

County of Yolo

PLANNING, RESOURCES AND PUBLIC WORKS DEPARTMENT
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JOHN BENCOMO
DIRECTOR

PROJECT SUMMARY TABLE

Project Title:	County Road 32A Bikeway Improvement Project
Lead Applicant (project sponsor):	Yolo County
Lead Person and Contact Information:	Rick Moore, Assistant Director, Public Works 292 West Beamer Street Woodland, CA 95695 rick.moore@yolocounty.org Phone: (530) 666-8857 Fax: (530) 666-8728
Partner Organizations:	City of Davis, City of Woodland, Yolo Solano Air Quality Management District
Grant Type:	Capital
Bicycle and Pedestrian Funds Requested:	\$110,000
Overall Total Project Costs:	\$1,268,000
Local Match and Other Funds:	\$116,604
Minimum Amount to Conduct Project:	\$110,000
Project Description:	The overall project consists of adding paved 8-foot shoulders to a 0.8-mile section of County Road 32A between County Road 105 and Mace Boulevard east of the City of Davis. This section of County Road 32A currently serves a large number of bicyclists in Davis who access the existing Class I bicycle route across the Yolo Causeway to Sacramento Bikeway. The road has no shoulders, and handles moderate volumes of traffic, low speed farm machinery, and bicyclists. Widening this road will benefit the region by improved air quality, improved energy efficiency, reduced traffic congestion, and improved personal fitness by encouraging bicycle travel for transportation and recreation.

**2005-06 & 2006-07 Bicycle & Pedestrian Funding Program
Application for Funds for:**

**CONSTRUCTION OF THE
COUNTY ROAD 32A BIKEWAY IMPROVEMENTS
YOLO COUNTY**

November 1, 2005

Introduction

The County Road 32A Bikeway Improvement Project is located on County Road 32A between County Road 105 and Mace Boulevard east of the City of Davis. The project area is 0.8 miles long and the proposed project would add 8-foot bike lanes to the existing 12-foot travel lanes. Because there are railroad tracks immediately south of the road, all of the new pavement width will be added to the north and the centerline of the road shifted to the north. The location of the project is illustrated in *Figure 1*. This section of County Road 32A currently serves a large number of bicyclists in Davis who access the existing Class I bicycle route across the Yolo Causeway and connecting to the Sacramento Bikeway. The existing road has no shoulders, and primarily handles moderate volumes of traffic, low speed farm machinery, and bicyclists. The purpose of the project is to widen this section of the road to provide for a Class II bicycle route. Currently the project is funded through environmental, right of way acquisition and part of construction with federal Congestion Mitigation and Air Quality (CMAQ) funds, and State Transportation Improvement Program (STIP) funds. Both CEQA and NEPA clearances have already been obtained. SACOG Bicycle & Pedestrian funds would provide the shortfall of construction funding to construct the entire 0.8-mile road section. If such funding is secured, the construction is expected to begin in summer of 2008.

Need

The need for a facility connecting Sacramento, West Sacramento, and Davis is called out in the *County of Yolo Bicycle Transportation Plan*, and in the 2001, 2002, 2003 Bike to Work Day survey reports prepared by Caltrans. The demand for this bikeway has been expressed by both bicycling public and in Yolo County transportation planning documents for a number of years. Surveys, such as the 1991 Lou Harris Poll, indicate that there is a large reservoir of latent demand for bicycle facilities between cities to provide an environmentally friendly commuting alternative. In the most recent report from MSNBC, while the national obesity rate keeps climbing every year, the rate in the State of Oregon remains stagnant. One of main contributing factors is providing facilities for the general public for physical activities. In Portland, ten percent of residents pedal to the office on a system of bike paths that crisscross the city like arteries, just as they do in Boulder, Colorado, another bike-friendly metropolis, located in the leanest state in the nation. While more than 50% of Americans own bicycles and want to bicycle at least occasionally, many people simply have little confidence in their own abilities, or lack consistent facilities on which to ride in their communities. In communities like Davis that have made a great effort to provide high quality bicycle facilities, bicycle usage generally increases dramatically. In recent years, high gas prices have stimulated this trend significantly. Based on the success of bikeway projects in Davis and around the region, it is

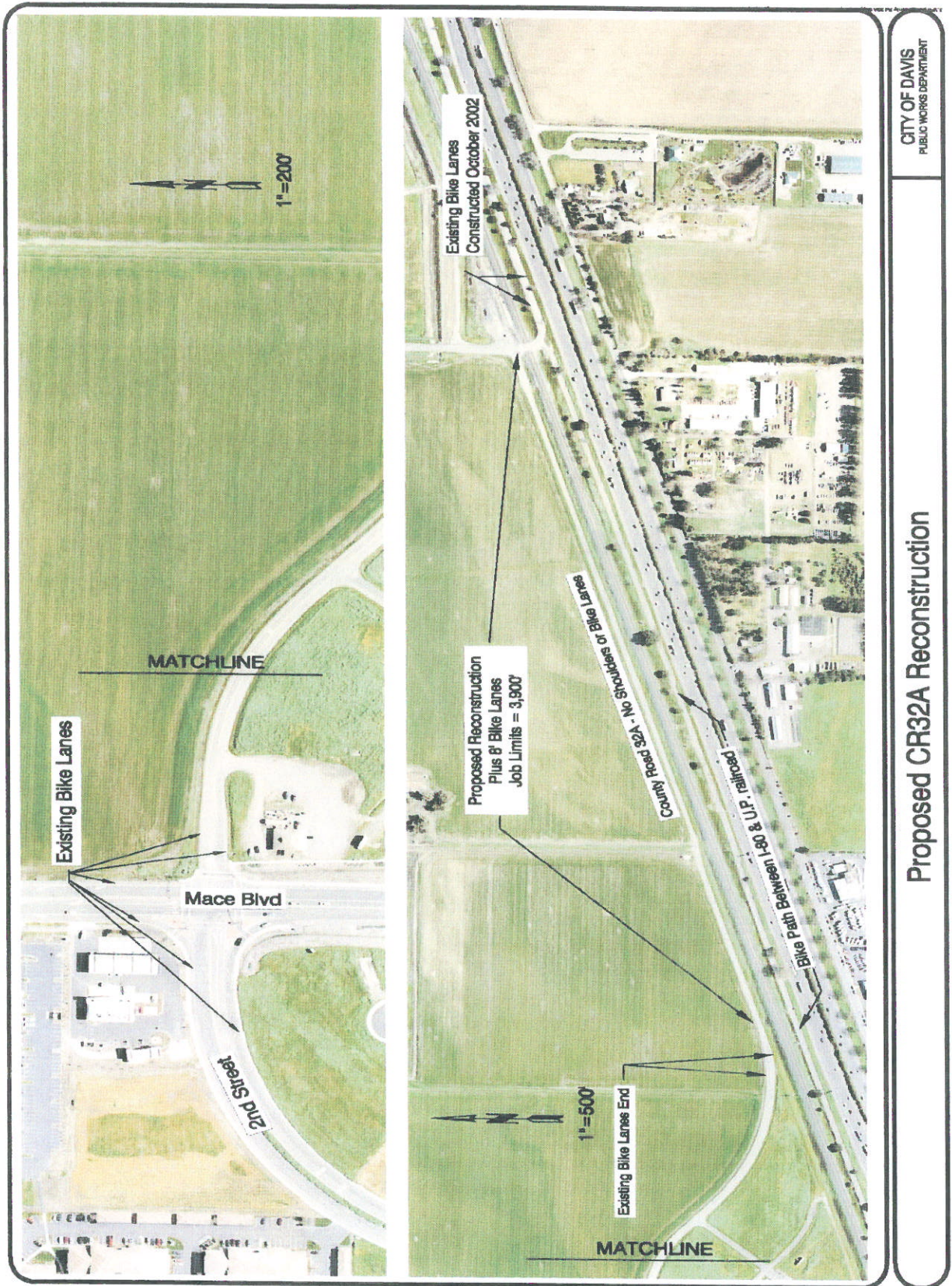


Figure 1 – Project Location Map

safe to assume that improved bicycle facilities between Davis and Sacramento would have a high rate of usage. County Road 32A, linking the City of Davis to the Causeway bike path and to Sacramento, will complete a connection created by years of developing bicycle facilities in the region.

Background

The improvement of County Road 32A has been listed in Yolo County's Bikeway Plan as one of the top priority bikeway projects since 1993. In the "2001 Bike to Work Day Survey Findings Report", prepared by Caltrans, the report notes that "Yolo County Road 32A was the subject of more comments than any other topic. Comments focused on the poor condition of the road between Mace Boulevard and the railroad tracks, particularly the lack of shoulders". Those comments regarding the condition of that road section were recurring in the "2003 Bike to Work Day Survey Finding Report." The current County Bicycle Transportation Plan, approved by the Board of Supervisors in 2002, classifies the project for which funding is being sought as a high priority project. The project is also a high priority project in the SACOG Regional Bicycle, Pedestrian, and Trails Master Plan.

In 2003, Yolo County secured sufficient funding for preliminary engineering, environmental studies and right-of-way acquisition. In March 2004, Yolo County was awarded additional CMAQ funds for construction. Both CEQA and NEPA clearances have already been obtained. The County is currently working to complete the required right of way acquisitions and utility relocations. After the additional fund is obtained, the project is expected to start construction in 2008.

The Setting

According to 2000 Census data, the population of Davis is 64,348, and about 100,000 people are employed during the daytime in downtown Sacramento, of which significant numbers live in Davis and Yolo County. Yolo County and Sacramento are separated by the Yolo Bypass, which is traversable by a Class I bike path. Temperatures are generally mild in the winter and hot in the summer. October through April is the rainy season, and accounts for approximately 90% of the area's annual precipitation.

The primary transportation corridor between Davis and Sacramento is Interstate 80, a 6-lane freeway. A Union Pacific railroad track runs parallel to County Road 32A on the south, between the road and I-80. An existing 6-foot bike path is also located between I-80 and railroad track, which terminates at Olive Drive in Davis (*Figure 2*). However, this existing bike path does not connect to the City of Davis bike system, and is difficult to access. Bicyclists must either to go up the ramp through the Mace Boulevard overpass or unlawfully cross the railroad track. Additionally, the existing bike path does not drain and is continuously inundated during the winter.

The proposed project is located on County Road 32A between County Road 105 and Mace Boulevard east of the City of Davis just on the north side of the railroad tracks. This section of the road has 12-foot lanes but no shoulder (*Figure 3*). At the eastern end of the project area at its intersection with County Road 105, County Road 32A jogs over the railroad tracks and then continues east towards the causeway on the south side of the railroad tracks. In 2001, the City of Davis completed bicycle lanes from the eastern end of the project area at County Road 105 to the