

County of Yolo

BOARD OF SUPERVISORS

625 Court Street, Room 204
Woodland, California 95695-1268
(530) 666-8195 FAX (530) 666-8193
www.yolocounty.org

First District – Michael H. McGowan
Second District – Helen M. Thomson
Third District – Matt Rexroad
Fourth District – Mariko Yamada
Fifth District – Duane Chamberlain

County Administrator – Sharon Jensen
Clerk of the Board – Ana Morales

December 3, 2007

José Luis Cáceres, Associate Planner
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Re: Application for SACOG's 2008 Bicycle & Pedestrian Funding Program

Dear Mr. Cáceres,

Please find enclosed Yolo County's application for SACOG's 2008 Bicycle & Pedestrian Funding Program. The Yolo County Board of Supervisors unanimously authorized the submittal of this application at our November 6, 2007 Board meeting. These funds are needed to complete the construction of the final portion of the Davis-Woodland Bikeway, a project that is listed as a high priority project in the Yolo County Bicycle Transportation Plan and SACOG's Regional Bicycle, Pedestrian, and Trails Master Plan.

Yolo County will construct Class 2 bicycle lanes recommended as the most feasible of two connections between Davis and Woodland in a feasibility study jointly funded by the county, the cities of Davis and Woodland, and the Yolo Solano Air Quality Management District. The recommendations of the feasibility study were adopted by the Yolo County Board of Supervisors and the Yolo County Transportation District shortly after the study was completed in 2001. Yolo County has been pursuing funds for the project since that date and has successfully completed the environmental and right-of-way acquisition phases.

Both Davis and Woodland have extensive internal bicycle lane networks. Bicycle lanes through the agriculturally zoned lands between the cities would provide access to both of these networks. The climate and topography in the corridor are conducive to bicycling and the level of public support for these improvements is high. Davis is particularly well known for its bicycle friendly network. Once in Davis, bicyclists have access on an improved network of bicycle paths and lanes to the Amtrak/Capitol Corridor train station, the University of California at Davis, the Sutter Davis Hospital, a variety of schools, and the downtown business district. From Davis, regional bike lanes extend southwest towards Dixon, and west to West Sacramento. The bicycle lane network in Woodland provides access to the County Courthouse and administration buildings, the downtown area, schools, and the County Fair Mall.

The Board of Supervisors respectfully requests that SACOG consider funding this project.

Sincerely,

Mariko Yamada, Chair
Yolo County Board of Supervisors



November 29, 2007

John Bencomo
Director, Yolo County Planning
And Public Works Department
292 West Beamer Street
Woodland, CA 95695

Subject: Davis-Woodland Bikeway Project

Dear Mr. Bencomo,

The purpose of this letter is to inform you that the Yolo-Solano Air Quality Management District (District) supports the Davis-Woodland Bikeway Project and has provided funding as a project partner to assist in completing the project. The selected route for the proposed bike lanes is along County Roads 99, 29, and 99D between the cities of Woodland and Davis in Yolo County. This route was selected as the preferred alternative out of six alternatives evaluated in the Davis-Woodland Bikeway Feasibility Study. The Davis-Woodland Bikeway Feasibility Study was an extensive study completed in 2001. The study was funded jointly by the cities of Davis and Woodland, Yolo County, and the Yolo-Solano Air Quality Management District. The Davis-Woodland Bikeway Project is also included as a high priority project in both the Yolo County Bicycle Transportation Plan and Sacramento Area Council of Government's Regional Bicycle, Pedestrian and Trails Master Plan.

The Davis-Woodland Bikeway Project will complete the connection between bikeways already existing within the two cities and the University of California, Davis by constructing 4.6 miles of new bike lanes along county roads. The completed route will traverse flat farmland and orchards that are ideal for bicycling, parallel a mile-long row of historic olive trees, pass by a municipal golf course and a 100 unit subdivision. In addition to connecting the cities of Woodland and Davis, the project will tie in to the regional bikeway system along the Interstate 80 corridor through connections in Davis, providing bicycle access to the Capital Corridor rail service, the cities of Sacramento, West Sacramento and Winters, and the Bay Area to Lake Tahoe Cross State Bicycle Route.

The goal of the overall project is to provide a safe route for bicycle commuters travelling between Davis and Woodland, as well as for County residents who live along the corridor, and in so doing increase the number of commuters willing to use a bicycle as a mode of transportation. Based on the success of bikeway projects in Davis and around the region, it is safe to assume that improved bicycle facilities between Davis and Woodland would have a high rate of usage. This would help reduce motor vehicle travel in the county and help the District meet its air quality goals.

The Yolo-Solano Air Quality Management District has contributed nearly \$150,000 in District grant funds towards this project and supports Yolo County's efforts to secure additional federal funding to assure its completion.

Sincerely,

Mat Enhardt, P.E.
Executive Director/Air Pollution Control Officer

PROJECT SUMMARY

Project Title	Davis-Woodland Bikeway – Complete Class II bicycle lanes along County Road 29 and a portion of 99D
Local agency contact information	Jim Campbell, PE Yolo County Department of Planning and Public Works 292 West Beamer Street Woodland, CA 95695 Jim.Campbell@yolocounty.org (530) 666-8775
Partners	Yolo Solano Air Quality Management District
Project Number in SACOG Master Plan	07-02-16
Scope of project & location (not to exceed 150 words) Include aspects of project/program that contribute to Blueprint implementation and other goals of the Funding Program	This application is for construction funds to eliminate a gap in the Davis-Woodland Bikeway project along a one-mile stretch of County Road 29 and a portion of 99D, which have cleared the environmental and right of way acquisition phases and need only construction funds. The Davis-Woodland Bikeway project is located in unincorporated Yolo County, and connects the Cities of Davis and Woodland via County Roads 99, 29, and 99D. (See map, Figure 1) The project is the Class II facility proposed in a 2001 feasibility study funded by the County, the Air District, Woodland and Davis, and subsequently adopted by the Yolo County Transportation District. SACOG Bicycle & Pedestrian funds would provide construction funding to complete the route between the cities, and could be delivered within 1 year of allocation, providing the 120,000 residents in Davis and Woodland with a safe and healthy transportation choice that will improve air quality.
Project Schedule & Milestones: <ul style="list-style-type: none"> ● Start work ● Final Ed approved ● R/W Acquired ● Final plans approved ● Environmental permits secured ● Award construction contract ● Work completed 	<ul style="list-style-type: none"> ● Environmental clearance (CEQA and NEPA) was completed in October 2005. ● Right of Way transactions recorded January 2007. ● Bids for construction can be solicited as soon as funds are allocated. ● Project can be awarded within 90 days of bid opening. ● Project can be constructed within 90 days of award, subject to the weather.

Overall Total Cost Estimate	\$4,287,000
Total funding sought and funding committed from other sources	<u>Amount Requested:</u> \$1,600,000 <u>Committed:</u> 2001/02 BTA: \$240,642 2007/08 BTA: \$353,512 Yolo Solano AQMD Clean Air 02/03: \$55,000 Yolo Solano AQMD Clean Air 03/04: \$44,497 Yolo Solano AQMD Clean Air 06/07: \$46,339 CMAQ: \$200,000 STIP: \$1,400,000 Yolo County: \$347,010
Local funding commitment from each partner Local match must be at least 11.47% of requested amount	Yolo Solano AQMD: \$ 145,836 Yolo County: \$ 347,010 State BTA: \$ 594,154 Total \$1,087,000
Risks to Schedule or Cost	None, project is ready to construct.
Phases/divisibility	The environmental and right of way phases are complete. Construction is proceeding by segment as construction funding is obtained.

Project Overview

The Davis-Woodland Bikeway project is located in unincorporated Yolo County, and connects to the bike lane systems in the Cities of Davis and Woodland. The overall project is a 6.9-mile long Class II facility that is being constructed in phases as funding becomes available. The environmental and right of way portions of the project are complete. From Woodland south to Davis (refer to map, Figure 1), 2.5 miles of County Road 99 south of Woodland are already improved with 4' wide paved shoulders, while the 2 miles of County Road 99 between County Roads 27 and 29 are fully funded through construction and a construction contract has been awarded. The segment of the route along County Road 29 and on a portion of County Road 99D, for which this application are being submitted, need only construction funds. SACOG Bicycle & Pedestrian Program funds would provide the construction funding needed to complete the route between the cities, and could be delivered rapidly.

Need

The need for a bicycle facility connecting Woodland and Davis is called out specifically in the Yolo County Bicycle Transportation Plan, and can be seen as a natural extension of the demand created by years of developing bicycle facilities in the region. There are already bicycle commuters traveling between the two cities, despite the lack of designated bicycle lanes. The climate and topography lend themselves well to bicycling in this corridor, and Davis in particular has been used to illustrate that those areas that invest in and promote a high standard of accommodation for bicyclists can achieve significant increase in bicycle trip volumes. Bicycle commuting represents almost 18% of overall commute trips in Davis – a number that may be unmatched anywhere else in the United States.

The need for a bicycle connection between the Cities of Davis and Woodland has been expressed by both the bicycling public and in County transportation planning documents for many years. As early as 1974, the County published a document entitled “Bike Routes and Priorities” which included an alignment similar to the proposed Davis-Woodland Bikeway project, along with a number projects that were of higher priority at the time. Subsequent Bikeway Plans in 1982, 1993, and 1999 reflected the completion of priority County bikeway improvements over time, and the resulting reordering of priorities. The current County Bicycle Transportation Plan, approved by the Board of Supervisors in 2006, classifies the project for which funding is being sought as ‘high priority’ project. The project is also a ‘high priority’ project in the SACOG Regional Bicycle, Pedestrian, and Trails Master Plan.

Davis-Woodland Bikeway Feasibility Study

In 1999, the City of Davis, the City of Woodland, the Yolo-Solano Air Quality Management District, and the County jointly funded a feasibility study to investigate various bikeway routes between Davis and Woodland. One representative from each jurisdiction, along with a representative from the Davis Bike Club and the Yolo County Transportation District, oversaw the efforts of a transportation consulting firm that investigated 7 possible alignments for a bicycle connection between the two cities. In addition to numerous public meetings, a public workshop was held to solicit public opinion. The 2-year process resulted in a report that was finalized in July 2001, with the most feasible route determined to be the alignment that this application is seeking funds to complete. The findings of the study were subsequently presented to, and approved by the Yolo County Board of Supervisors, as well as the Yolo County Transportation District.

The Setting

According to 2006 Census estimates, the population of Davis is 60,964, and 51,144 people live in Woodland. The University of California at Davis is a major employer in the area, and in 2004 enrollment totaled 27,800 students, of whom 23% lived on campus. There are also two small subdivisions in the unincorporated County north of Davis. (Refer to Figure 1) The area between the cities is primarily flat, irrigated agricultural land.

The primary transportation corridor between Davis and Woodland is State Route 113, a 4-lane limited-access freeway. Except for a 2-mile stretch between County Roads 29 and 27, State Route 113 is closed to bicycles and pedestrians. The County roads between the cities are generally located on a one-mile square grid, but are discontinuous in the freeway corridor due to railroad crossings or sloughs. The County roads generally have narrow travel lanes and limited paved shoulders. (See Figure 2) Wide agricultural vehicles and farm trucks are common. A centralized bicycle route between the two cities constructed to Class II standards would improve safety for bicyclists who currently commute between the two cities, and would provide for a more pleasant and comfortable bicycling experience, thereby encouraging more bicycle traffic in the corridor.

Both Davis and Woodland have extensive internal bicycle lane networks, and bicycle lanes connecting the cities would provide access to both of these networks. Davis is particularly well known for being bicycle friendly. Once in Davis, bicyclists have access on an improved network of bicycle paths and lanes to the Amtrak/Capitol Corridor train station, the University of California at Davis, the Sutter Davis Hospital, a variety of schools, and the downtown business district. From Davis, regional bike lanes extend southwest towards Dixon, and west to West Sacramento. The bicycle path network in Woodland provides access to the County Courthouse and administration buildings, the downtown area, schools, and the County Fair Mall.

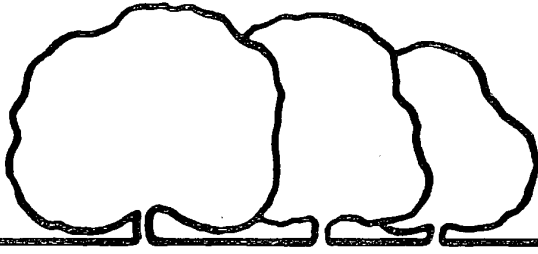
INSERT MAP, FIGURE 1



Figure 2 – County Road 29 east of County Road 99 (11' vehicle lanes, gravel shoulders)



Figure 3 - Bicyclist on County Road 29 east of County Road 99 (not staged, posted 55 mph)



City of Woodland
PUBLIC WORKS DEPARTMENT

February 15, 2005

Mr. John Bencomo
Director, Yolo County Planning &
Public Works Department
292 West Beamer Street
Woodland, CA 95695

City Hall
300 First Street
Woodland, CA 95695
(530) 661-5961
FAX (530) 661-5844
www.cityofwoodland.org

Subject: Davis-Woodland Bikeway Project

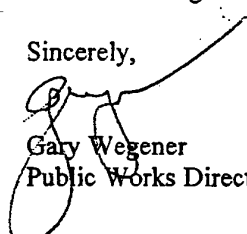
Dear Mr. Bencomo,

The purpose of this letter is to express the City of Woodland's support for the Davis-Woodland Bikeway Project. The selected route for the proposed bike lanes is along County Roads 99, 29, and 99D between the cities of Woodland and Davis in Yolo County. This route was selected as the preferred alternative out of six alternatives evaluated in the Davis-Woodland Bikeway Feasibility Study. The Davis-Woodland Bikeway Feasibility Study was an extensive study completed in 2001. The study was funded jointly by the cities of Davis and Woodland, Yolo County, and the Yolo-Solano Air Quality Management District. The Davis-Woodland Bikeway Project is also included as a high priority project in the Yolo County Bicycle Transportation Plan and Sacramento Area Council of Government's Regional Bicycle, Pedestrian and Trails Master Plan.

The Davis-Woodland Bikeway Project will complete the connection between bikeways already existing within the two cities and the University of California, Davis by constructing 4.6 miles of new bike lanes along county roads. The completed route will traverse flat farmland and orchards that are ideal for bicycling, parallel a mile-long row of historic olive trees, pass by a municipal golf course and a 100 unit subdivision. In addition to connecting the cities of Woodland and Davis, the project will tie into the regional bikeway system along the Interstate 80 corridor through connections in Davis, providing bicycle access to the Capital Corridor rail service, the cities of Sacramento, West Sacramento and Winters, and the Bay Area to Lake Tahoe Cross State Bicycle Route.

The goal of the overall project is to provide a safe route for bicycle commuters travelling between Davis and Woodland, as well as for County residents who live along the corridor, and in so doing increase the number of commuters willing to use a bicycle as a mode of transportation. Based on the success of bikeway projects in Davis and around the region, it is safe to assume that improved bicycle facilities between Davis and Woodland would have a high rate of usage.

Sincerely,


Gary Wegener
Public Works Director

PUBLIC WORKS DEPARTMENT
1717 Fifth Street – Davis, California 95616
530/757-5686 – FAX: 530/758-4738 – TDD: 530/757-5666



February 2, 2005

John Bencomo, Director
Department of Planning and Public Works
Yolo County
292 West Beamer Street
Woodland, CA 95695

Subject: Support for the Davis-Woodland Bikeway Project

The City of Davis enthusiastically and vigorously supports the completion of the designated bikeway along existing Yolo County roads. This Yolo County project is the result of years of transportation planning involving Yolo County and the Cities of Woodland and Davis plus the University of California at Davis.

Bicycle travel between our cities is significant, consisting of both recreation and commute trips. The project will enhance the safety and enjoyment of bicycle travel promoting a viable alternative to automobile trips. The completion of this project is more than a single "link". It will connect Woodland and other Yolo County residents to the existing bicycle routes from Davis to Sacramento.

Project completion will be beneficial to our cities, our university, our county and the Sacramento region.

Sincerely,

A handwritten signature in cursive script, appearing to read "Pat Fitzsimmons".

Pat Fitzsimmons
Davis City Engineer



YOLO TRANSPORTATION MANAGEMENT ASSOCIATION

P.O. Box 969 • Woodland, CA 95776 • www.yolotma.org • 530-669-1446 • Fax 530-669-6835

February 11, 2005

Yolo County Dept. of Planning and Public Works
Attn: Mr. Rick Moore
292 West Beamer Street
Woodland, CA 95696

Mr. Moore:

The purpose of this letter is to express the Yolo Transportation Management Association's support for the Davis-Woodland Bikeway Project. The selected route for the bike lanes, along County Roads 99, 29, and 99D is the preferred and common-sense alternative, out of six alternatives evaluated in the Davis-Woodland Bikeway Feasibility Study. This project is also included in the Sacramento Area Council of Government's Regional Bicycle, Pedestrian and Trails Master Plan.

The Davis-Woodland Bikeway Project will complete the connection between bikeways already existing in the cities of Woodland and Davis by constructing 4.6 miles of new bike lanes along county roads. The completed route will traverse flat farmland and orchards that are ideal for bicycling, parallel a mile-long row of historic olive trees, and pass by a municipal golf course and a 100 unit subdivision that lie between Davis and Woodland. The route connects to the extensive bicycle lanes in the Cities of Davis and Woodland, and the University of California at Davis. This project not only connects the Cities of Woodland and Davis, but also ties in to the regional bikeway system along the Interstate 80 corridor through connections in Davis, providing bicycle access to the cities of Sacramento, West Sacramento, and Winters. It will even provide a connection to the Capital Corridor rail service in Davis.

The goal of this well thought out project is to provide a safe route for bicycle commuters traveling between Davis and Woodland, as well as for County residents who live along the corridor, and in so doing increase the number of commuters willing to use a bicycle as a mode of transportation. Based on the success of bikeway projects in Davis and around the region, it is safe to assume that improved bicycle facilities between Davis and Woodland would have a high rate of usage.

The Yolo TMA strongly supports this project and Yolo County's efforts to secure funding to assure its completion. Speaking on behalf of the 19,000 employee members of this organization, we say "build it."

Bill Fab

COST ESTIMATE

Funding Categories	Task	Cost Estimate
Environmental	Environmental Studies	\$ 110,000
Engineering	Engineering & Design	\$ 178,000
Right-of-Way*	Right-of-Way acquisition	\$ 27,000
	Utility relocation & lighting	
Construction*	Environmental mitigation	\$15,000
	Grading	\$990,000
	Foundation & Pavement	\$2,844,000
	Bridges &/or tunnels	
	Drainage, curb/gutter, street furniture, planting & irrigation	
	Signage, signals, & striping	\$65,000
	Bicycle storage/parking	
	Buildings/structures	
	Non-capital staff activities	\$58,000
	Non-capital materials (maps, brochures, manuals, printing, etc)	
Misc.*	Other project components	

*If project applicant is Caltrans, please provide cost estimate for the following additional two components:

- Right-Of-Way Support: n.a.
- Construction Support: n.a.

PROJECT BENEFIT ESTIMATE

Quantifiable Benefits Methodology

Estimate of Existing Usage	= 20 cyclists per day
Estimate of Increase in Usage	= 180 cyclists per day
Length of Project (total miles)	= 6.9 miles
Quantifiable Benefits	= (20(6.9 miles/10 mph)(\$5/hr)) + (180(6.9 miles/10 mph)(\$10/hr))
	= \$1311/day
	= \$393,300/year (assuming 65 non-use days/year due to weather)
	= \$7,866,000 total benefits over the 20-year pavement design life.

The methodology above is based upon the very conservative assumption that 10% of the current measured average daily traffic on only County Road 99 would consider bicycling if the route was improved for bicycles. The total number of commuters between the two cities is far greater than the traffic in the County Road 99 corridor alone, with many more vehicular Davis/Woodland commuters using the nearby State Route 113 and County Road 98 corridors that are more convenient for higher speed vehicles. Because Davis and UC Davis have well developed facilities for bicycling, and because the commuting rate within Davis is 18% of all commute trips, the estimated usage above is a very conservative (low) estimate of that fraction of the 115,000 people in the two cities who might use the route on a given day.

Qualitative Benefits Methodology

In one or two paragraphs, are there benefits to the project that are not measured by the dollar figure above?

The safety of bicyclists is not measured by the quantifiable benefits methodology above. Providing bicycle lanes will improve safety for bicyclists. The death of a bicycle commuter hit by a car on County Road 99 in September of 2007 is a loss that cannot be valued, either in terms of the personal loss suffered, or the negative impact on the public's perception about the safety of bicycling in general.

The Davis-Woodland Bikeway traverses land that is predominantly zoned agricultural preserve. Consequently, the roads are used by wide variety of oversized agricultural implements moving to and from fields, as well as trucks moving harvests to market. Providing Class II bicycle facilities along the road will better separate the agricultural users in the unincorporated county from the bicycle traffic generated by the urbanized cities. This will provide not only safety benefits, but also increased efficiency by reducing conflicts that currently arise due to the narrow road widths.

EMISSIONS CALCULATIONS FOR CMAQ FUNDING

Davis Woodland Bikeway - Class 2 Bikeway

The new Class 2 bike lanes would be a critical link connecting the bicycle lanes in the Cities of Woodland and Davis. The combined population served, not including UC Davis students, is approximately 115,000. The methodology's use of the County Road 99 corridor's current ADT as the basis for usage understates the possible users because CR99 is a lightly traveled road compared to the heavier Woodland/Davis commute routes of the SR113 freeway located one mile east, and County Road 98 located one mile west. Within one-half mile of the project there are two churches, UC Davis, a hospital, and a shopping center. The widening of the CR 29 portion of the alignment includes installation of new pavement, signage, and Class 2 bike lane striping.

Inputs to Calculate Cost-Effectiveness:

Funding Dollars (**Funding**): \$1,600,000

Effectiveness Period (**Life**): 15 years

Days (**D**): 300

Average Length (**L**) of bicycle trips: 8 miles (6.9 mile route +.5 mile accessing the route in each town)

Annual Average Daily Traffic (**ADT**): 1,939

Adjustment (**A**) on ADT for auto trips replaced by bike trips from the bike facility: 0.0207

Credit (**C**) for Activity Centers near the project: 0.0005

Emissions Factors (From Table 3, for a 15-year Life):

	Auto Trip End Factor	Auto VMT Factor
ROG Factor	1.020 grams/trip	0.266 grams/ mile
NOx Factor	0.458	0.319
PM10 Factor	0.016	0.219

Calculations:

$$\begin{aligned}\text{Annual Auto Trip Reduced} &= (D) * (ADT) * (A + C) \\ &= (300) * (1,939) * (0.0207 + 0.0005) \\ &= 12,332\end{aligned}$$

$$\begin{aligned}\text{Annual Auto VMT Reduced} &= (\text{Auto Trips}) * (L) \\ &= (12,332) * (7.9) \\ &= 97,423\end{aligned}$$

Annual Emission Reductions (ROG, NOx and PM10) in lbs. per year

$$T. = [(Annual\ Auto\ Trips\ Reduced) * (Auto\ Trips\ End\ Factor) \\ U. + (Annual\ Auto\ VMT\ Reduced) * (Auto\ VMT\ Factor)] / 454$$

$$ROG: [(12,332 * 1.020) + (97,423 * 0.266)] / 454 = 85\ lbs.\ per\ year$$

$$NOx: [(12,332 * 0.458) + (97,423 * 0.319)] / 454 = 81\ lbs.\ per\ year$$

$$PM10: [(12,332 * 0.016) + (97,880 * 0.219)] / 454 = 48\ lbs.\ per\ year$$

Capital Recovery Factor (CRF): = 0.08 *Where n = project life (15 years)*

$$\frac{(1+i)^n(i)}{(1+i)^n - 1} \quad \text{and } i = \text{discount rate (3\%)}$$

Cost-Effectiveness of Funding Dollars: (CRF * Funding) / (ROG + NOx + PM10)

$$= [.08 * 1,600,000] / [214] \\ = \$598\ per\ lb.$$

FOR CMAQ PROJECTS ONLY:

Once emissions reductions have been calculated, add them together and convert lbs. of emissions reductions per year to kg/day:

$$\underline{214\ lbs.\ reduced\ per\ year} = \underline{97\ kg.\ Reduced\ per\ year}$$

ENVIRONMENTAL JUSTICE

The feasibility study for this project included a public and stakeholder outreach component, as described above. According to Census 2000 data, 24.5% of Davis residents are below poverty, and 11.9% of Woodland residents are. Insofar as individuals in this category are more likely to be 'zero-car households', the project would benefit these residents by providing improved access and mobility.

The area of the unincorporated County through which the route passes is not identified as either a low-income, or minority community. There will be no adverse human health or environmental effects from the project on low-income, or minority communities. The only burden resulting from the project was the need for right of way acquisition along County Road 29. These transactions have been completed.



November 29, 2007

John Bencomo
Director, Yolo County Planning
And Public Works Department
292 West Beamer Street
Woodland, CA 95695

Subject: Davis-Woodland Bikeway Project

Dear Mr. Bencomo,

The purpose of this letter is to inform you that the Yolo-Solano Air Quality Management District (District) supports the Davis-Woodland Bikeway Project and has provided funding as a project partner to assist in completing the project. The selected route for the proposed bike lanes is along County Roads 99, 29, and 99D between the cities of Woodland and Davis in Yolo County. This route was selected as the preferred alternative out of six alternatives evaluated in the Davis-Woodland Bikeway Feasibility Study. The Davis-Woodland Bikeway Feasibility Study was an extensive study completed in 2001. The study was funded jointly by the cities of Davis and Woodland, Yolo County, and the Yolo-Solano Air Quality Management District. The Davis-Woodland Bikeway Project is also included as a high priority project in both the Yolo County Bicycle Transportation Plan and Sacramento Area Council of Government's Regional Bicycle, Pedestrian and Trails Master Plan.

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The Yolo-Solano Air Quality Management District has contributed nearly \$150,000 in District grant funds towards this project and supports Yolo County's efforts to secure additional federal funding to assure its completion.

Sincerely,

Mat Ehrhardt, P.E.
Executive Director/Air Pollution Control Officer

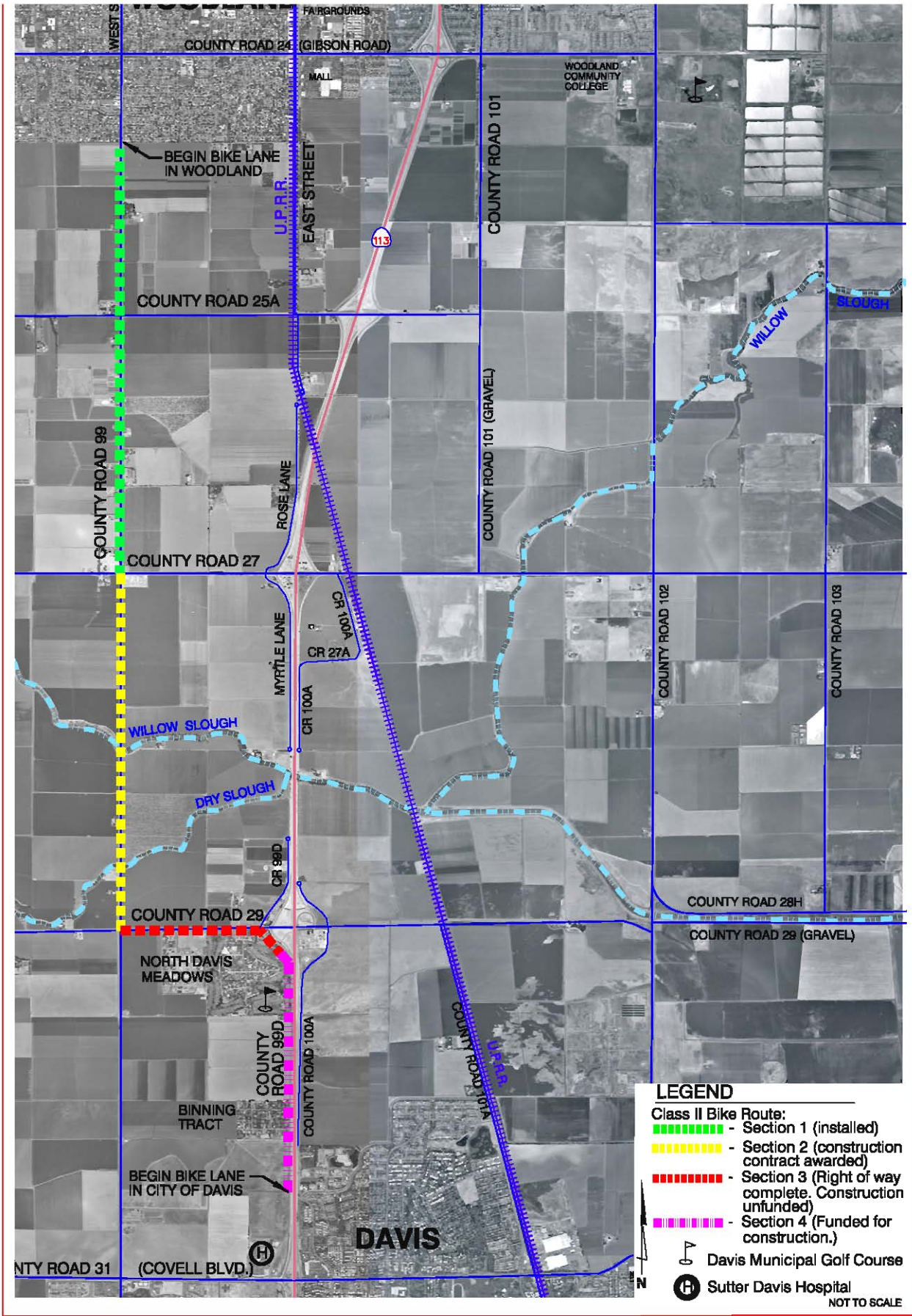


FIGURE 1