodland	500	7.3	\$29,200,000
37	County Rd 101 (Harry Lorenzo Ave)	County Road 101 (Harry Lorenzo Ave), starting at County Road 25A (Woodland city boundary), turning east onto County Road 27, ending at County Road 102	Davis	Woodland	500	7.3	\$29,200,000
38	County Rd 36/Mace Blvd	Mace Boulevard, starting at South El Macero Drive and turning east onto County Rd 36, ending at County Road 105	Davis Migrant Center	Davis	550	4.8	\$19,200,000
39	South Fork Putah Creek/Willow Slough	Levee Road beginning at Interstate 80, going south and turning left along the northern side of South Fork Putah Creek, ending at Mace Boulevard	Unincorporated County	Unincorporated County	300	6.7	\$26,800,000
40	County Rd 32A	County Road 32A from Mace Blvd to the I-80 on-ramp	Unincorporated County	Davis	650	2.9	\$11,600,000
41	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	\$16,000,000
42	Yolo Bypass	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 where it intersects with Levee Road.	Unincorporated County	West Sacramento	550	4.6	\$18,400,000

ID #	Corridor	Description	Origin	Destination	Priority Score	Length (miles)	Cost
43	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	350	13.6	\$54,400,000
44	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	\$35,600,000
45	Clarksburg Branch Line Trail	Starting at West Sacramento's southern city boundary, along the train tracks, then turning east onto Pumphouse Road, south onto South River Road, west onto Willow Point Road, and finally south onto Willow Avenue, ending at a point just north of the former beet sugar refinery	Clarksburg	West Sacramento	500	10.0	\$40,000,000
46	Woodland Parkway	Southern Woodland city limits, following the Farmers Central Ditch from County Road 98, along the south side of Sports Park Drive, over the new pedestrian overcrossing of SR 113, along the north side of Farmers Central Road to County Road 102	Woodland	Woodland	400	4.0	\$16,000,000
47	County Road 98	County Road 98 between Central Farmers Ditch and Russell Boulevard	Woodland	Davis	500	7.5	\$30,000,000

Projects are listed in numerical order, not in order of priority.

*At least a portion of these projects lie within Solano County and is outside the jurisdiction of Yolo County. While included as recommendations based on community and stakeholder input, implementation would require voluntary inter-county coordination and partnership.

Active Transportation Toolkit

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 toolkit 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 toolkit 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 excerpted 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.

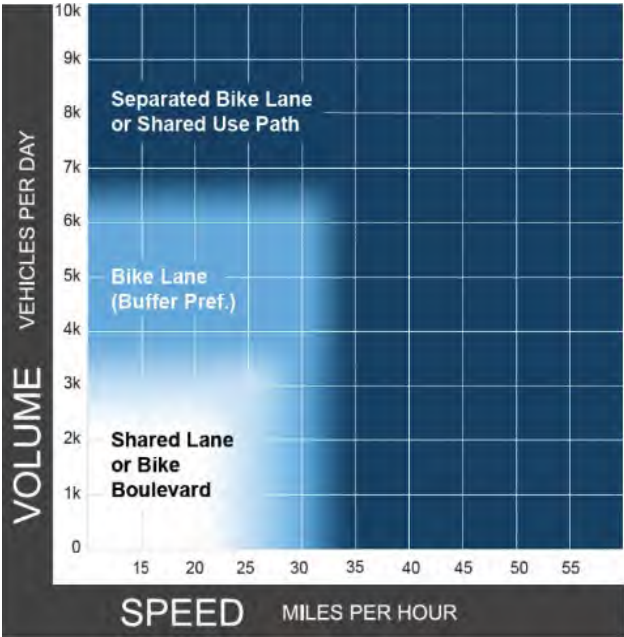


Figure 34: FHWA Bikeway Selection Guidance

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, with at least three feet clear of gutter pans.
- » 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.
- » 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 space with motor vehicles. 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 bikeway 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

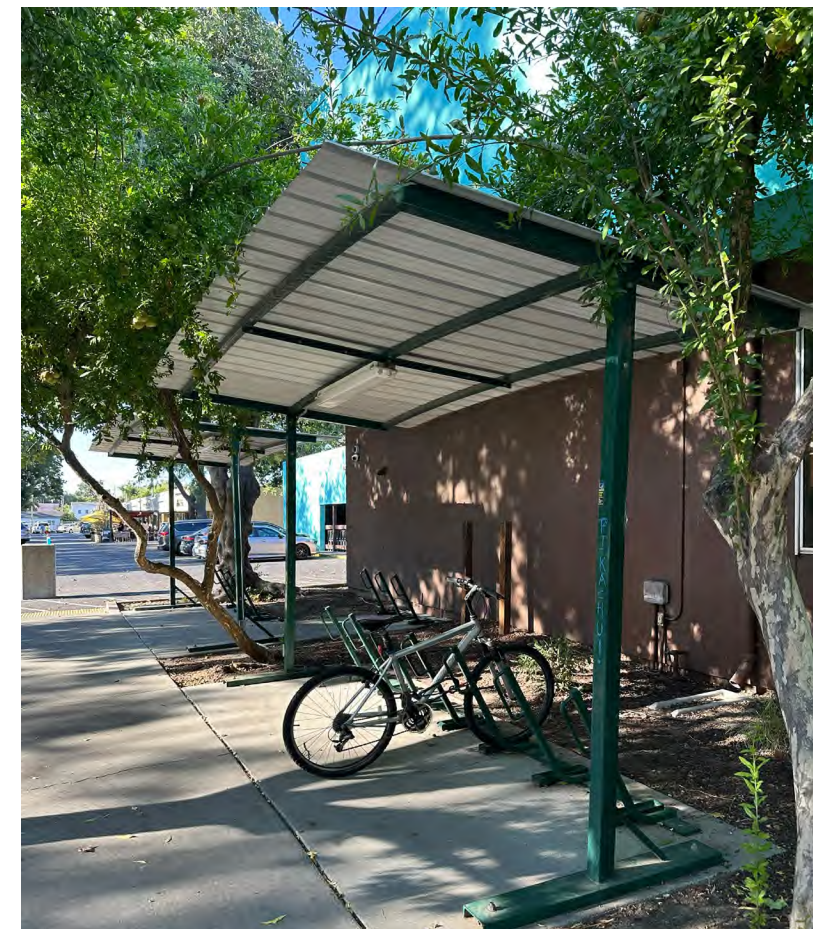
Short-term bicycle parking is temporary bicycle parking intended for visitors. Bicycle racks are a common form of short-term parking. Bicycle racks in front of stores and other destinations allow patrons to park their bike for short periods. Bike parking should be located in well-lit areas to discourage 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 Crosswalk

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.



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 35. 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)	① 2 4 5 6	① 5 6 7 9	① 5 6 ⑦ ⑨	① 4 5 6 7 9	① 5 6 ⑦ ⑨	① 5 6 ⑦ ⑨	① 4 5 6 7 9	① 5 6 7 9	① 5 6 ⑨
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① ③ 5 6 7 9	① ③ 5 6 ⑦ ⑨	① ③ 4 5 7 9	① ③ 5 6 ⑦ ⑨	① ③ 5 6 ⑦ ⑨	① ③ 4 5 7 9	① ③ 5 6 ⑦ ⑨	① ③ 5 6 ⑨
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 ⑨	① ③ 4 5 7 9	① ③ 5 6 ⑦ ⑨	① ③ 5 6 ⑨	① ③ 4 5 7 9	① ③ 5 6 ⑨	① ③ 5 6 ⑨
4+ lanes with raised median (2 or more lanes in each direction)	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 ⑨	① ③ 5 7 8 9	① ③ 5 ⑦ 8 ⑨	① ③ 5 8 ⑨	① ③ 5 ⑦ 8 ⑨	① ③ 5 8 ⑨	① ③ 5 8 ⑨
4+ lanes w/o raised median (2 or more lanes in each direction)	① ③ ① ③ ① ③ 5 6 5 ⑥ 5 ⑥ 7 8 9 7 8 9	① ③ ① ③ ① ③ 5 ⑥ 5 ⑥ 5 ⑥ 7 8 9 7 8 9	① ③ ① ③ ① ③ 5 ⑥ 5 ⑥ 5 ⑥ 8 ⑨ 8 ⑨ 8 ⑨	① ③ ① ③ ① ③ 5 ⑥ 5 ⑥ 5 ⑥ ⑦ 8 ⑨ ⑦ 8 ⑨ ⑦ 8 ⑨	① ③ ① ③ ① ③ 5 ⑥ 5 ⑥ 5 ⑥ ⑦ 8 ⑨ ⑦ 8 ⑨ ⑦ 8 ⑨	① ③ ① ③ ① ③ 5 ⑥ 5 ⑥ 5 ⑥ 8 ⑨ ⑦ 8 ⑨ ⑦ 8 ⑨	① ③ ① ③ ① ③ 5 ⑥ 5 ⑥ 5 ⑥ ⑦ 8 ⑨ ⑦ 8 ⑨ ⑦ 8 ⑨	① ③ ① ③ ① ③ 5 ⑥ 5 ⑥ 5 ⑥ 8 ⑨ 8 ⑨ 8 ⑨	① ③ ① ③ ① ③ 5 ⑥ 5 ⑥ 5 ⑥ 8 ⑨ 8 ⑨ 8 ⑨
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)**					

Figure 35: FHWA Matrix for Improving Pedestrian Safety and Uncontrolled Crossing Locations

Source: FHWA



Curb Extension

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.



Median Refuge Island

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.



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.



Rectangular Rapid Flashing Beacon

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.



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 ideal for roadways that 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 Diet

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.



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 Encouragement

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.



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.

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

Electric Mobility Devices

Electric bicycles (e-bikes) and other electric mobility devices such as electric scooters are a rapidly growing new transportation option 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.

Electric Bicycles

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 EPAMDs (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 7.

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 at lower cost than docked systems. However, concerns have arisen in some locations about dockless bikes or scooters being parked in inappropriate

Table 7: 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

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

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 Improvements

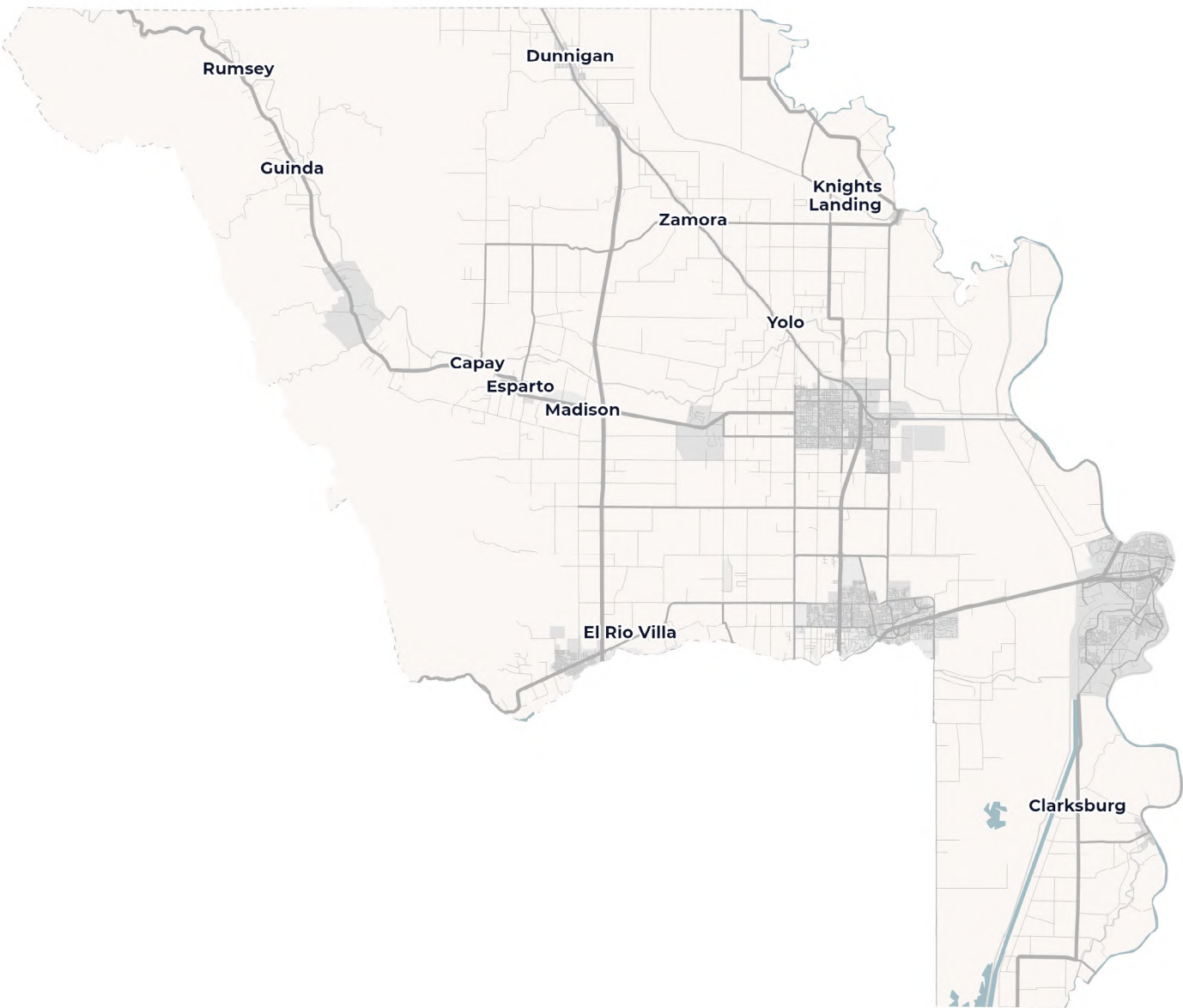


Community Improvement Recommendations

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

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 36. Key recommendations for the community of Esparto include:

- » Construction of shared-use paths along Plainfield Street and between Lamb Valley Slough and SR 16, 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 high-visibility crosswalks at the Yolo Avenue/SR 16 intersection.
- » 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 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.
- » Installation of a PHB, high-visibility crosswalks, and a pedestrian refuge island on SR 16.

Additional Considerations

The southeastern portion of Esparto is zoned for residential development based on planned land use designations. As development occurs, speeds along the SR 16 corridor are expected to be reduced to better accommodate changes in land use, which would also support the installation of new active transportation improvements. New development could potentially be leveraged to fund and construct these improvements, particularly a shared-use path starting at the Lamb Valley Slough and ending at SR 16. This path would provide another connection to the existing pedestrian bridge near Esparto High School, and could be paired with a pedestrian hybrid beacon (PHB) across SR 16 to further facilitate access to amenities south of the highway and serve high school students coming in from Madison.



Figure 36: Active Transportation Recommendations in Esparto

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 37.

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.

Additional Considerations

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



Figure 37: Active Transportation Recommendations in Madison

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

Hi-visibility crosswalks are recommended at the four driveways within El Rio Villa: Brinley Drive, Shams Way, and both Fredericks Drive locations.

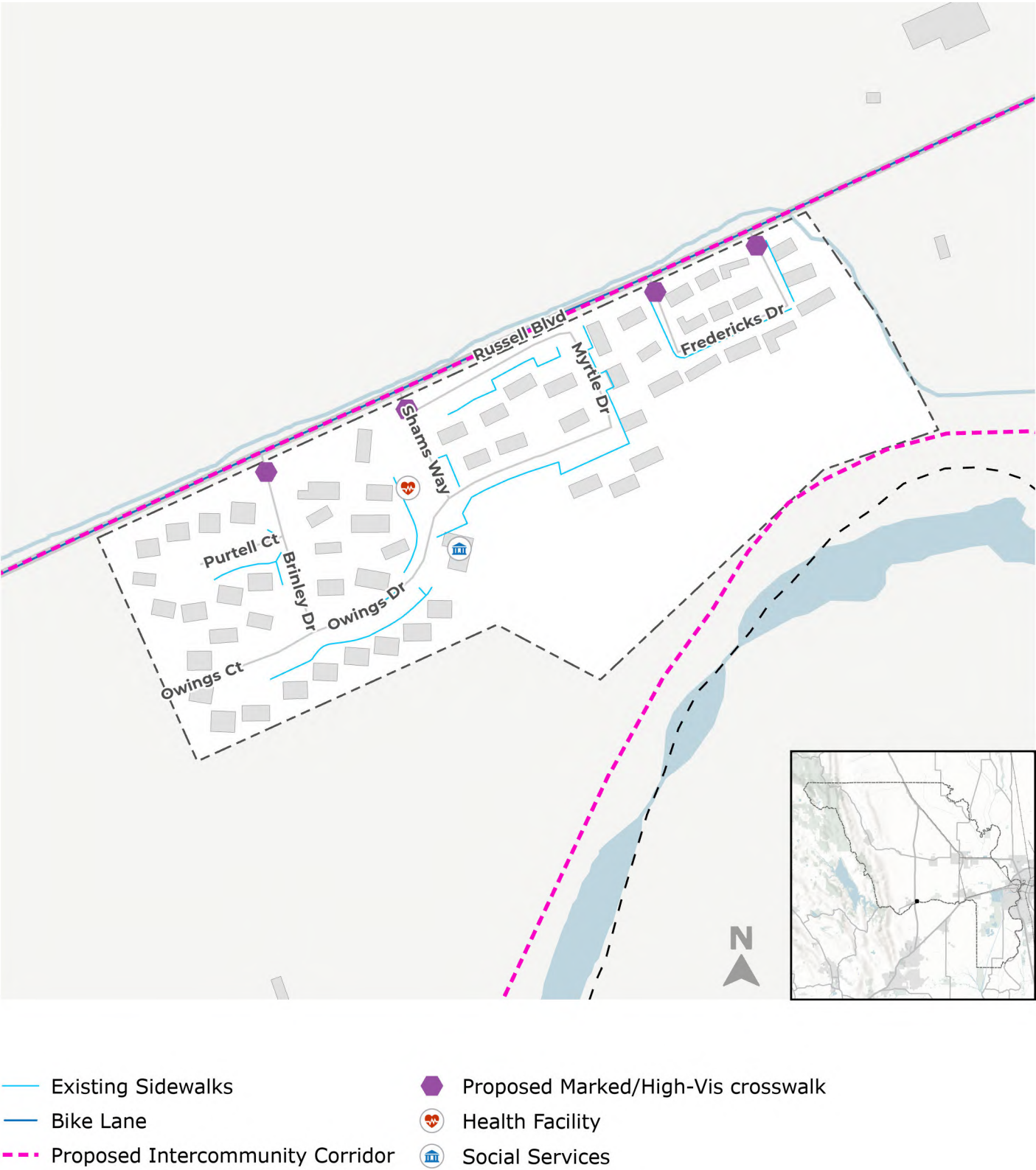


Figure 38: Active Transportation Recommendations in El Rio Villa

Yolo

Yolo is a small community located approximately five miles northwest of Woodland with a population of 260. The town is situated along Cache Creek and just north of I-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 39.

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.

Additional 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.

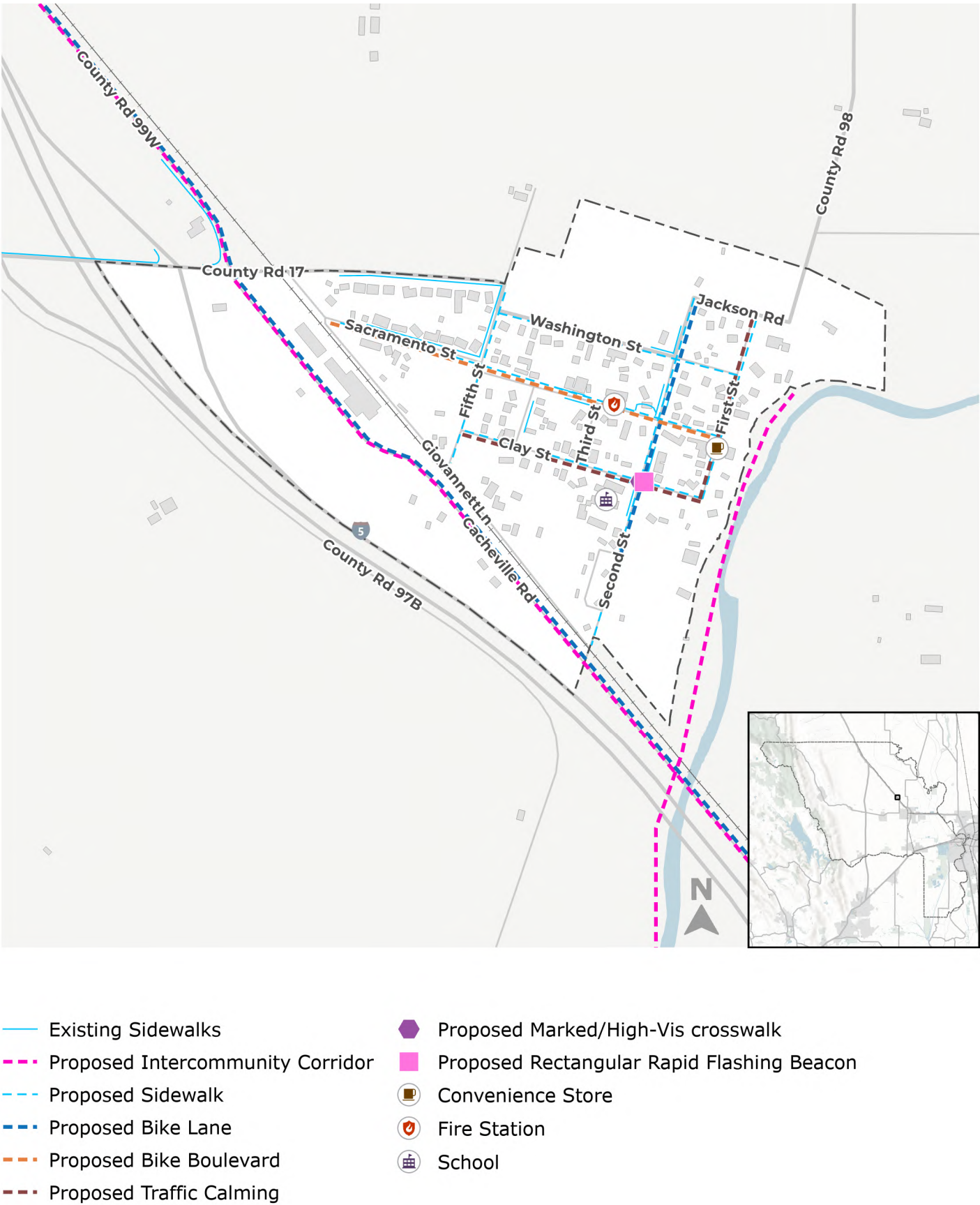


Figure 39: Active Transportation Recommendations in Yolo

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 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 40.

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 40. 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.

Additional Considerations

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



Figure 40: Active Transportation Recommendations in Dunnigan

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 41. Highlights include:

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

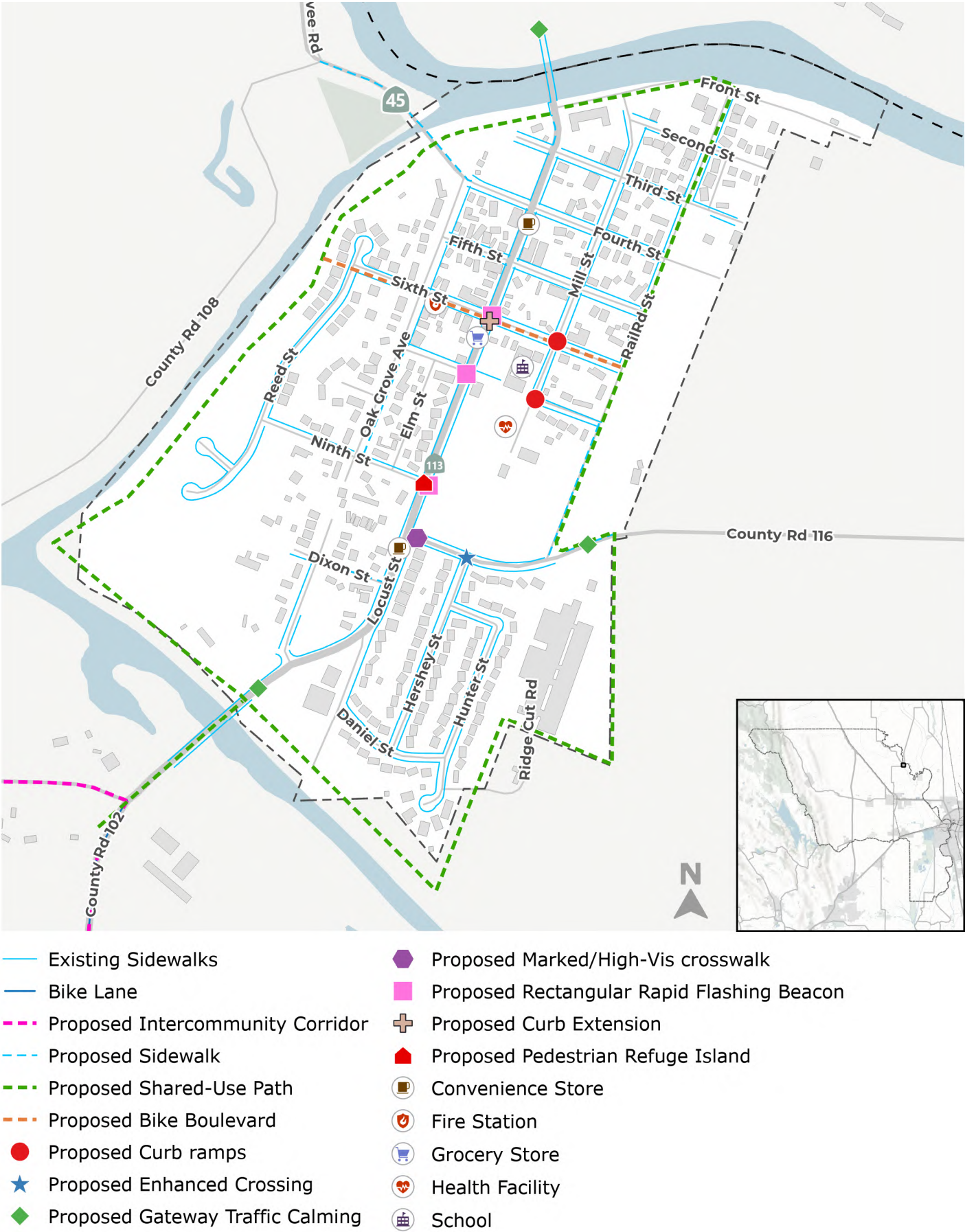


Figure 41: Active Transportation Recommendations in Knights Landing

Recommendations

The planned bicycle and pedestrian networks for Knights Landing are shown in Figure 41. 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 42. 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.

Additional Considerations

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



Figure 42: Active Transportation Recommendations in Clarksburg

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 43. 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.

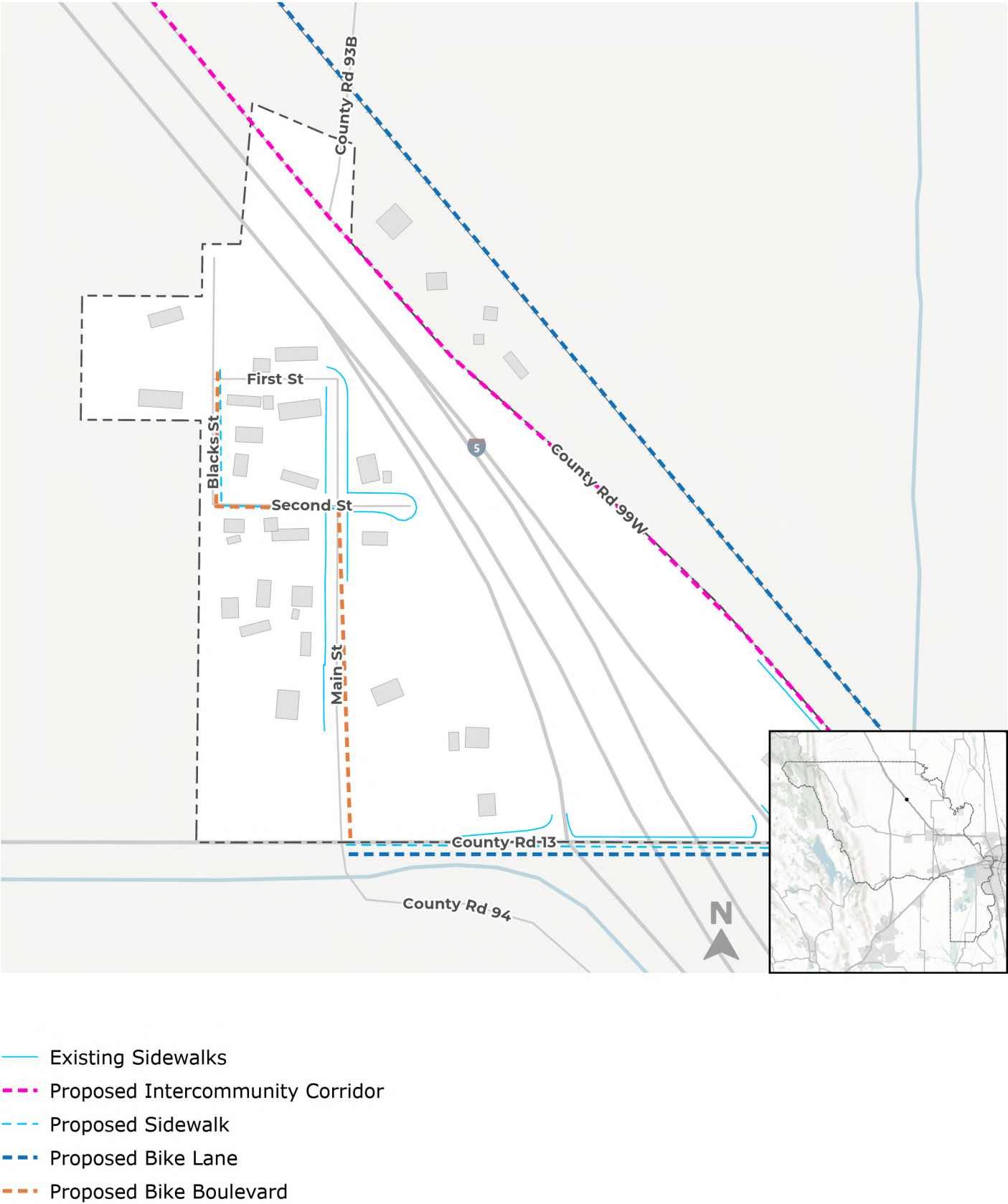


Figure 43: Active Transportation Recommendations in Zamora

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. Figure 44 displays 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 SR 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 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 .

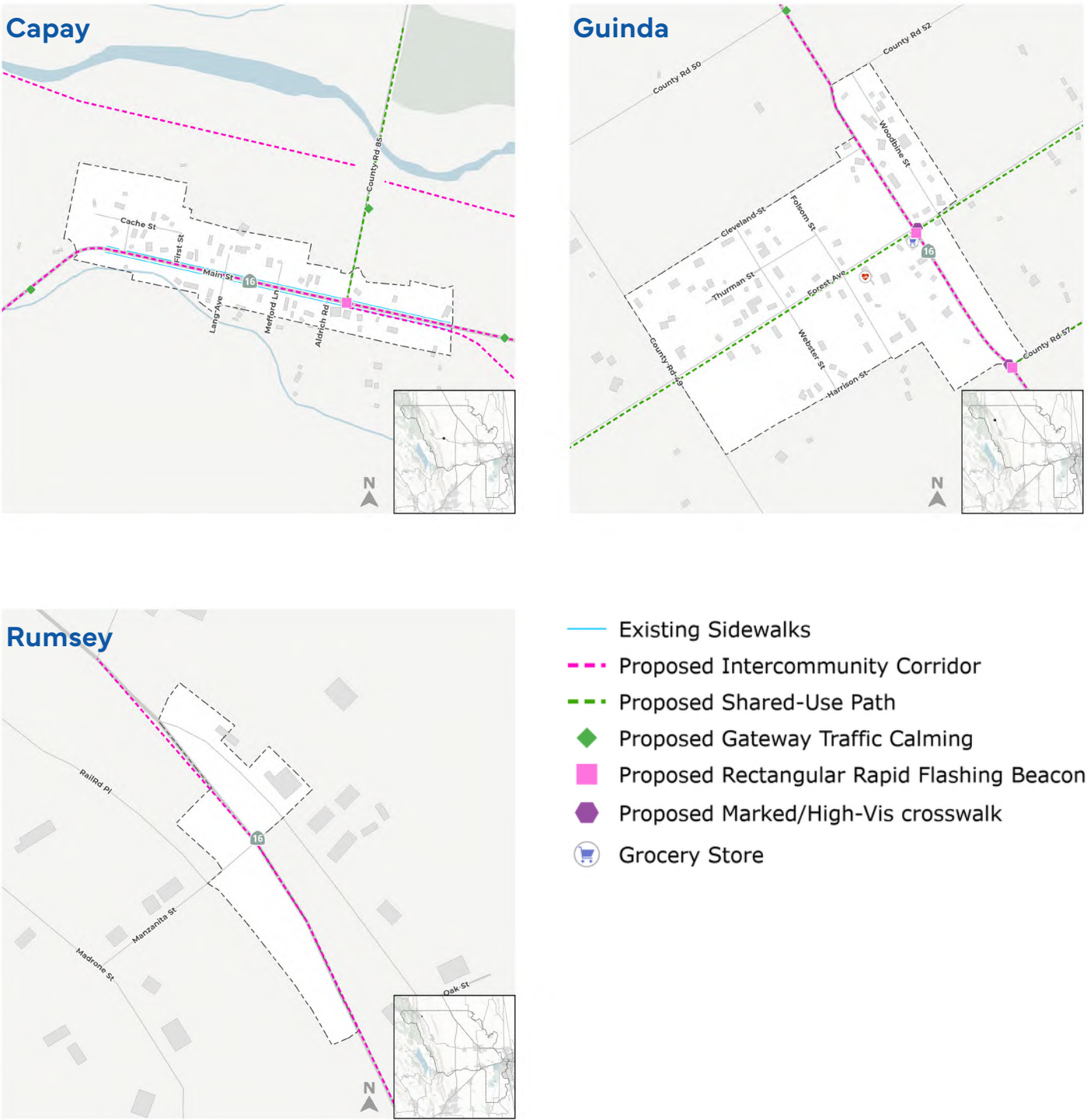
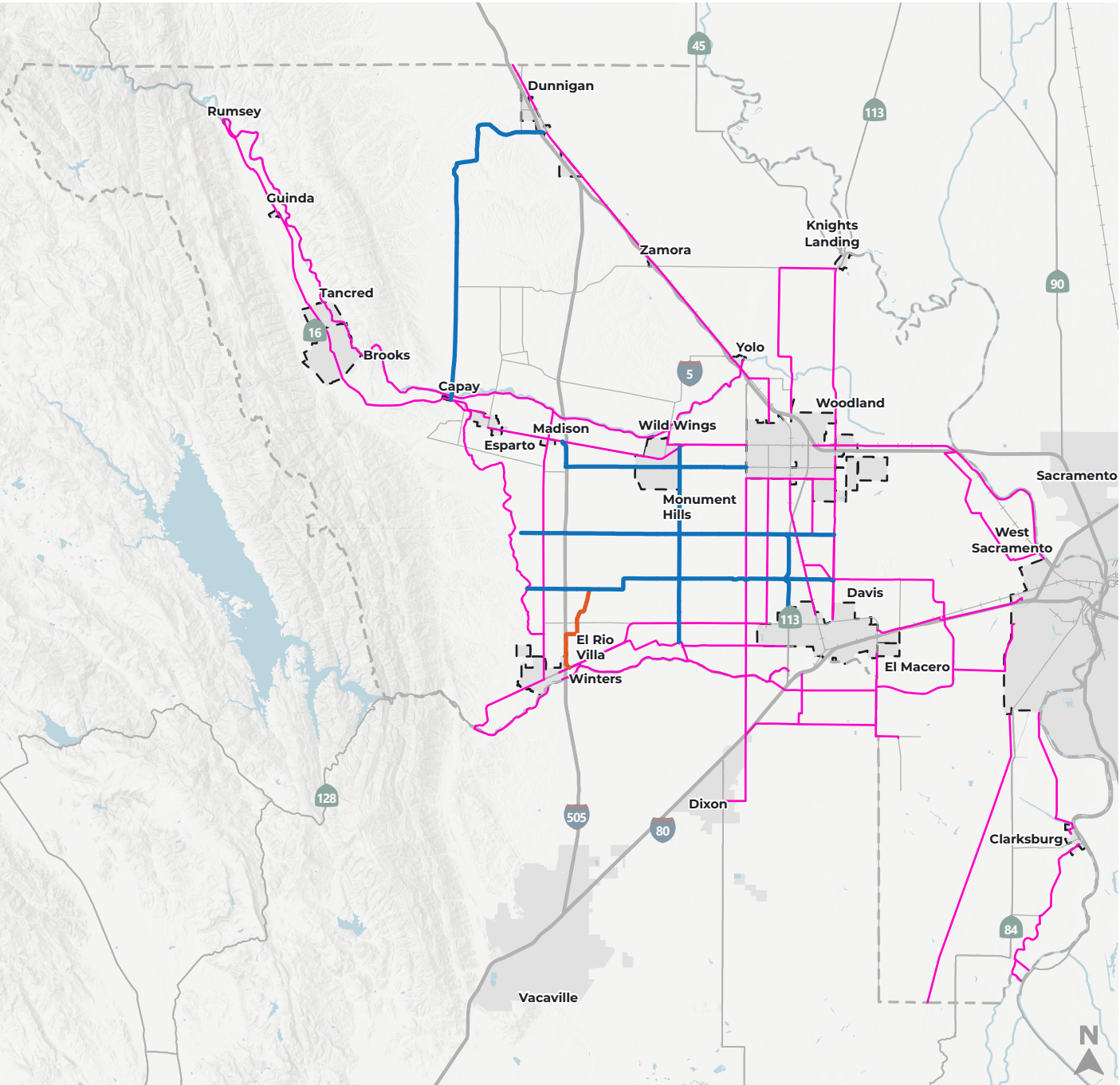


Figure 44: Active Transportation Recommendations in Capay, Guinda, and Rumsey

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 45 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



Bikeways Recommendations

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

Figure 45: Regional Active Transportation Recommendations in Yolo County

Implementation & Funding



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 8. 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 8: Funding Sources

Regional 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 Mitigations)	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
Partnership HealthPlan of California	https://www.partnershiphp.org/community/yolo-county-resources
The California Endowment	https://www.calendow.org/



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
Fixing America's Surface Transportation (FAST) Act (and subsequent reauthorizations)	https://www.fhwa.dot.gov/fastact/
Community Development Block Grant (CDBG) Program	https://www.hudexchange.info/programs/cdbg/

YATC Phase 2: Design

The RAISE grant which funds the YATC planning project includes funds dedicated towards design and pre-construction work on one to three corridors, bringing them closer to completion. Two intercommunity corridor segments were chosen to advance into the design phase: Madison to Esparto, and Davis to Woodland. They were selected based on performance against the project’s prioritization criteria, input received by community members and TAC over the two outreach phases, and available budget. The design will allow the corridors to be developed to a level of completion that positions them for external competitive grant construction funds. The remaining projects from the YATC Prioritized Corridors list will be advanced when additional funding becomes available.

Madison-Esparto

The first corridor is a 2.7-mile shared-use path that originates in Esparto, at Esparto Middle School, and ends in Madison, at County Road 89 (corridor #10). Currently, the only connection between the two interdependent communities is SR 16, a high-speed road not suitable for active travel. Construction of a shared-use path would provide a dedicated and more comfortable facility for those who wish to walk, bike, and roll between Madison and Esparto, addressing the need, as expressed during community engagement, for a safer and more direct connection.



Figure 46: Madison-Esparto Segment

Davis-Woodland

The second corridor is a 6.5-mile shared-use path that will run along County Road 102 between the Davis and Woodland city limits (corridor #36). An alternative alignment would instead utilize County Road 27 and Harry Lorenzo Avenue on the portion of the alignment closest to Woodland County Road 102 was the site of several crashes involving bicyclists within the study period (2018 – 2022). By constructing an off-street path, the project not only provides a facility specifically for active travel, but it also creates a spatial separation that significantly reduces collision risk for vulnerable users such as bicyclists and pedestrians commuting between the two cities.

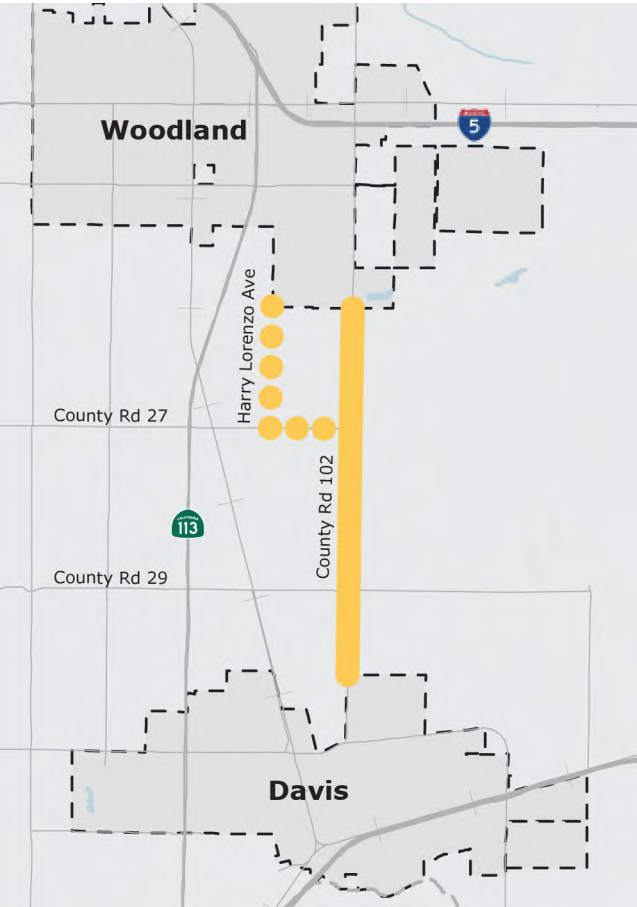


Figure 47: Davis-Woodland Segment

Other Improvements

The YATC regional active transportation network is augmented by two in-progress projects that are being funded separately and managed by other local agencies: the Clarksburg Branch Trail Line Extension and the I-505 bicycle and pedestrian overcrossing.

The Clarksburg Branch Line Trail Extension (corridor #45) is a planned 7.5-mile shared-use trail intended to connect West Sacramento with Clarksburg and serve as a key link within the Great California Delta Trail and SACOG’s Sacramento Regional Trail Network. It will feature parallel paved and unpaved paths to better serve bicyclists, pedestrians, and equestrians. This trail is currently in the design phase and led by the City of West Sacramento, in partnership with Yolo County, Delta Protection Commission, and YoloTD, with funding from SACOG.

Yolo County is advancing the creation of an active transportation connection between Winters and El Rio Villa, via a planned bicycle and pedestrian bridge along the south side of the existing I-505 overpass along Russell Boulevard (a portion of corridor #27). This facility will improve crossing safety for pedestrians and cyclists and especially benefit the low-income residents of El Rio Villa that walk and bike to access services in Winters.

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 accessibility via e-bikes, could see even more bike trips, especially those connecting the rest of the county to Davis.

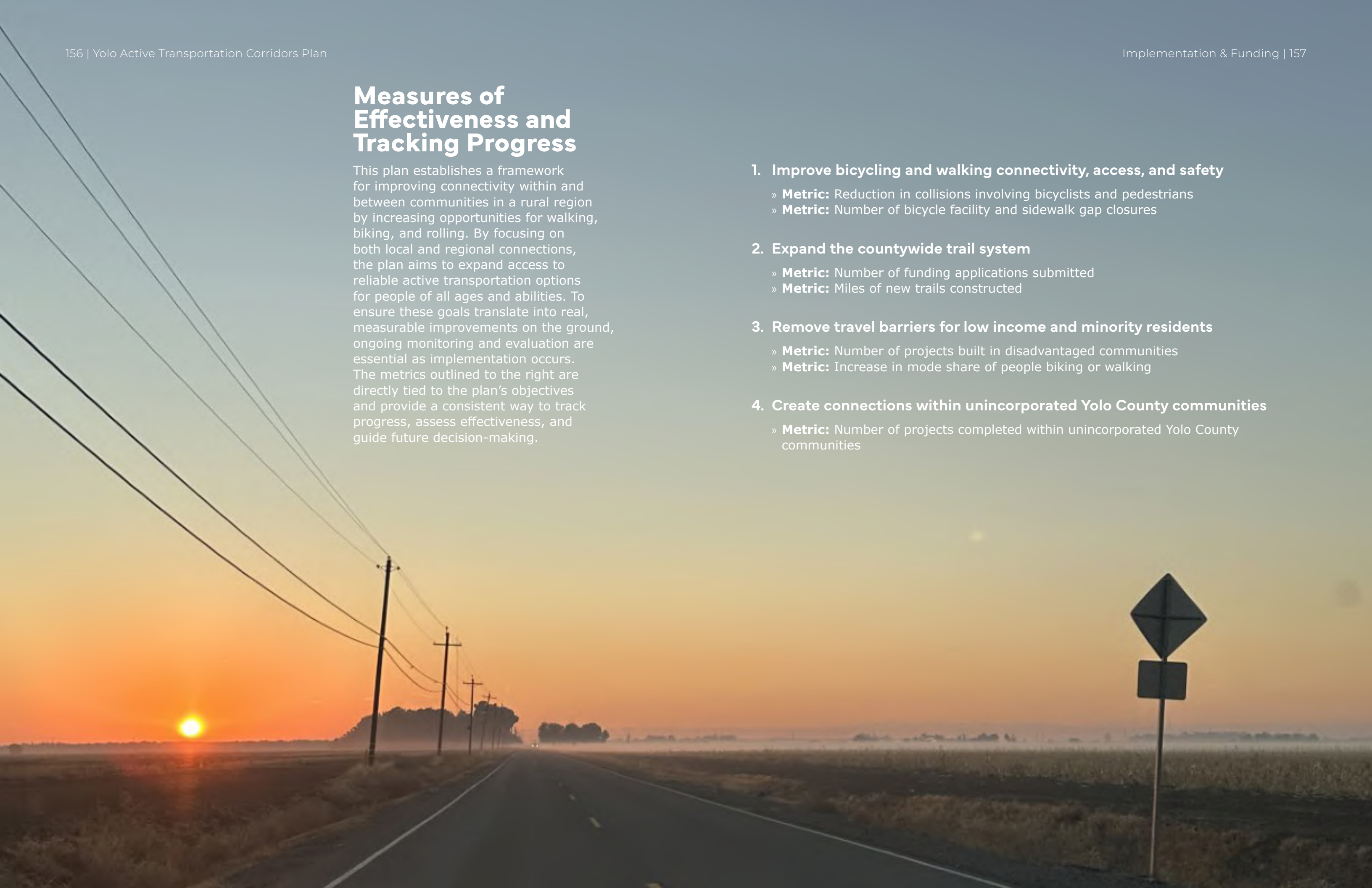
Implementing this Plan is expected to result in other significant improvements, such as a reduction in the risk of collisions involving pedestrians and bicyclists and improved health outcomes associated with increased physical activity by residents in the region.



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 to the right 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



ATTACHMENT:B

2026

Executing the Vision: Yolo Active Transportation Corridors (YATC) Implementation Strategy



Brian Abbanat
Yolo Transportation District
9/14/2026

Contents

EXECUTING THE VISION: YATC Implementation Strategy	2
Introduction	2
Purpose	3
Factors Affecting Implementation	3
YATC System Map	5
Phase 1 Intercommunity Projects	6
Phase 1 Projects: Summary Map	7
Phase 1 Projects: Summary Funding Table	8
Phase 1 Projects: Financial Status Summary	9
YATC Implementation Progress	10
Madison-Esparto Segment	11
Woodland-Davis Segment	14
Grant Avenue / I-505 Overcrossing	16
Clarksburg Branch Line Trail Extension	18
Phase 2 Intercommunity Projects Priorities	20
Phase 2 Projects: Summary Map	21
West Sacramento – Davis: County Road 32A	21
Winters – Davis	24
Woodland – Madison	26
Intracommunity Improvements	27
Conclusion	28
Maintaining Focus	28



EXECUTING THE VISION: YATC Implementation Strategy

Introduction

The Yolo Active Transportation Corridors (YATC) plan represents a bold vision for a network of paved off-street trails connecting Yolo County cities and unincorporated communities for functional transportation as well as recreational purposes. With the increasing popularity of electric-assist bicycles (“e-bikes”) and speeds capable of up to 28 mph, travel between communities is more feasible than ever while opening a wide range of recreational and tourism opportunities. YATC provides a roadmap for implementing Yolo County’s part of the larger regional network.



YATC will require substantial time and resources to implement and a long-term timeframe – decades - should be assumed. While these projects can be a challenge to implement, each segment has a specific purpose: to serve communities, address safety problems, connect communities, and provide access and opportunities. Those deeper values should inspire civic leaders, professional staff, and stakeholders to persevere when confronting implementation challenges.

Each trail segment within the plan represents a significant, individual project that must be fully resourced to materialize. By the time construction breaks ground, 95 percent of the effort including planning, engineering, and securing funding have already occurred. However, pre-construction phases are often the most difficult to complete. These largely invisible activities must be supported politically and prioritized financially to place individual projects in competitive, “shovel ready” positions either for competitive grants or other funding opportunities.

While demand and community support for these facilities are strong in Yolo County, plans such as YATC can easily fade into the background of countywide priorities. This



implementation strategy reflects YoloTD's commitment to continue advancing the YATC vision as an important transportation priority in Yolo County.

Purpose

This implementation strategy complements the YATC Plan by placing a focus on project delivery. It exists as a living document with annual updates to demonstrate progress on specific projects, curating enthusiasm for the broader vision. As project milestones are reached, funding secured, and segments are constructed, this document will recognize the progress made. Completed projects will be highlighted and cited as examples of the need to build on successes.

Factors Affecting Implementation

Completing a countywide trail network planning process is an exciting milestone that highlights the many ways connectivity and quality of life can be enhanced across the county. While implementation requires thoughtful coordination and sustained effort, the opportunities for success are strong. Key considerations include partner agency priorities, funding strategies, stakeholder engagement, and long-term commitment to completing the network.

Partner Agency Priorities

Because most YATC segments are located adjacent to or within the public right of way—primarily under the jurisdiction of Yolo County or Caltrans—continued coordination and collaboration with these agencies will be central to successful implementation. Encouragingly, YATC projects can move forward either as stand-alone efforts or, ideally, in partnership with safety improvements or roadway rehabilitation projects as opportunities arise. Each project will follow its own path, but with proactive coordination, these partnerships can create efficient and mutually beneficial outcomes.

Funding

Securing funding is an important step in advancing YATC. While there is currently no dedicated local funding source for design and construction, competitive grant programs for active transportation continue to provide meaningful opportunities. Although these programs are highly competitive, strong project readiness, partnerships, and demonstrated community benefits can position YATC projects well for success over time.



Capital funding opportunities tend to be more available than maintenance funding. Because ongoing maintenance typically falls to the owning agency, planning ahead for durable materials and clear maintenance agreements can help minimize long-term costs and support system reliability. Establishing these arrangements early will strengthen project sustainability.

Limited local resources can affect the pace at which individual segments advance. Many grant programs reward projects that include local matching funds and given the multi-mile nature of many trail segments, even modest match requirements can represent significant investments. With strategic phasing, partnership development, and continued pursuit of funding opportunities, YATC projects can remain competitive alongside other transportation priorities.

Community & Stakeholder Support

Community outreach for YATC demonstrated strong enthusiasm for the trail network among participants. As implementation moves forward, particularly in predominantly agricultural areas, continued engagement with adjacent property owners and stakeholders will be important. Proactive communication can help address concerns related to agricultural operations, such as spraying and vehicle movement, and reinforce the benefits of well-designed trail corridors.



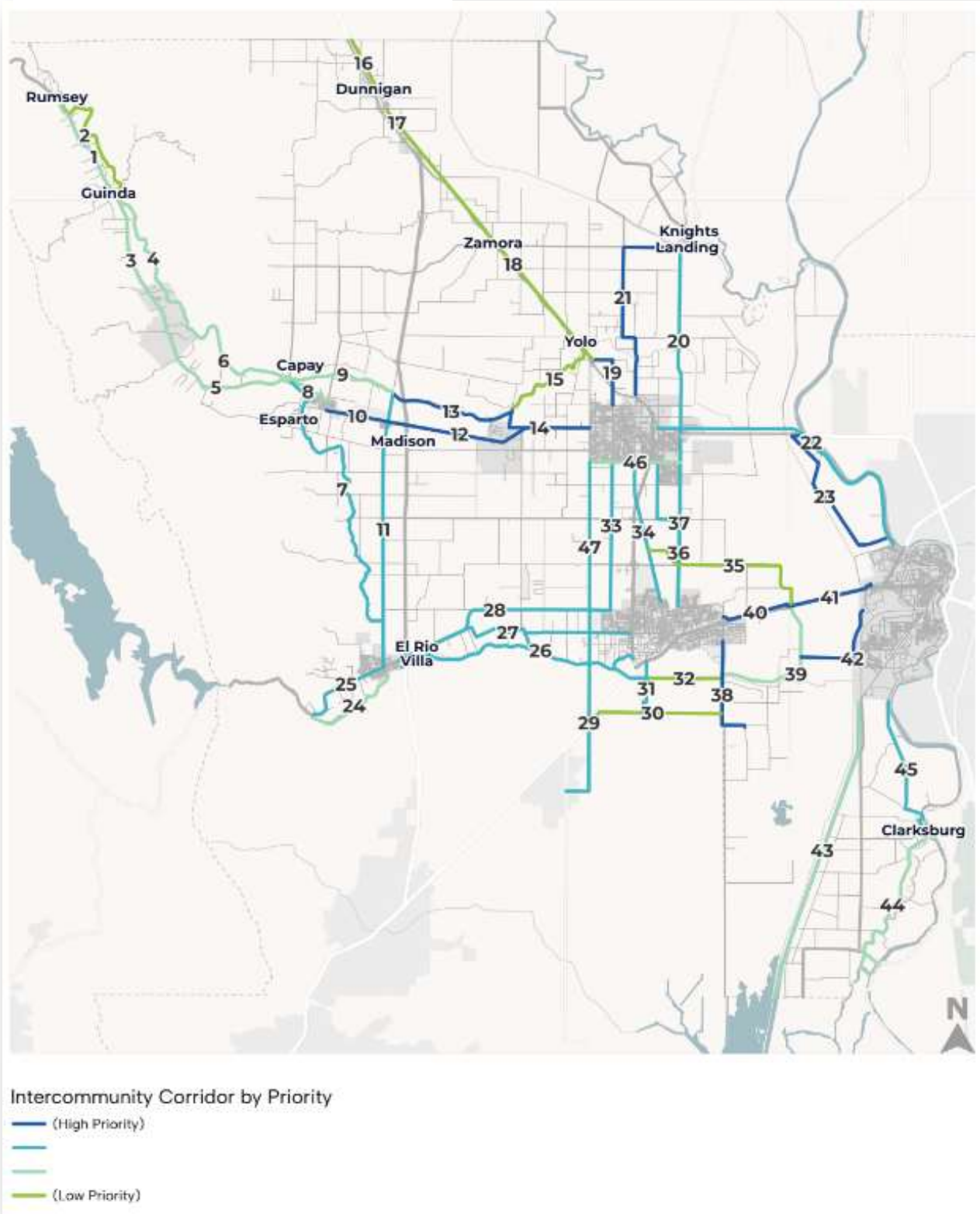
Concerns about unpermitted encampments are sometimes raised in trail discussions. However, because YATC segments are largely located outside urbanized areas where unhoused individuals typically rely on services, this risk is expected to be relatively limited. Thoughtful design and ongoing coordination can further support positive outcomes.

Long-Term Commitment

The YATC vision is ambitious and forward-looking. With sustained leadership and continued recognition of the network's transportation and quality-of-life benefits, steady progress is achievable. Maintaining YATC as a regional priority alongside other transportation modes will help ensure momentum continues. With persistence and partnership, the countywide trail network can be successfully delivered over time.



YATC System Map



Phase 1 Intercommunity Projects

The RAISE grant, which funds the YATC planning project, includes funds dedicated toward design and pre-construction work on two corridors, bringing them closer to completion. Two intercommunity corridor segments were chosen to advance into the design phase: Madison to Esparto, and Davis to Woodland. They were selected based on performance against the project's prioritization criteria, input received by community and technical advisory committee members over the two outreach phases, and available budget. The design will allow the corridors to be developed to a level of completion that positions them for external competitive grant construction funds. The remaining projects from the YATC Prioritized Corridors list will be advanced when additional funding becomes available.

The YATC regional active transportation network is augmented by two in-progress projects that are being funded separately and managed by other local agencies: the Clarksburg Branch Trail Line Extension and the I-505 bicycle and pedestrian overcrossing.

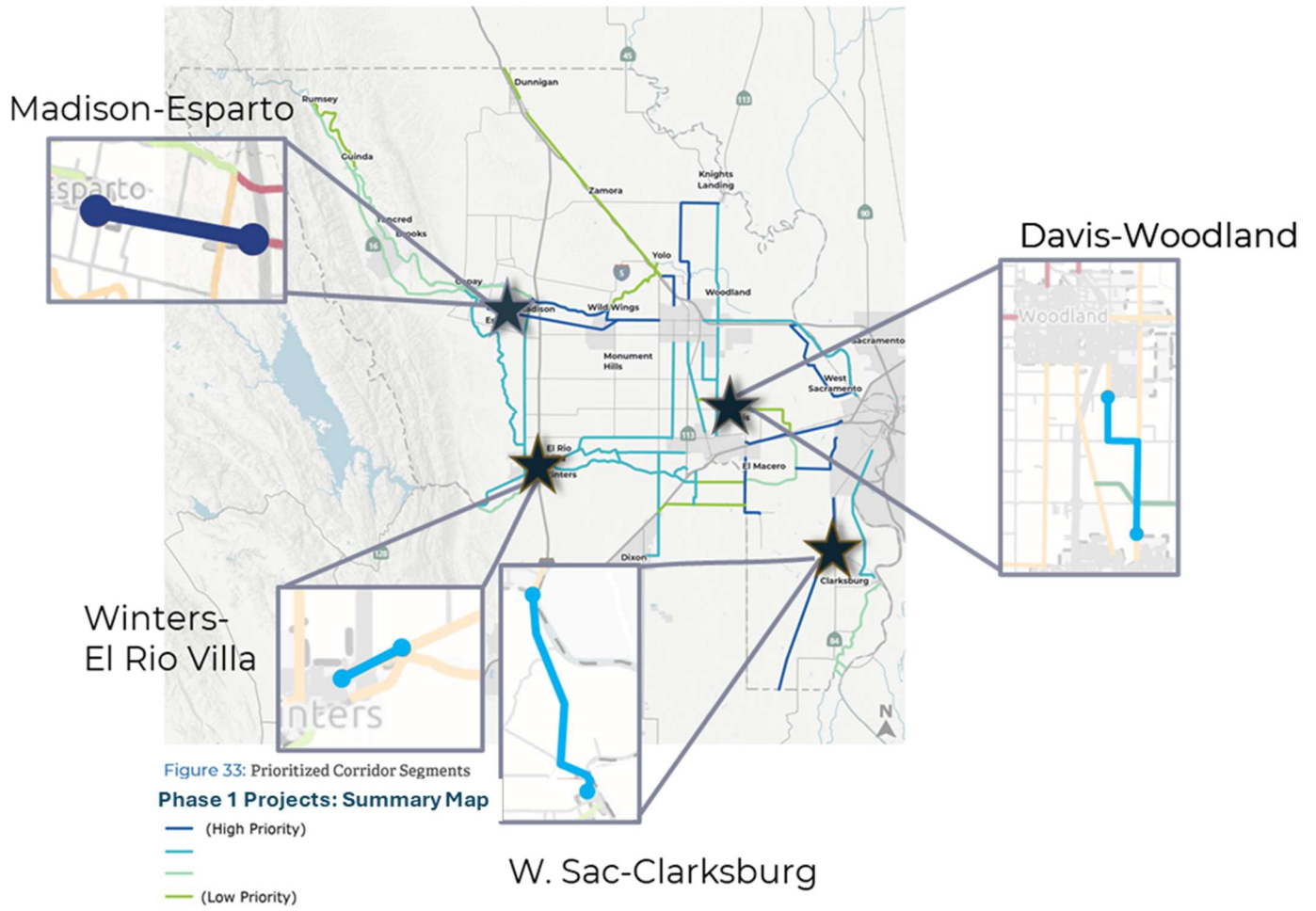
The City of Winters, Yolo County, and Caltrans District 3 are working together to create an active transportation connection between El Rio Villa and Winters, via a planned multi-use path and pedestrian bridge along the south side of the existing I-505 overpass along Russell Boulevard. This facility will improve crossing safety for pedestrians and cyclists and especially benefit the low-income residents of El Rio Villa that walk and bike to access Winter's services.

Similarly, the City of West Sacramento is in the design phase for the 6.4 mile Clarksburg Branch Line Trail (CBLT) extension that will provide a key link within the Great California Delta Trail and SACOG's Sacramento Regional Trail Network. Design of this segment of the CBLT is another step toward achieving the vision of a connected recreational corridor that is decades in the making and will be enjoyed by current and future generations. The project is currently in the environmental clearance process, which will continue through 2026. Design is anticipated from summer 2025 to fall 2026.

The map below illustrates the locations and boundaries of the four YATC segments currently in progress.



Phase 1 Projects: Summary Map

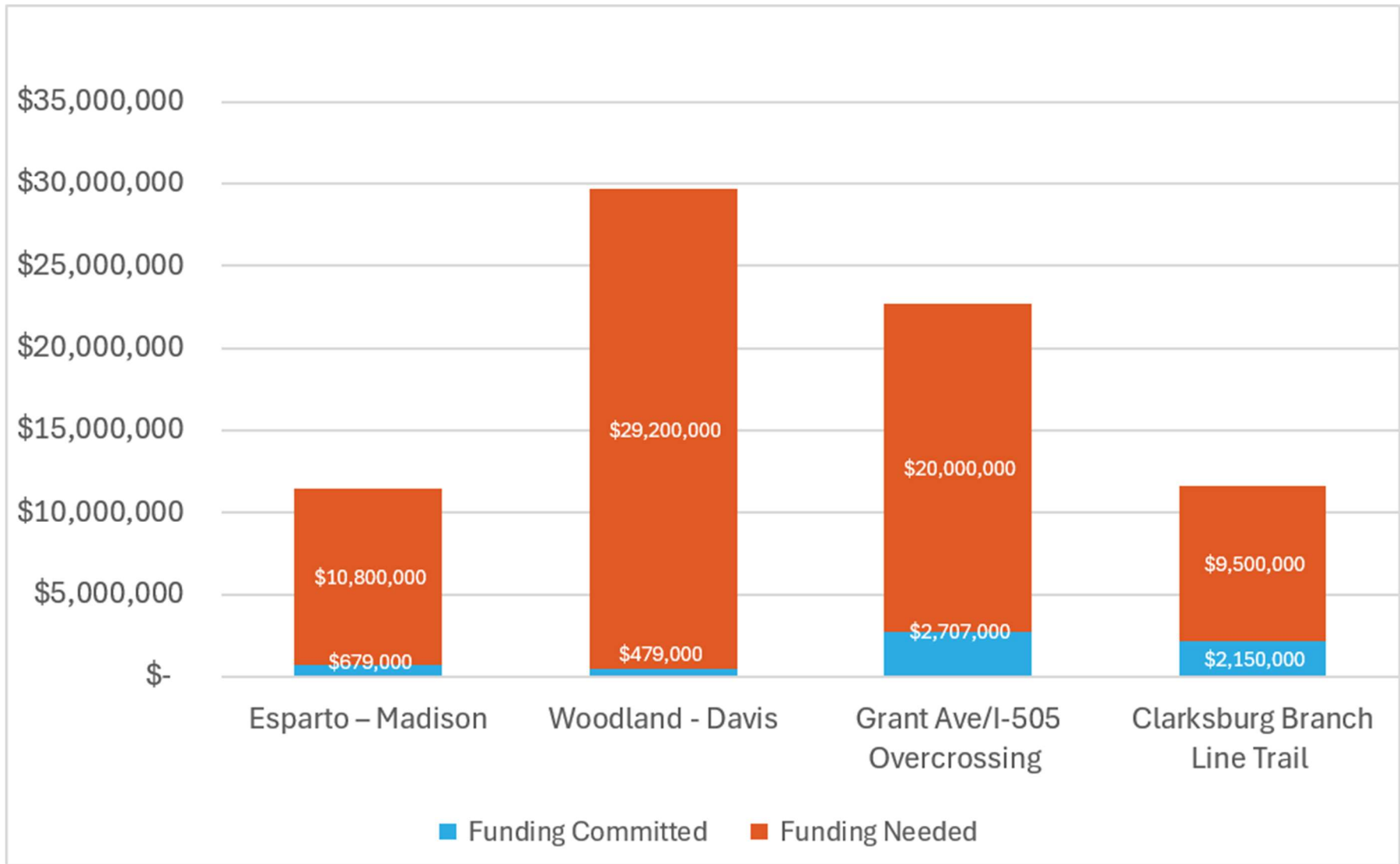


Phase 1 Projects: Summary Funding Table

Phase 1 Segment	Segment Phase	Status	Cost	Funding Committed	Funding Source
Esparto – Madison	Non-Construction	In Progress	\$679,000	\$679,000	Federal RAISE Grant + Local LTF
	Construction	Not Started	\$10,800,000	\$0	TBD
Woodland - Davis	Non-Construction	In Progress	\$479,000	\$479,000	Federal RAISE Grant
	Construction	Not Started	\$29,200,000	\$0	TBD
Grant Ave/I-505 Overcrossing	Non-Construction	In Progress	\$2,707,000	\$0	SACOG Regional Funding
	Construction	Not Started	\$20,000,000	\$0	TBD
Clarksburg Branch Line Trail	Non-Construction	In Progress	\$2,150,000	\$2,150,000	SACOG Carbon Reduction Program Grant
	Construction	Not Started	\$9,500,000	\$0	TBD



Phase 1 Projects: Financial Status Summary



YATC Implementation Progress

YATC Segment	Project Phase	2026		2027				2028				2029				2030			
		Summer	Fall	W	S	S	F	W	S	S	F	W	S	S	F	W	S	S	F
Esparto-Madison	PA&ED	Funded																	
	PS&E	Funded																	
	Right-of-Way	Unfunded																	
	Construction	Unfunded																	
Woodland-Davis	PA&ED	Funded																	
	PS&E	Unfunded																	
	Right-of-Way	Unfunded																	
	Construction	Unfunded																	
Grant Ave / I-505 Overcrossing	PA&ED	Funded																	
	PS&E		Funded																
	Right-of-Way		Funded																
	Construction	Unfunded																	TCD
Clarksburg Branch Line Trail	PA&ED	Funded																	
	PS&E	Unfunded																	
	Right-of-Way	Unfunded																	
	Construction	Unfunded																	
TCD = Target Completion Date																			



Madison-Esparto Segment

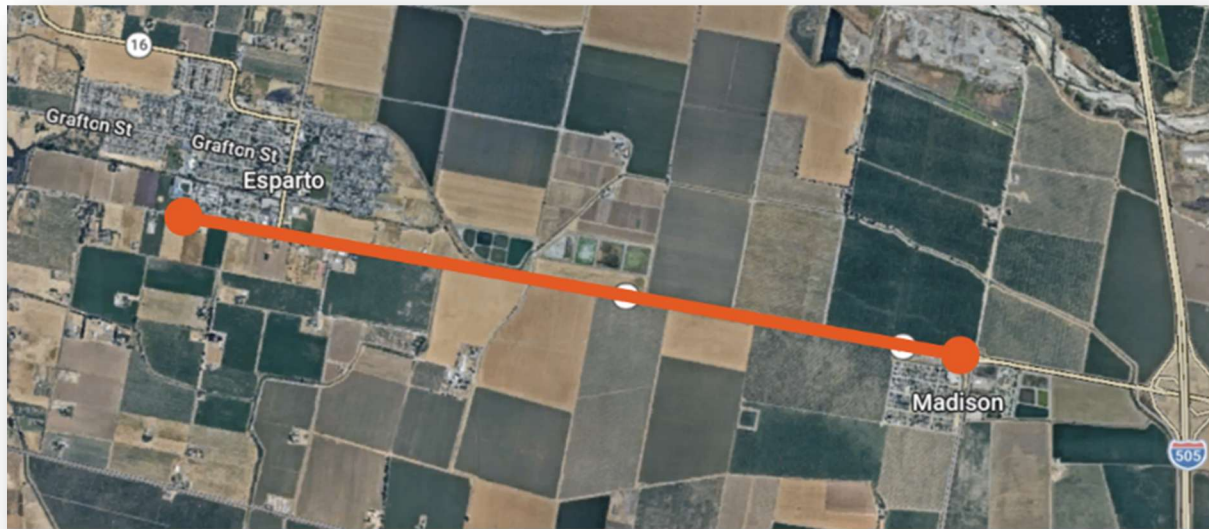


Figure 1: Madison - Esparto Project Alignment

Project Description: Three-mile Class I trail on County Road 21A / State Route 16 (SR-16) between Esparto Middle School (in Esparto) and Scott Street (in Madison).

This 3.0-mile shared-use path originates in Esparto at County Road 87 and ends in Madison at County Road 89. Currently, the only connection between the two interdependent communities is SR-16, a high-speed road not suitable for travel for vulnerable road users. Construction of a shared-use path would provide a dedicated, separated, and more comfortable facility for those who wish to walk, bike, and roll between Madison and Esparto, addressing the need, as expressed during community engagement, for a safer and more direct connection.

Project Need: The Madison–Esparto alignment seeks to address gaps along SR-16 while providing safe access for students to travel from Madison – including Yolo County Housing Authority’s migrant farmworker housing - to Esparto and back. This path will serve residents traveling to schools, local businesses, community centers, and parks, while providing a dedicated bicycle facility as an alternative to motorized vehicle travel.

Sponsoring Agency: Yolo Transportation District / Yolo County

Status: Non-Construction work in progress

Funding Needed: \$11.0 million

Target Funding Sources:

- Federal:



- Better Utilizing Investments to Leverage Development (BUILD) Program
- Active Transportation Infrastructure Investment (ATIIP) Program
- Rural Surface Transportation Program
- State:
 - **2026 Funding Priority:** California State ATP Funding Program
 - Recreational Trails Program
 - Highway Safety Improvement Program (HSIP)
 - Low Carbon Transportation Options Program
 - Community Air Protection Incentives Program
 - Sustainable Transportation Equity Project
- Regional:
 - **2026 Funding Priority:** Regional ATP Funding Program
 - Carbon Reduction Program

Target Completion Date: TBD

Figure 2: CA-16 Westbound Existing Condition



Figure 3: CA-16 Enhanced Conceptual Rendering



Figure 4: Conceptual Rendering



Woodland-Davis Segment

Project Description: 5.5-mile shared-use path on County Road 102 between Bronze Star Road and East Covell Boulevard

This 5.5-mile shared-use path will start on East Covell Boulevard in Davis and be routed north alongside County Road 102 and either continue to County Road 25 or turn left onto County Road 27, and finally onto County Road 101, ending at County Road 25A in Woodland. County Road 102 was the site of several crashes involving bicyclists within the study period (2018 – 2022). By constructing an off-street path, the project not only provides a facility specifically for active travel, but it also creates a spatial separation that significantly reduces collision risk for vulnerable users commuting between the two cities.

Project Need: The Davis to Woodland alignment will create continuous connectivity between the two cities, linking off-street shared-use paths on both ends for safe bike commuting. The facility will support commuters, students, and families by providing a dedicated bicycle facility as an alternative to motorized vehicle travel.

Sponsoring Agency: Yolo Transportation District / Yolo County

Status: Non-Construction work in progress

Funding Needed: ~\$29 million

Target Funding Sources:

- Federal:
 - Better Utilizing Investments to Leverage Development (BUILD) Program
 - Active Transportation Infrastructure Investment (ATIIP) Program
 - Rural Surface Transportation Program

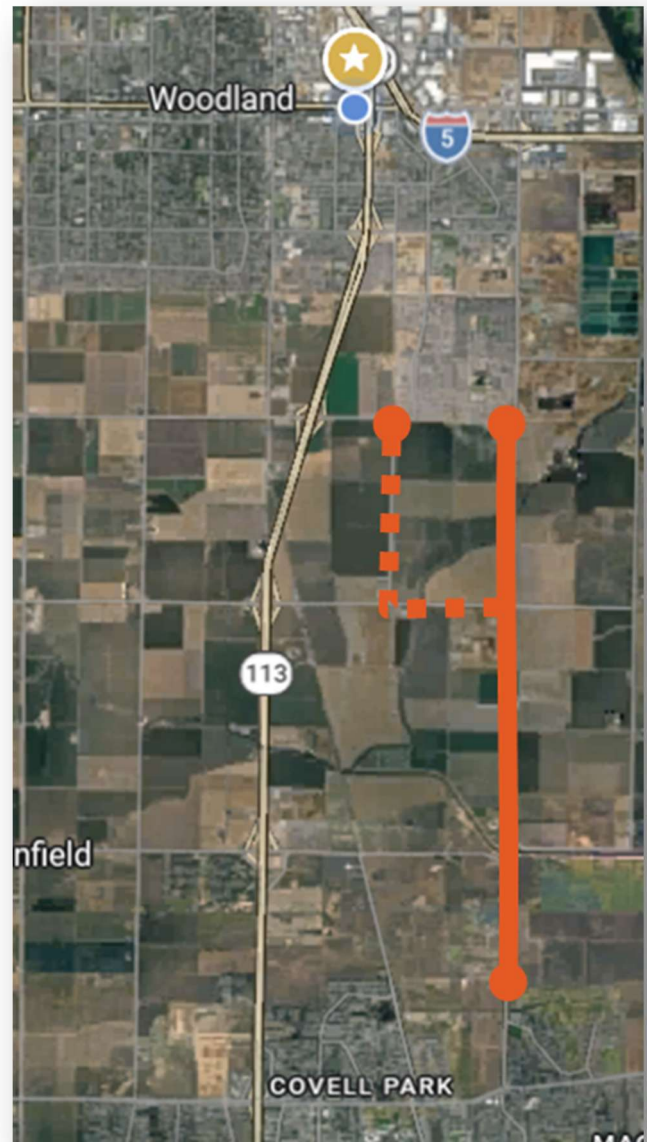


Figure 3: Woodland - Davis Project Alignments

- State:
 - California State ATP Funding Program
 - Recreational Trails Program
 - Highway Safety Improvement Program (HSIP)
 - Low Carbon Transportation Options Program
 - Community Air Protection Incentives Program
 - Sustainable Transportation Equity Project
- Regional:
 - Regional ATP Funding Program
 - Carbon Reduction Program

Target Completion Date: TBD

Figure 6: County Road 102 Northbound Existing Conditions



Figure 7: Conceptual Rendering



Grant Avenue / I-505 Overcrossing

Project Description: 1.3-mile bicycle and pedestrian improvements from the intersection of Morgan Street and Grant Avenue/SR-128 in Winters to Russell Boulevard/County Road 32 and Fredericks Drive in unincorporated Yolo County.

The City of Winters, Yolo County, and Caltrans District 3 are collaborating to create an active transportation connection between Winters and El Rio Villa, by way of a planned multi-use path and pedestrian bridge along the south side of the existing I-505 overpass along Russell Boulevard. This facility will improve crossing safety for pedestrians and cyclists and especially benefit the low-income residents of El Rio Villa that walk and bike to access Winter's services.

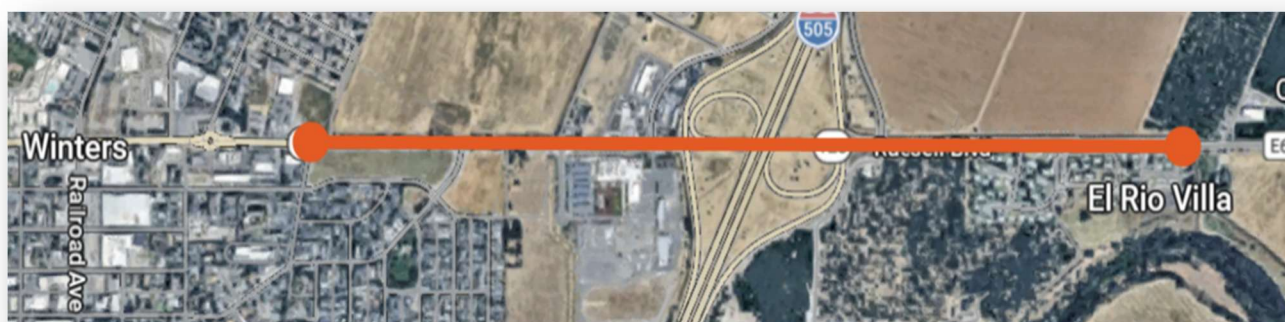


Figure 8: Grant Ave / I-505 Overcrossing Alignment

Project Need: The purpose of the project is to provide a dedicated pedestrian and bicycle facility across I-505 connecting Yolo County Housing Authority El Rio Villa affordable housing residences east of the freeway with schools and businesses on Main Street. Residents must currently walk or bike along a high-speed state highway, including crossing a narrow, antiquated freeway overpass to access daily needs. The project would also provide part of a regional bicycle trail connecting the City of Winters with areas of Yolo County and the City of Davis.

Sponsoring Agencies: Yolo County, Caltrans District 3

Status: Non-Construction work in progress

Funding Needed: ~\$20 million

Target Funding Sources:

- Federal:
 - Better Utilizing Investments to Leverage Development (BUILD) Program



- Active Transportation Infrastructure Investment (ATIIP) Program
- Rural Surface Transportation Program
- State:
 - **2026 Funding Priority:** California State ATP Funding Program
 - Recreational Trails Program
 - Highway Safety Improvement Program (HSIP)
 - Low Carbon Transportation Options Program
 - Community Air Protection Incentives Program
 - Sustainable Transportation Equity Project
- Regional:
 - **2026 Funding Priority:** Regional ATP Funding Program
 - Carbon Reduction Program

Target Completion Date: 2030

Figure 9: Grant Ave / I-505 Overcrossing Existing Conditions

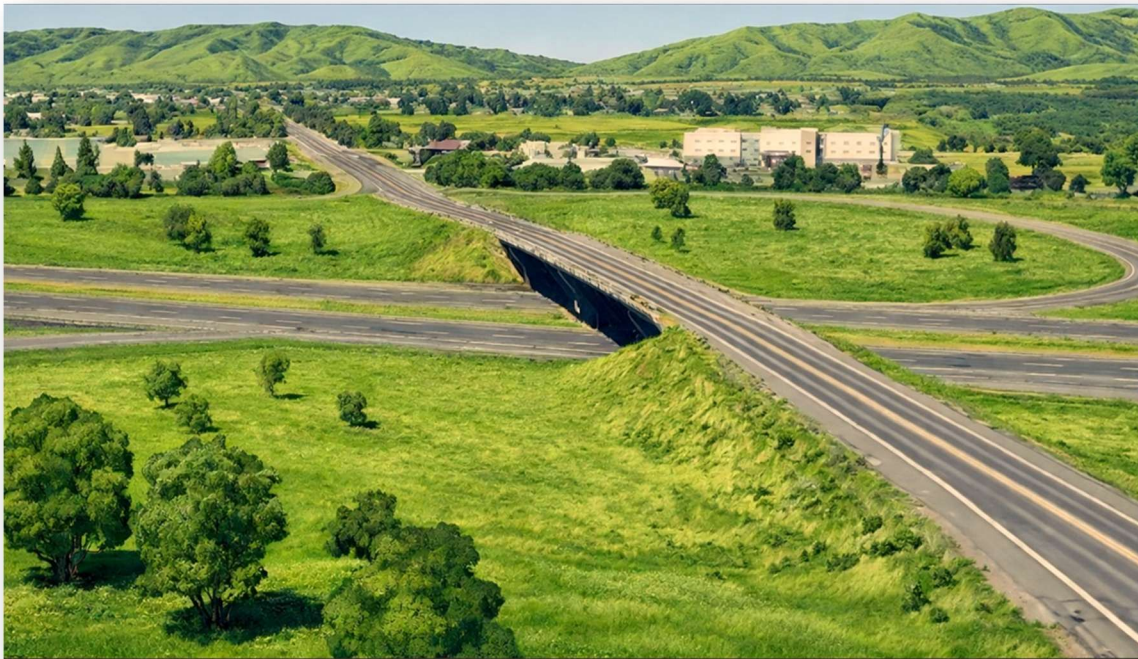


Figure 10: Bike/Ped Overcrossing Conceptual Rendering



Clarksburg Branch Line Trail Extension

Project Description: 7.5 mile Class I trail from the southern limits of West Sacramento along South River Road and the former railway right-of way, continue south to Willow Point Road and west to Clarksburg, with a proposed trailhead near the Old Sugar Mill.

The Clarksburg Branch Line Trail Extension is a planned 7.5-mile shared-use trail intended to connect West Sacramento with Clarksburg and serve as a key link within the Great California Delta Trail and SACOG's Sacramento Regional Trail Network. It will feature parallel paved and unpaved paths to better serve bicyclists, pedestrians, and equestrians. This trail is currently in the design phase and led by the City of West Sacramento, in partnership with Yolo County, Delta Protection Commission, and YoloTD, with funding from SACOG.

Project Need: Project will 1) promote connectivity between neighborhoods and communities by constructing a multi-use trail serving bicycle, pedestrian, and equestrian users, while respecting agricultural uses; 2) create opportunities that connect communities and encourage active transportation; 3) provide educational opportunities through elements such as interpretive signs that reflect local rail and settlement history, share facts about local agriculture, honor Indigenous peoples, and encourage habitat conservation; and 4) Promote economic activity by attracting recreational cyclists.

Sponsoring Agency: City of West Sacramento



Status: Non-construction work in-progress

Funding Needed: \$10.0 - \$12.0 million

Target Funding Sources:

- Federal:
 - Better Utilizing Investments to Leverage Development (BUILD) Program
 - Active Transportation Infrastructure Investment (ATIIP) Program
 - Rural Surface Transportation Program
- State:
 - California State ATP Funding Program
 - Recreational Trails Program
 - Highway Safety Improvement Program (HSIP)
 - Low Carbon Transportation Options Program
 - Community Air Protection Incentives Program
 - Sustainable Transportation Equity Project
- Regional:
 - Regional ATP Funding Program
 - Carbon Reduction Program

Target Completion Date: 2027

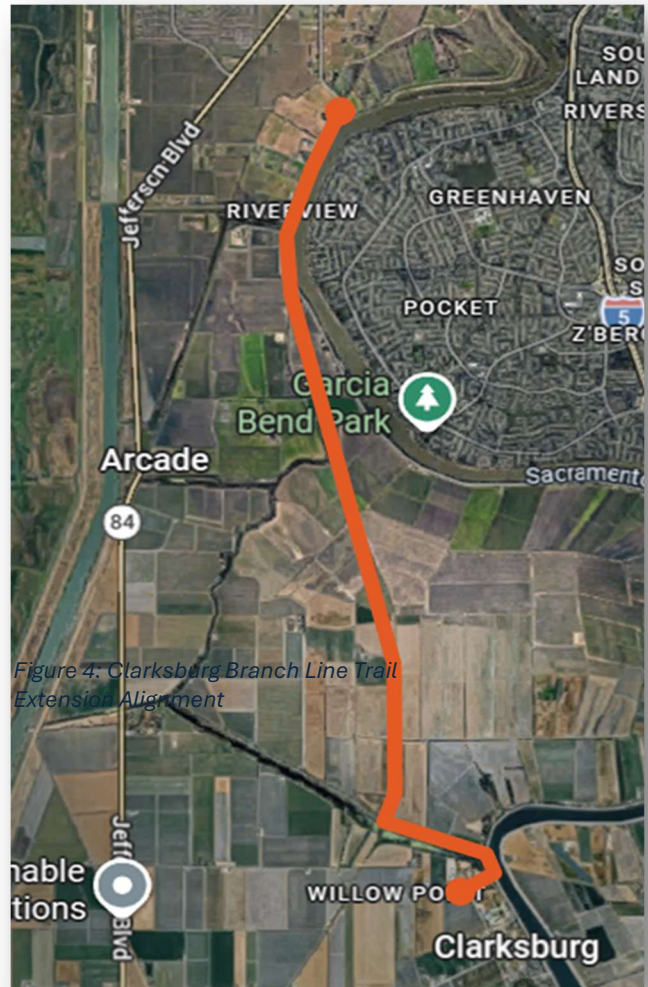


Figure 4: Clarksburg Branch Line Trail Extension Alignment

Figure 11: Clarksburg Branch Line Trail Alignment

Figure 62: CBLT Extension Right of Way Northbound @
Pumphouse Road



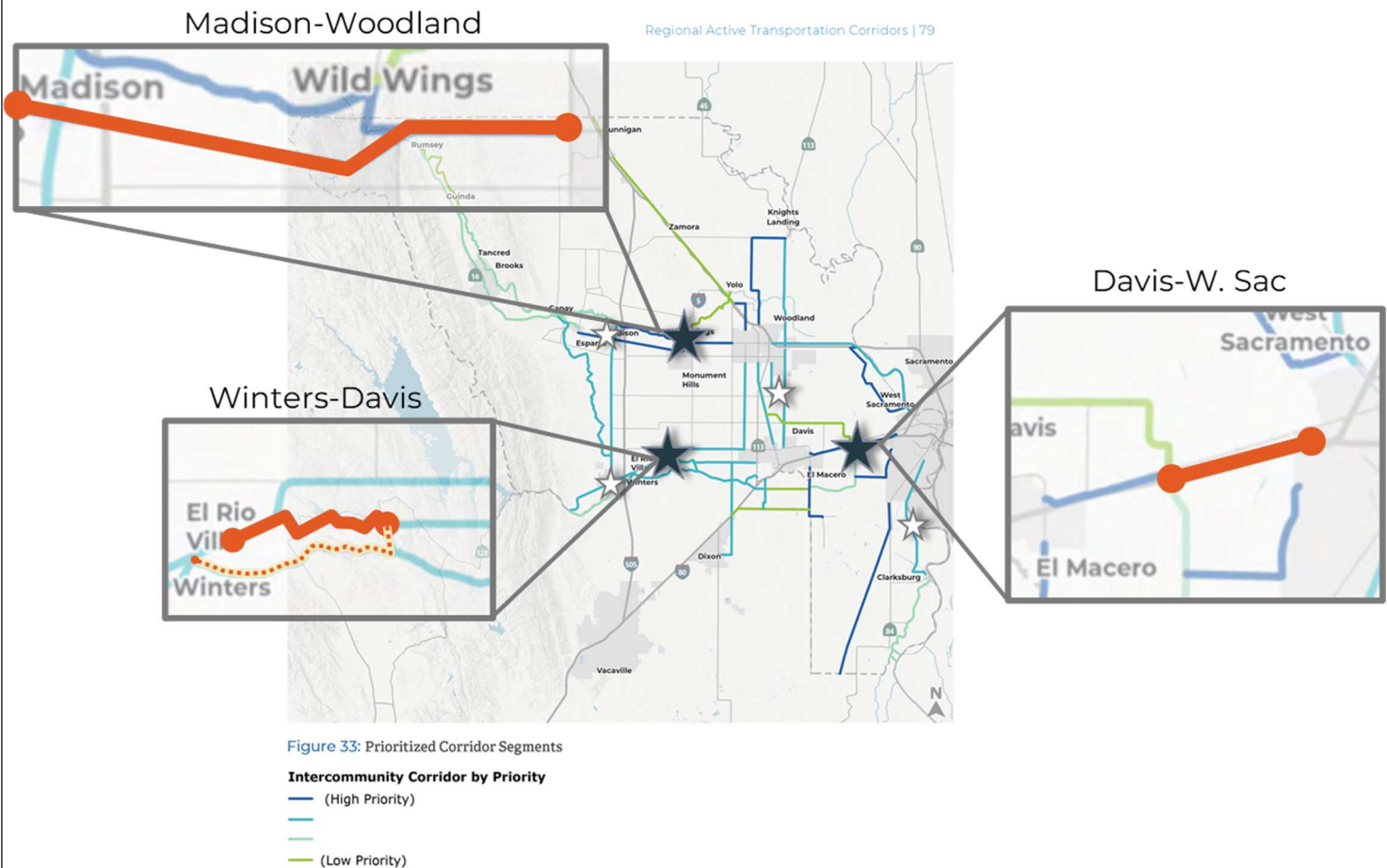
Figure 6: Conceptual Rendering



Phase 2 Intercommunity Projects Priorities

With substantial unmet funding needs and time required for design and construction, Phase 1 intercommunity projects will require a significant amount of time to complete through construction. Nonetheless, horizon planning is appropriate for Yolo County residents to anticipate subsequent YATC segments for implementation. The map below illustrates anticipated Phase 2 projects and their general alignments.

Phase 2 Projects: Summary Map



West Sacramento – Davis: County Road 32A

The YATC segment between West Sacramento and Davis is important for commuting between Davis / UC Davis and Sacramento. Over 100 bicyclists currently travel this corridor during daylight hours on a peak travel day. A 1.8 mile high-stress segment exists on County Road 32A between the westbound I-80 off-/on-ramps and County Road 105 where bicycle commuters must ride on a four-foot shoulder immediately adjacent to high-speed vehicles, including large tractor trailers and heavy-duty waste removal vehicles.

The County Road 105 / 32A intersection is also a location with high motor vehicle collisions and train / vehicle collisions due to high speeds and a ninety-degree northbound/eastbound movement onto/from County Road 105 at an at-grade crossing. For safety reasons, the Union Pacific Railroad (UPRR) expressed a desire to close the at-grade crossing, making County Road 32A inaccessible to motor vehicles. Maintaining a County Road 32A railroad crossing provides a critical route for over-sized farm equipment to access land north and south of I-80, for bicycle access between Davis and

Sacramento, and for waste hauling to the Yolo County landfill originating from West Sacramento.

In the recent past, Yolo County spearheaded a study in partnership with the City of Davis, UPRR, Bike Davis, the California Public Utilities Commission, Yolo County Farm Bureau, and SACOG to consider a relocation of the existing railroad crossing to improve safety and address the conflicts experienced between trains, vehicles, and bicycles. Alternatives under consideration include at-grade crossings further east or an overcrossing / bridge.

Two of the alternatives would result in repurposing the western half of County Road 32A into a Class I facility. This facility would then connect with Caltrans' expected realignment of the Causeway Class I bike path to the westbound I-80 off-/on-ramps and the existing Old US-40 Class I facility, providing a continuous off-street facility for bicyclists.

If the County Road 32A realignment project is not feasible or experiences a substantial delay, a separate Class I path on the current County Road 32A alignment could be explored as a feasible alternative on which to focus for a Phase 2 YATC implementation project.

Figure 7: West Sacramento - Davis Alignment

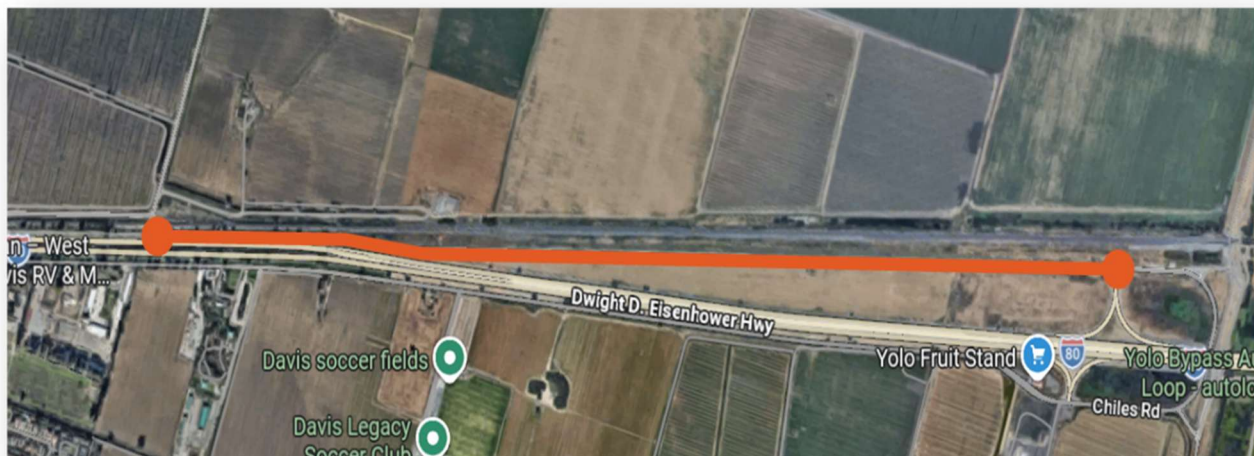


Figure 15: County Road 32A Existing Conditions



Figure 8: Conceptual Rendering



Winters – Davis

The Russell Boulevard bike path on the western edge of Davis is one of a few separated active transportation facilities in unincorporated Yolo County. This path is popular among recreational cyclists, who commonly take leisurely rides from Davis to Winters. The path extends as far as Stevenson Bridge Road at which point bicyclists head south and then back west on Putah Creek Road, entering downtown Winters via the converted railroad bridge crossing Putah Creek.

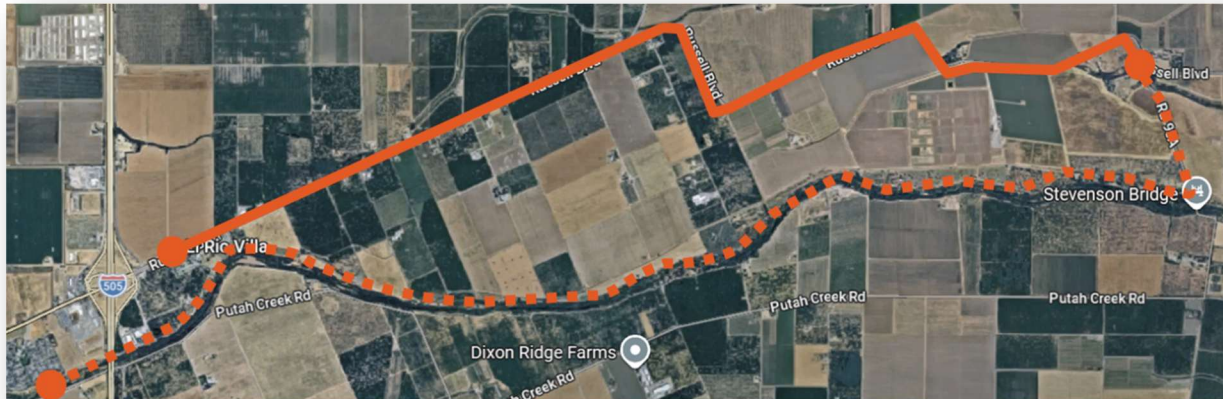


Figure 97: Winters - Davis Alignment

YATC aims to extend the existing path into Winters either by continuing along Russell Boulevard, connecting with the planned Grant Avenue / I-505 Overcrossing project or, alternatively, along the north bank of Putah Creek, connecting with the existing trail in Winters which terminates at Creekside Way.

Figure 108: Russell Blvd @ Stevenson Bridge Road Existing Conditions



Figure 119: Conceptual Rendering



Woodland – Madison



Figure 20: Woodland - Madison Alignment

This project would connect Woodland with Madison via SR-16 between County Road 98 and County Road 89. The result would be a 12+ mile fully separated Class I active transportation facility between Woodland and Esparto when combined with the Madison-Esparto Phase 1 priority project.

Figure 21: SR-16 Eastbound Approaching County Road 98 Existing Conditions



Figure 22: Conceptual Rendering



Intracommunity Improvements

In addition to intercommunity connections, the YATC Plan also recommended targeted active transportation safety and infrastructure improvements in the nine unincorporated Yolo County communities (intracommunity improvements). These recommendations address the highest priority needs for safe street crossings, lighting, and access to schools and amenities.

Intracommunity improvements recommendations are primarily on local routes and not eligible for federal funding. Yolo County and, in some cases, Caltrans are the agencies responsible for constructing these improvements. With scarce funding for maintaining existing infrastructure, this implementation strategy does not attempt to prioritize or otherwise commit Yolo County to funding intracommunity improvements. However, the YATC Plan can be considered a resource for Yolo County staff when considering capital improvement projects in these areas and for other traffic and safety planning needs.

Opportunities may exist for Yolo County to cost-efficiently bundle YATC's recommended intracommunity improvements with other county projects including road rehabilitation within the unincorporated communities. Other funding opportunities may exist including federal and state safe routes to school-type programs, HSIP, or leveraging intracommunity improvement needs when Caltrans designs for improvements on state highways that serve as local "main streets" in the unincorporated communities.

Conclusion

The Yolo Active Transportation Corridors (YATC) Implementation Strategy translates an ambitious regional vision into a practical, phased path forward. Across the document, several consistent themes emerge: the importance of persistence in long-term delivery, the need for strong interagency partnerships, the central role of competitive funding readiness, and the clear community demand for safer, more connected active transportation options. Together, these themes underscore that successful implementation will depend not on any single project, but on sustained, coordinated progress over time.

Phase 1 efforts demonstrate meaningful momentum. Advancing the Madison–Esparto and Woodland–Davis segments through design, while supporting complementary projects such as the Grant Avenue/I-505 Overcrossing and Clarksburg Branch Line Trail Extension, positions YATC to compete effectively for future construction funding. These early investments reflect the strategy’s core premise: projects must be brought to a high level of readiness—often through largely invisible pre-construction work—before major capital funding can be secured.

At the same time, the strategy recognizes that implementation conditions are complex. Limited local match capacity, ongoing maintenance responsibilities, agricultural interface considerations, and the need for continued stakeholder engagement all shape the pace of delivery. The document consistently emphasizes proactive coordination with Yolo County, Caltrans, cities, and community partners as essential to navigating these realities and identifying opportunities to bundle trail delivery with roadway, safety, or rehabilitation projects.

Looking ahead, Phase 2 corridors and intracommunity improvements ensure the vision remains forward-focused and countywide in scope. By maintaining a prioritized pipeline of projects, updating progress annually, and building on early successes, YoloTD and its partners can sustain enthusiasm and keep YATC competitive among regional transportation priorities.

Maintaining Focus

Interagency coordination and collaboration should be formalized between YoloTD and project partners such as Yolo County, the City of West Sacramento, and Caltrans District 3. YoloTD can host regular coordination meetings for partners to share experiences, insights, projects status, and partnership and funding opportunities. As new projects surface, the coordination group can expand as needed.

Annual updates to both the YoloTD and Yolo County Board of Supervisors can be assumed, with more frequent updates provided as needed to the YoloTD Citizens Advisory Committee and Yolo County Transportation Advisory Committee and/or Climate



Action Commission.

Ultimately, YATC is both a transportation investment and a quality-of-life initiative. With continued leadership, strategic funding pursuit, and strong partnerships, the county can steadily transform today's conceptual network into a connected system that improves safety, expands mobility choices, supports local economies, and enhances the everyday experience of traveling between Yolo County communities.

