



County of Yolo

TRANSPORTATION ADVISORY COMMITTEE PLANNING AND PUBLIC WORKS DEPARTMENT

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MEMBERS:

DISTRICT 1 Vacant
DISTRICT 2 Bruce Eldridge
DISTRICT 3 Kevin Spesert
DISTRICT 4 Steve Zehner
DISTRICT 5 Hans Strandgaard
AT LARGE Olin Woods

TAC Members: Bruce Eldridge
Kevin Spesert
Steve Zehner
Hans Strandgaard
Olin Woods

County Staff: Panos Kokkas
Jim Campbell

Meeting Minutes

Cache Creek Conference Room; Thursday, February 26, 2015, **4:00 – 5:30 PM**

1. Public Comment- Presentation to TAC from John Swann regarding the CR 32A Bike Bypass

The TAC received a presentation from John & Diane Swann regarding the proposed CR 32A Bike Bypass. They requested a revision to the Yolo County Bicycle Transportation Plan's priority projects list by replacing the "Interstate 80 Class I Bicycle Path Improvements, CR105 to West Sacramento" project with the proposed CR 32A Bike Bypass project, including elevating the project from a LOW priority rating to a HIGH rating.

Mr. Swann, who commuted the route from Davis to Sacramento for 27 years, expressed that a significant number of bicycle commuters currently utilize the existing bike route along CR 32A to commute to the West Sacramento/Sacramento area for employment and recreation. Mr. Swann opined that the CR 32A route between CR 105 and the Yolo Bypass is extremely dangerous for bike commuters.

Mr. Swann discussed the large number of vehicle which use CR 32A to bypass traffic congestion on I-80. He further noted the limited size of the existing shoulders and explained that a combination of vehicle congestion and high speeds along the corridor is very dangerous. He felt the existing route should be reclassified to a Class 3 route.

Mr. Swann stated that during discussions with Yolo County and the City of Davis, a potential option for developing a Class 1 separated bypass route for bicycle traffic parallel to CR 32A, north of the railroad tracks was discussed. Mr. Swann stated that based on these

discussions, he and a group of commuters and recreational bicyclist began pursuing the bypass as the best option for the community.

Mr. Swann indicated that the proposed 2-mile route of the bypass would run along the north side of CR 32A from CR 105 to roughly the Yolo Bypass and the Class 1 bike path maintained by CALTRANS on the Causeway. The bypass would run through property owned by the City of Davis. He stated that based on his group's estimates, that the cost of the bypass route would be roughly \$1.5 million. He noted that approximately 1/2 mile of the route is already paved as abandoned "Howat Road" beginning where CR 32A Crosses Road 105.

Mr. Swann noted that he and his group have approached SACOG to identify possible sources of funding to develop the CR 32A Bypass route. In the discussions, Mr. Swann noted that SACOG said that the proposed project needed to be included in the Yolo County Bicycle Transportation Plan and be at a higher priority than the existing "low priority" Page A2-23 project in order to be competitive for regional funds. Mr. Swann noted that based on that recommendation, he has brought the proposal to the Yolo County Transportation Advisory Committee.

Mr. Swann stated that the proposed project has significant local political support and the support of the commuter and recreational bicyclist in the area. He noted the many emails of support that were sent to the County and the TAC. He also noted that the bypass project could become an economic driver that would promote the Bike2Sac program and help to get people out of their cars.

Diane Swann, who currently is a bicycle commuter on the CR32A route, discussed her experience riding on the route daily. She expressed her concerns about the safety of the bicycle commuters from the traffic congestion during the rush hour. She indicated that vehicle speed was a big concern along the route and indicated that the California Highway Patrol has done some speed enforcement along the route, which has helped, but it continues to be a safety issue for the bicyclists. She felt due to the narrow lane width trucks were a significant problem as well, often moving into the shoulders around curves at the beginning and end of the existing route. She noted the accidents and replacement of the guard rails multiple times at the RR crossing are an indication of the route's problems, even for vehicles. Mrs. Swann read a letter from Chris Higgins, another bicycle commuter, who supports the bypass and feels it will bring in business to the City of Davis.

Charles Pickett, another commuter, spoke about the increase in traffic and speeds over the 27 years he has been biking the route. He said people often pass each other at speeds far greater than the posted 55 mph speed. He said the CR 32A section is the most dangerous section of his commute.

Jim Campbell provided a handout that included portions of the County Bike Plan as well as accident statistics for CR 32A. He explained that there was no real system for assigning the Low, Medium or High ratings of the projects in the plan. He noted that past projects that were highly ranked, like the proposed Woodland Davis bike path, have not fared well when competing against all the other projects in the SACOG region. He noted that the cost benefit ratio needs to be high to be competitive. He reviewed the 10 year accident history for CR 32A based on CHP reports which shows no bike accidents.

Mr. Swann felt that because the speed was greater than 40mph on CR32 and the shoulders were not 6', the current Class 2 designation for CR32A should really be Class 3 per MUTCD recommendations. Jim Campbell explained that the County adopts its own standards and the route is Class 2 per County standards. Jim noted the 4-ft shoulders on CR32A were actually paid for by the City of Davis in 2003. He noted that Bike Plan was last updated in 2013 but new funding requirements no longer require that the Bike Plan be updated. The CR 32A Bypass project needs to get into the plan in the next update, but it is unclear when that will be. Jim noted that it was not necessary for a bike project to be in the plan to get funding. Olin Woods, a former SACOG manager, said that while it sounds like a worthy project, the SACOG funding process is extremely competitive. Proposals will need to show

high volumes and safety information to be competitive.

The TAC members generally supported the concept of the CR 32A bypass, but expressed their concerns of elevating the proposed project over the other projects listed in the Yolo County Bicycle Transportation Plan without a better understanding of the number of actual bicycle commuters who use the route, options for funding the project and the feasibility of and permitting and constructing the project. Mr. Swann noted a recent unofficial count during Bike Month counted 60 riders. Olin Woods, who previously commuted the route by bicycle, felt those kind of numbers would be far higher than any he experienced during his bicycle commute up through the year 2010. Steve felt that having a solid count of the bicycle traffic would be very important..

The TAC members recommended that Mr. Swann and his group engage the City of Davis into the discussions of the proposal as they own the property that the proposed bypass route would be on. Brian Mickelson from the City of Davis was present during the discussion and expressed an interest in meeting with Mr. Swann to discuss the project further and to see if there was an opportunity to include the proposal in the City's future funding priorities. He noted their next meeting was on March 12th.

The TAC members recommend that a formal feasibility study would be the best path forward, much like the study that was conducted for the bike route between Woodland and Davis along CR 102. The TAC further noted that a completed feasibility study would help the proposal's competitiveness when weighed against other projects listed in the Yolo County Bicycle Transportation Plan as well as projects that are looking for regional funding from SACOG.

The TAC members unanimously felt that it would be premature at this time to elevate the CR 32A Bike Bypass proposal to a HIGH priority in the Yolo County Bicycle Transportation Plan. The TAC encouraged the project proponents to continue the process by working to engage with the City of Davis and look to developing a feasibility study for the project.

The TAC directed county staff to investigate interim additional safety measures for the CR 32A route including potential additional signage (speed limit signs) and bike route striping and to work with County law enforcement and the CHP to increase speed enforcement efforts along the route. The motion was seconded and approved unanimously.

2. Approval of Minutes of January 15, 2015

Minutes of the January 15, 2014 TAC meeting were approved without revision

3. Yolo Rail Line Relocation Continued (Possible DVD)

Item was moved to the March 19, 2015 meeting.

4. Public Works Update (Kokkas)

Item was moved to the March 19, 2015 meeting.

5. Election of Committee Officers

The TAC committee discussed the election of officers for 2015. Committee Member Woods made a motion to re-nominate the 2014 officers to serve for another year. The motion was seconded and approved unanimously.

*2015 TAC Officers – Hans Strandgaard, Chairman
Olin Woods, Vice Chairman*

Chairman Strandgaard asked TAC members for a volunteer to act as the TAC's recording Secretary for 2015. Committee Member Spesert volunteered to serve in the role for 2015.

The motion was seconded and approved unanimously.

6. Next Meeting Agenda Items

Public Works Update

Rail Road Video

Olin to see if SACOG representative would be willing to give an update at a future meeting.

7. Next Meeting Date, Time and Location- March 19, 2015

Cache Creek Conference Room