

**Woodland - Davis
Alternative Transportation Corridor**

**Community Kick-off Meeting
Woodland Community Center
2001 East Street, Woodland
Monday, February 23, 2009
6:00 pm – 8:00 pm**

Meeting Minutes

Agenda:

6:00 – 6:15

Introductions Jeff Loux

Staff/consultant introductions, Agenda review, Purpose of meeting, Summary overall process
Ground Rules/Operating Protocols

6:15 – 6:30

Project Background Petrea Marchand

2001 Bikeway Study, current/planned improvements
Interest for off-road corridor (Council/Board direction)
Project objectives/evaluation criteria
Funding (study/construction/maintenance)

6:30 – 7:00

Description of Potential Routes Leo Rubio

Images/examples of existing multi-use off-road trails/description of where they are, how they function
Describe potential routes currently identified for evaluation in feasibility study

Provide for Q and A

7:00 – 7:40

Group Discussion(s)

Broke into 3 groups
Discussed opportunities, challenges, concerns, what/who needs to be considered

7:40 – 7:50

Report Back

7:50 – 8:00

Next Steps

There will be another workshop. Time - to be determined.
Notes are to be compiled and will be on the Yolo County website.

Group Discussion Notes from Breakout Sessions

The group was instructed to focus on big-picture policy questions. Focus on project advantages, likes, considerations, concerns (liability, cost), and design concerns and *why* concerned. The following table was compiled using the notes taken from all three separate breakout groups.

TABLE SUMMARY

<u>POSITIVES/ADVANTAGES</u>	<u>NEGATIVES/CONCERNS</u>
<ul style="list-style-type: none"> • EV Access – Davis to Woodland • Long-term accommodation of NEVs and bikes • Route land owners have options • Route 3 – Mall will be major destination • SAFETY improvement for bicycles, land owners, agriculture activities (wide loads), • Look at similar facilities (Russell Blvd.) • Accessibility for all users • Promotes Fitness/Healthy life • Encouraging bicycling (exercise, AQ, access to nature, less oil use) • Revenue generation • Increase property values • Opportunities to enhance alignments (plaques) landscaping • Rail-to-Trails • Alternative to Driving • Outside Funding Opportunities <ul style="list-style-type: none"> ○ (“shovel ready”) • Business/Employment Opps. • Addition of Amenities • Electric vehicle = Less Air Pollution • Dedicated corridor <ul style="list-style-type: none"> ○ Light weight ○ Narrow gauge ○ Potential for light rail • Economic Benefits <ul style="list-style-type: none"> ○ Eco-tourism ○ for bike shops; Rentals of Bikes & NEVs • Emergency vehicles / “presence” <ul style="list-style-type: none"> ○ Favors “road” version. • More users, less “crime/vandalism” • Provides opportunity to Appreciate agriculture, vegetation & wildlife <ul style="list-style-type: none"> ○ Educational Rides [School kids may have field trip destinations.] • Regional and National Recognition <ul style="list-style-type: none"> ○ “NEV Highway” Recognition • Access to more State and Federal Funding • Multi-jurisdictional coordination [between Agencies Yolo County-Woodland-Davis] • Build “bridge” between cities. • Reduce traffic on county roads [folks will use bike or NEV instead of gas powered vehicle]. • Traffic Calming effect • Encourage other places [around the country] to do this type of project. Setting a good example. • Liveability • Access/mobility for all ages • Alternative vehicle niche. 	<ul style="list-style-type: none"> • Pesticide use near facility <ul style="list-style-type: none"> ○ Could restrict Ag. use Aerial Spraying • Safety #1 <ul style="list-style-type: none"> ○ Need separate facility, no on-road / safety ○ Increase vehicle/bike/ped conflicts ○ Open ditches ○ Crossings at Co. Roads (29, 27, 25, ...) • Rt. 3 – Mall access has existing access problems – needs improvement • Woodland needs better “internal” safe access to route. [Davis has safe access to bikeways, but Woodland does not. Woodland..needs more infrastructure.] • Will there be enough demand for route to offset costs/impacts? • Utilization during winter/summer? • Trespassing <ul style="list-style-type: none"> ○ Liability for land owners ○ Invasion of privacy • Littering, vandalism, glass puncture hazards • Personal security • Needs policing; enforcement/ordinance signage • Lighting-Does it need to be lit all the time? • “North Wind” – Stranded folks [by weather in the afternoons] • Restrooms? • Cost (user fee) • Cost – Operation and Maintenance • Falling Walnut trees on East Street. • Creeks, Bridge crossings are expensive • Potential impacts on Willow Slough, Private wildlife refuge. • Physical environmental impacts <ul style="list-style-type: none"> ○ CEQA process – increased cost [time, litigation, process] • Impacts on Farm Operations <ul style="list-style-type: none"> ○ Chemicals, vandalism, noise, trash, liability, insurance

Breakout Session Notes

Group 1: (Jeff Loux – leader)

<u>POSITIVES</u>	<u>NEGATIVES</u>
<ul style="list-style-type: none"> • Route land owners have options • Safety – bikes get off the street • Accessibility for users (increase base) • EV [Electric Vehicle] Benefits - less air pollution. • Exercise / Health – better routes will encourage and increase bicycle usage. • Encourage commuting alternatives. • Dedicated corridor <ul style="list-style-type: none"> ○ Light weight ○ Narrow gauge ○ Potential for light rail • \$ Benefit – Recreation <ul style="list-style-type: none"> ○ Eco-tourism ○ Economic benefits for bike shops; Rentals of Bikes & NEVs • Encourage other [provisions] on route • Emergency vehicles / “presence” <ul style="list-style-type: none"> ○ Favors “road” version. • More users, less “crime/vandalism” • Don’t want to be isolated • [provides opportunity to] Appreciate agriculture, vegetation & wildlife <ul style="list-style-type: none"> ○ Educational Rides [School kids may have field trip destinations] • Regional and National Recognition <ul style="list-style-type: none"> ○ “NEV Highway” Recognition ○ (increased funding accessibility) • Multi-jurisdictional coordination [between Agencies Yolo County-Woodland-Davis] • Reduce traffic on county roads [folks will use bike or NEV instead of gas powered vehicle]. • Encourage other places [around the country]. Setting a good example. <p>Ideas: Rail to Trails conservancy. Look at laws. Statutory laws in effect.</p>	<ul style="list-style-type: none"> • Woodland needs better “internal” safe access to route. [Davis has safe access to bikeways, but Woodland does not. Woodland has work to do to catch up..needs more infrastructure.] • Pesticide use near facility <ul style="list-style-type: none"> ○ Could restrict Ag. Use Aerial Spraying ○ <u>Idea</u>: use established roads [near 113 for example. Existing buffer space.] • Costs & Funding \$ • Who Maintains and funds? [long-term maintenance deal will be needed.] <ul style="list-style-type: none"> ○ <u>Ideas</u>: Joint three agencies; Contract out. ○ <u>Idea</u>: Design and Materials [to accommodate landscape, tree roots, etc.] ○ <u>Idea</u>: Users Fees. • How to collect users fees, collect revenue, Toll? • “North Wind” – Stranded folks [by weather in the afternoons] • Policing. Depends on the route choice <ul style="list-style-type: none"> ○ Motor vehicles – how to keep out? Needs policing; enforcement/ordinance signage • Intrusion / Trespassers on private residences <ul style="list-style-type: none"> ○ Liability for land owners ○ Invasion of privacy ○ <u>Idea</u>: Statutory “benefit”; Fencing, signage • Crossings for Co. Roads • Creeks, Bridge crossings are expensive • Littering, vandalism, glass puncture hazards <ul style="list-style-type: none"> ○ <u>Ideas</u>: Pick-up days; volunteer; adopt-a-trail ○ User Polling • Physical environmental impacts <ul style="list-style-type: none"> ○ CEQA process – increased cost [time, litigation, process] • Lighting <ul style="list-style-type: none"> ○ Does it need to be lit all the time? • Falling Walnut trees on East Street.

Group 2: (Ken Hiatt – leader)

<u>BENEFITS</u>	<u>CONSTRAINTS/CONCERNS</u>
<ul style="list-style-type: none"> • Agri / Recreational Eco tourism opportunity (wildlife view) • Fitness / Healthy life • Economic / Business <ul style="list-style-type: none"> ○ Niche towards alternative vehicles • Agricultural market. Niche along path. • Air Quality benefit • Access to State / Federal Funding • Improve parking. Traffic on roads. • Goals for community. Decrease trips. • Build “bridge” between cities. • Expands on “E” bikeway <ul style="list-style-type: none"> ○ Amenities (such as Davis-Wint.) • Improved safety on “E” County Rd. – Ag operations. • Safety • Decreased Car trips • Recreational access • Rural appreciation • Liveability • Access / Mobility for all ages • Traffic Calming on 99, etc. 	<ul style="list-style-type: none"> • Impacts on Farm operations <ul style="list-style-type: none"> ○ Chemicals, vandalism, noise, trash, liability, insurance • Maintenance <ul style="list-style-type: none"> ○ Ex. Winters-Davis path • Cost to Maintain • Durability • Safety <ul style="list-style-type: none"> ○ Visibility, lighting, securing/policing • Increase vehicle/bike/ped conflicts. • Restrooms? • Cost Benefit to accommodate NEV and other modes • Demand for route by Bikes vs. costs/impacts • Crossings at 29, 27, 25. • Safety/lost implications • Emergency Response / Access • Construction Costs • Utilization during winter/summer? • Impacts on Habitat; sloughs • Potential impacts on construction easement • Impacts on property owners/homes

Group 3 (Kate Binning – leader)

ADVANTAGES	CONCERNS
<ul style="list-style-type: none"> • EV Access – Davis to Woodland • Long-term accommodation of NEVs and bikes • Route 3 – Mall will be major destination • SAFETY improvement for bicycles, land owners, agri activities (wide loads), aerial spraying • Look at similar facilities (Russell Blvd.) • Encouraging bicycling (exercise, AQ, access to nature, less oil use) • Revenue generation? • Tourism • Increase property values? • Opportunities to enhance alignments (plaques) • Rail-to-Trails? • Alternative to Driving • Outside Funding Opportunities <ul style="list-style-type: none"> ○ (“shovel ready”) • Business/Employment Opps. 	<ul style="list-style-type: none"> • Rt. 3 – Mall access has existing access problems – needs improvement • Need separate facility, no on-road / safety • SAFETY #1 • Willow Slough. Private wildlife refuge. • Trespassing • Aerial Spraying • Open ditches • Cost (user fee) • Cost O&M • Property owner liability • Personal security • Maintenance

SUGGESTIONS (FROM GROUP 3)

Look into Amenities

- Bathroom
- Water
- Electricity (plug-in)
- Connectivity to transportation networks
- Lighting
- Parking & racks
- Trail heads
- Turnouts, rest areas, and shade areas

Identify Origins / Destinations

- Farmers Market (D)
- Historic District (W)
- UC Davis
- Fairgrounds
- Mall / Gateway
- Bypass – Yolo
- Davis GC

GENERAL NOTES AND QUESTIONS:

Q. Funding question:

A. Per Petrea, 2010 Federal Transportation Bill funding is expected.

Q. What about maintenance costs

A. A Maintenance Agreement (between all Agencies) needs to be in place before design of the chosen Alternative.

Q: How far is it between Woodland and Davis?

A. Approximately 6 miles between F Street @ Co. Rd. 29 and East St. @ Co. Rd. 25A.

Q. Will Pole Line (Route 102) be considered an option?

A. This route was studied in the 2001 Davis-Woodland Bikeway Feasibility Study. There is a possibility of re-considering this route. It was cost prohibitive due to many property impacts (driveways, etc). There were safety issues. Purchasing right-of-way made it a difficult alternative.

Q. Equestrians as a users group

A. We will consider.

Q. Have economic impact and stimulus studies been done?

A. Not yet. No.

Q. Do we have an estimated number of commuters between Woodland and Davis?

A. There are 1500 UC Davis Faculty and students who commute between the cities. More studies will be done to assess demand.

Q: Will there be a public vote on the options?

A: No

OTHER QUESTIONS & CONSIDERATIONS FROM RESIDENTS:

- On the maps, and during discussions, it would be a good idea to add the names of the streets along with the route numbers so everyone can recognize the street.
- Ag access to Roads?
- Dog walk?
- Railroad Alternative – Rails-to-Trails an option? Railroad relocation viable?
- Large farm vehicles.
 - Volumes in traffic counts?
- We may need special legislation to develop Transportation Plan.
- Will the Traffic Study Include farm vehicles?
- Jog/walk path (separate?)