

**Woodland - Davis
Alternative Transportation Corridor**

**Veteran Memorial Center
Multi-Purpose Room
203 E. 14th Street
Davis, CA**

**Monday, April 27, 2009
5:30 pm – 7:30 pm**

Neighborhood Meeting Minutes

Agenda:

- Introductions
- Project Overview
- Review Alignments
- Feb 23rd recap
- Traffic Info
- Q&A
- Breakout Sessions

Order of Presentation:

1. Call to order – [Jeff Loux, UC Davis](#)
 - Primary purpose of this meeting is to gather *specific* input from the public
2. Project Overview – [Ken Hiatt, City of Davis](#)
 - 2001 Bikeway Study
 - Ongoing projects
 - Funding
 - Project Goals Summary

The handout includes **9 Goals** of the project. Mr. Hiatt summarized these goals. They include:

 - Connectivity at key connection points
 - Multi-modal travel-ways
3. Review Proposed Alignments and Feb 23rd recap – [Leo Rubio, Bennett Engineering Services](#)
4. Information on Corridor Demand, Traffic Info, Survey Results, and Connection Travel Times – [Kate Binning, Fehr & Peers](#)
5. General community comments/Questions and Answers ([Jeff Loux, Kate Binning, Leo Rubio](#))
 - Q: Are traffic volumes mostly along highway 113?
 - A: There are approximately 25,000 vehicles per day, traveling on the SR 113 facility. Trips not necessarily starting and ending in Woodland and/or Davis.

Q: Do you think a combination of the three Alignments may be possible alternative?

A: It may be a possibility. Each alignment has strengths and weaknesses. Combining different segments may make sense. We will walk you through this at the stations in the back of the room.

Q: Are LSVs allowed on County Roads right now?

A: Most roadways [outside of the City limits] are posted above 35mph.

Q: Will there be future opportunities for input?

A: Your input will be considered in the preparation of the Feasibility Study. Final approval of the feasibility study will require Boards/Commissions/Council approval. These are public meetings, and input from the community can be provided at these meetings.

Q: What are the costs for these alignments?

A: Preliminary cost estimates vary depending on width, distance, right-of-way impacts, on-road or off-road path, etc. Alignment 1 ranges between \$4M and \$6M. Alignment 2 ranges between \$6M and \$10M. Alignment 3 ranges between \$7M and \$11M.

Approximately 40 residents attended the meeting.

Attendees were surveyed by a “raise of hands”...

- Fairly equal split between Woodland, Davis, Yolo County residents.
- Other polling included asking how many:
 - a. Commuters
 - b. Bike Advocates
 - c. Land Owners
 - d. Farmers
 - e. UC Davis folks
 - f. Those who use an LSV/NEV
 - g. Attorney

The community was asked to spend time at each station to become familiar with alignment choices, cross sections, and potential impacts. They were also asked to make sure opinions on what they liked/disliked about the alignments were documented.

NOTES FROM BREAKOUT SESSION

The group was instructed to visit the tables in the back of the room to provide specific input on the alignment alternatives, cross-sections, land-owner issues, etc...

Two of the tables or “stations” had the Alternative Alignment maps. Consultants at the first table included Leo Rubio (BEN|EN) and Kevan Shafizadeh. Consultants at the second table included Rich Ledbetter (F&P), Chris Fong (City of Woodland), and Gayle Capik (BEN|EN).

Table #1, 2: Alternative Alignments

ALTERNATIVE #1

Positive Comments:

1. Have you considered another possible alignment... West side of SR113 from Rd26 - Cross RR tracks – and align to north on right side of tracks up to East St. & Woodland Senior Center.
2. {Circles were drawn around overcrossings} comment: “Possible to route under overpasses?” Along Frontage Rd over CR29, and over CR27. To make it easier to cross.
3. Alternative #1 as a preferred route got 3 votes for Yes.
4. Consider bus connections at end of routes
5. Consider working with CT on right-of-way or extending highway bridge across Willow Slough (example Yolo Causeway).
6. Consider using some of CT right-of-way. May still be an on-road alternative, but maybe we could gain extra room if CT will work with us.

Negative Concerns:

1. Property owner adjacent to Willow Slough at Myrtle Lane had the following concerns:
 - Safety and trespassing concerns
 - Impacts to wildlife area along Slough
 - Ditches along property boundary will be impacted
 - Horse fencing will need to be replaced. Concern if equestrian path is included...bicyclists scare horses.
 - Most will obey laws, but 10% will not obey laws and trespass into my property
 - Wants cement wall between path and fences
 - Driveways will need to be replaced
 - Unwilling seller
 - Aerial spraying may require easement on land as a buffer
 - Bike riders break CT R/W fence to get on property from SR113.
2. Flooding Ditch-along Rose Ln from CR27 to cul-de-sac – will need to be relocated.
3. Speeds at which traffic is travelling from SR113 off-ramps and overcrossings.(CR27 and CR 29).
4. More difficult to access beginning of alignment, and concerns of traffic along Covell Blvd.

5. This alignment is much noisier / closer to SR113 / no aesthetic value.
6. 1 vote for No.
7. “My least favorite. I want to be away from the cars.”
8. No separate Class I path. Would not be preferred. Not as safe.
9. Concern about access to alignments from County Roads 99D, 29, and 99. There is no safe way to access alignments on those roads.
10. Suggestion: improve CR99 (already a designated county bikeway!) and maintain shoulders, and lower speeds and add rest area.
 - But adds travel time to UCD
 - Consider to minimize cost

ALTERNATIVE #2

Positive Comments:

1. This option is quieter
2. Makes most sense for commuting times to/from Davis & Woodland and access by majority of population in Davis & Woodland
3. Travels to/from central Davis & Woodland
4. As a preferred route - got 4 votes for Yes, (0 votes No).
5. “Keep on one side of RR tracks.”
6. “I really like this alternative. The end points are in the best locations for both towns.”
7. Safest alternative
8. Consider bus connections at end of routes

Negative Concerns:

1. If the alignment stayed on the west side of the RR tracks from Covell up to CR29... “Very bad traffic idea.” > At RR crossing on CR29 from west to east.
2. Concern about access to alignments from County Roads 99D, 29, and 99. There is no safe way to access alignments on those roads.
3. Concern regarding equestrians, because bicyclists scare horses.

ALTERNATIVE #3

Positive Comments:

1. This alignment could be combined with Alternative #2, by splitting it at CR 27 or prior to SR 113 and allowing one leg to connect to the future Spring Lake Community.

Negative Concerns:

1. Concern about cost. Seems more expensive because it is a longer route.
2. Does not go to central Woodland.

3. Not in favor of this alignment because terminus in Woodland is congested because of high school and shopping center (Gibson & next intersection east of CR101).
4. Concern about Bicycle/Ped/NEV access to eastern edge of Woodland. How would one access this part of town?
5. Preferred route got 1 vote for Yes, 2 votes for No.
6. "Very bad idea." At RR crossing on CR29 from west to east
7. Consider crossing railroad tracks at Davis City Limits. No road, but it is along the same line as CR30. [would require a new at-grade crossing]
8. Consider traffic in the Spring Lake development: the end access point into Woodland will have school traffic.
9. Crossing concerns. Can this be resolved with signage?
10. Concern about access to alignments from County Roads 99D, 29, and 99. There is no safe way to access alignments on those roads.
11. Concern regarding equestrians, because bicyclists scare horses.
12. Concern: crossing problem on Gibson Road over Hwy 113. If you choose Alt #, use other routes to get across SR 113.

Table #3: Existing Conditions
(Ray Weiss, Gayle Capik)

- Alignment 1 should avoid impacts to Wild Oak Wildlife Refuge (Not certain if officially recognized as a state or federal refuge).
- Roadway crossings should be above or below grade to address safety issues.

No comments on Photo Inventory documented.

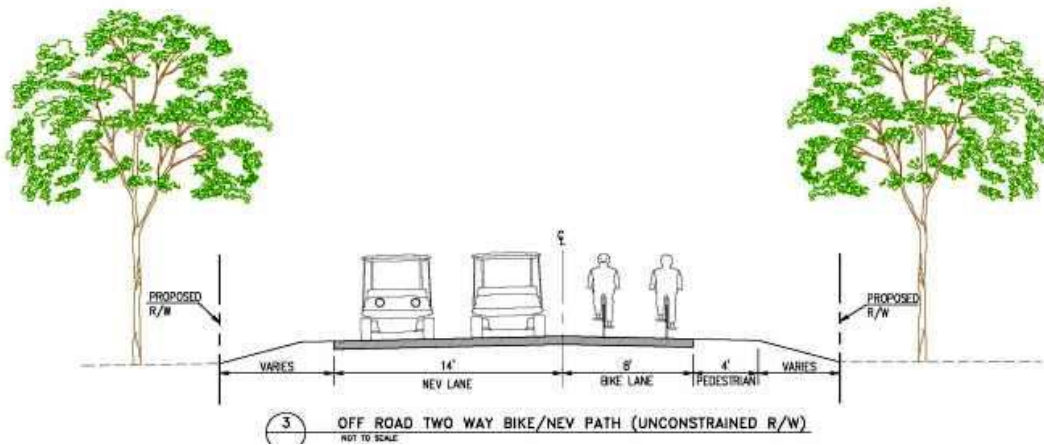
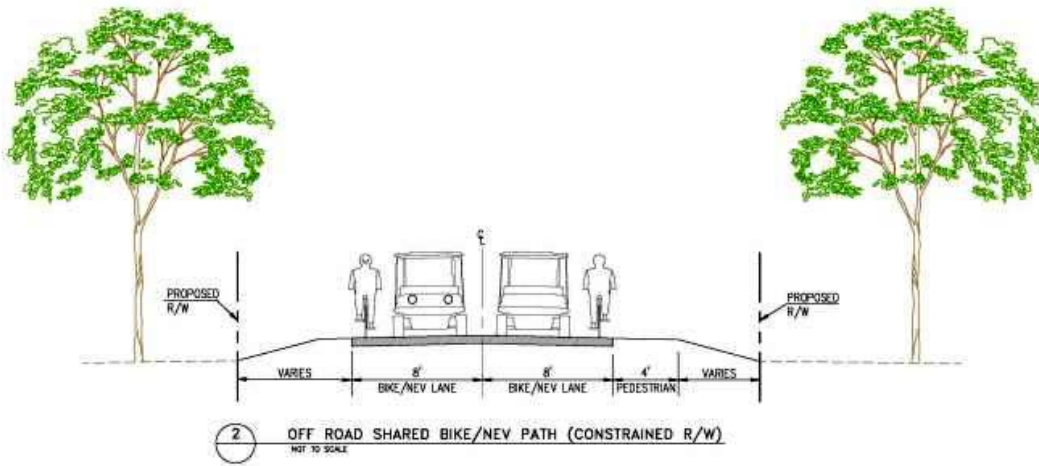
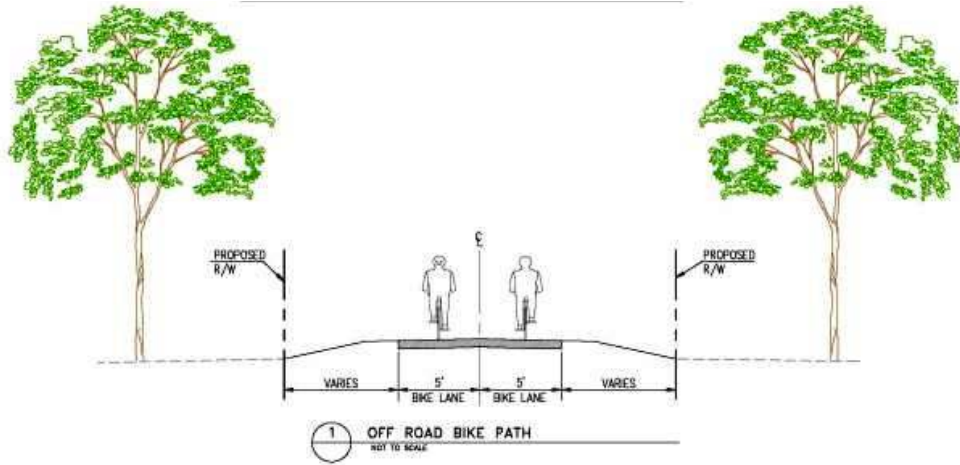
Table #4: Land Owners
(Jeff Loux)

(SEE SCANNED IMAGE ON NEXT PAGE)

Land Owner Issues

- Liability if path users get onto existing private properties along the path
- Trespassing is a concern
- Ag spraying / spray issues – This will impact farmers ability to spray
- Alt 1 near Slough – (PN#041 100 13; PN#041 100 12)
 - Willow Slough – sensitive habitat
 - Need solid wall between her property and bikes
 - Concern over horses & public
- Landowner (PN#041 100 21, PN#041 100 22) is against Alternative 1.
- Tomato trucks along west side of Frontage Road from CR29 to north of CR27. The speed of the trucks that frequently travel this section of farmland, and the mess they make along the roadways is significant.
- Growers Air Service (east, near PN#042 080 20)
 1. Check crop mix along each alignment & spray requirements
 2. Can you use signage?
 3. Have air appliers made aware of bike NEV/facility
 4. Small ag parcels may be affected significantly by a buffer requirement esp. of 500'
 5. Truck speeds on 99D
 6. Direct land owner objections – will not sell right-of-way
 7. Do not put equestrians and bikes together.

CLASS I – OFF ROAD PATH CROSS SECTIONS



CLASS II – ON STREET CROSS SECTIONS

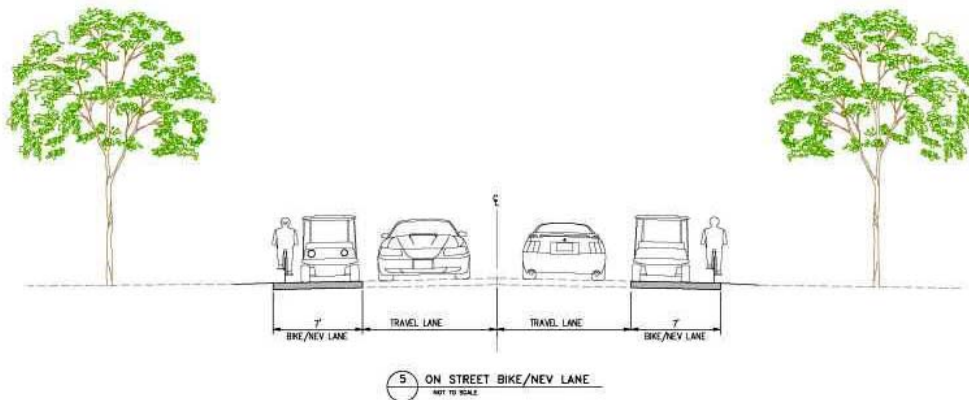
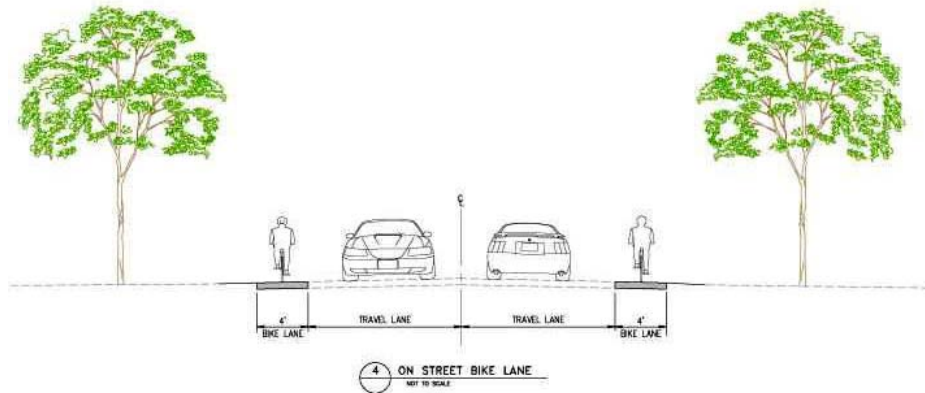


Table #5: Cross-Sections
(Kate Binning, Roxanne Namazi, Matt Howard)

CLASS I OFF ROAD PATH – General Comments

- No Equestrian?
- Alt 1 is boring and too close to existing State Route 113
- Alt 2 is Good
- Cars should not share w/bikes. Residents want an off-road path.

(1) OFF ROAD BIKE PATH – this is preferred; not enough users to justify cost/space required for a NEV/bike shared facility.

(2) OFF ROAD SHARED BIKE/NEV PATH (CONSTRAINED R/W)

- Seems dangerous
- Good w/modification
- Equestrians don't mix with bikes.
- Sound - LSVs are silent
- Extra space allows for bike use when NEVs are not present.

- This cross-section is similar to a Class III bike path.

(3) OFF-ROAD TWO WAY BIKE/NEV PATH (UNCONSTRAINED R/W)

- Bad –confusing/unsafe
- This is the safest if there are NEVs w/modes separate w/low inexpensive barrier at path between Woodland Senior Community Center & Mall on East Side.

CLASS II – ON-STREET LANES

(4) ON STREET BIKE LANE

- Basically a bike lane – “better than nothing.”

(5) ON STREET BIKE/NEV LANE

- Seems dangerous
- Concerned w/safety and width

CROSS SECTIONS

PATH WIDTH

- A potential “phasing” plan to build the trails was suggested:
 - PHASE I
 - Lower speed limits 99/29/99D alignment
 - Complete improvements Planned (Include LSVs/Bikes)
 - PHASE II
 - Convert Railroad right-of-way (once it’s abandoned) to multiuse trail
- Rails to Trails – long stretch of unimpeded path. Easy to maintain bike speed.
- Would like to see network of bike paths w/in both City Limits.
- A sketch of a possible cross-section is attached. It was provided by a local resident.

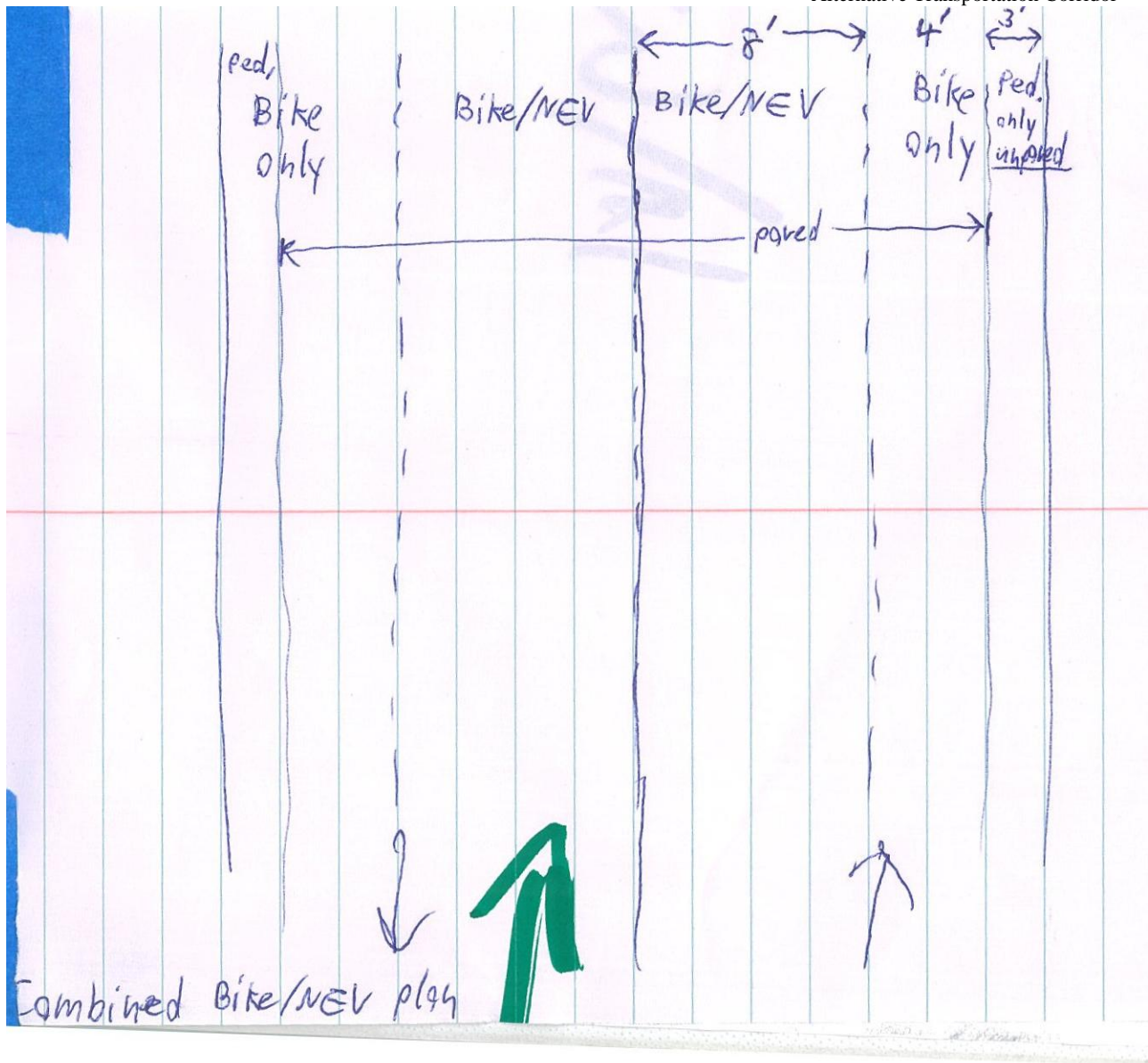


Table #6: Survey Table
(Kim Fox)

- Approximately five surveys were filled out at this station during the meeting.

No comments documented