

Update for the

Yolo Active Transportation Corridors Plan



Yolo Transportation District

Yolo County Board of Supervisors Meeting
July 8, 2025



Project Purpose

Develop an active transportation plan for a network of **Off-Street** multi-use trails to help address mobility barriers for low-income and minority residents of Yolo County.





Slide Deck Contents

- Outreach Review
- Draft Prioritization Criteria
- Draft Recommendations



01

Outreach Overview



Public Outreach: Two Phases



Yolo Active Transportation Corridors Plan
Woodland Open House

¡Dinos qué te motiva!

Visita un encuentro comunitario para dar tus comentarios sobre los mejoramientos propuestos para caminar, andar en bicicleta y rodar dentro del condado de Yolo como parte del Plan de Corredores de Transporte Activo de Yolo (YATC).

Se ofrecerán refrescos y actividades para toda la familia.



Thursday
11/7 Woodland Public Library
250 1st St, Woodland, CA 95695
5:00 PM - 7:00 PM



¡Obtén más información en línea!

Para obtener más información, escanee el código QR o visite el sitio web del proyecto en http://bit.ly/YATC_es

Phase 1 Goal:

Solicit community member perceptions and needs of active transportation countywide and in their community

Phase 2 Goal:

Review draft proposed improvements in unincorporated communities, draft regional trail network, and project prioritization goals.

Online Engagement



Yolo Active Transportation Corridors Plan

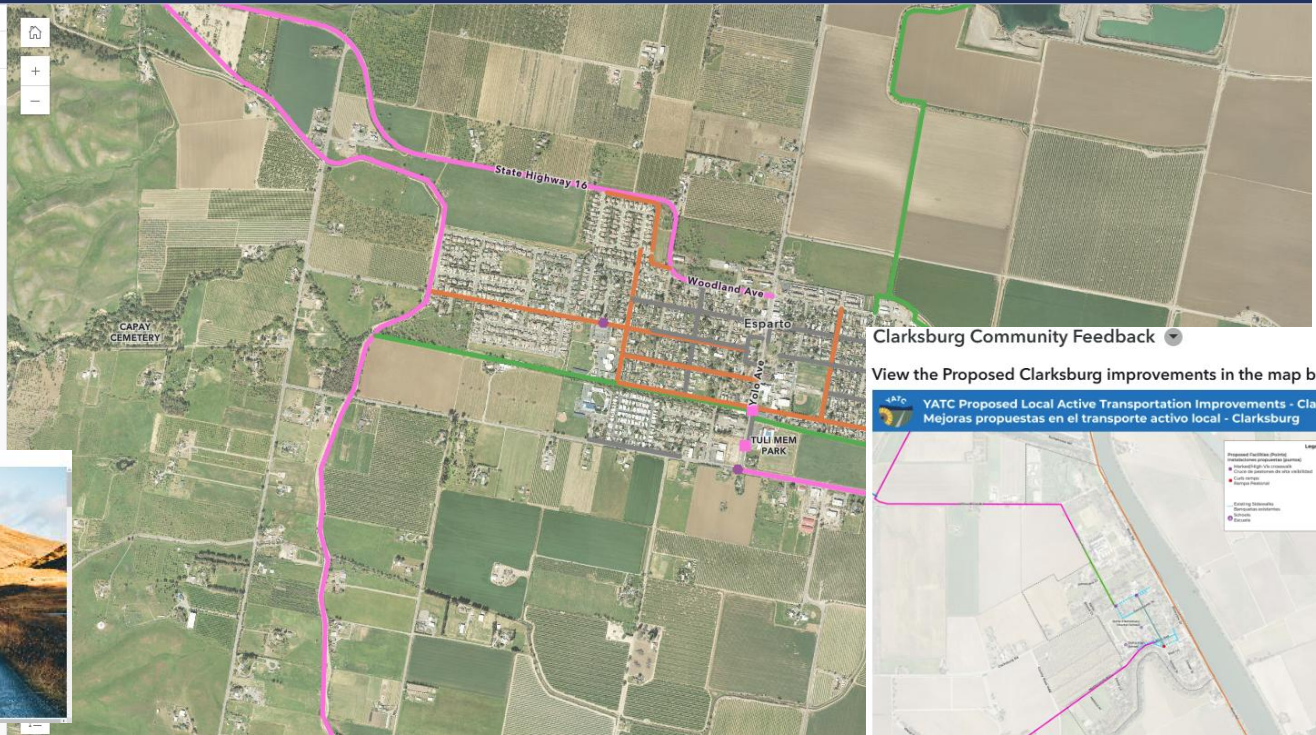
← 2 / 4 →



Proposed Improvements Crowdsourcing App

Proposed Improvements (Points) (38) >

Proposed Improvements (Lines) (115) >



Clarksburg Community Feedback

View the Proposed Clarksburg improvements in the map below

YATC Proposed Local Active Transportation Improvements - Clarksburg Mejoras propuestas en el transporte activo local - Clarksburg



The Yolo Active Transportation Corridors Plan (YATC)

2 pages | 10 min read | 100% up-to-date | 100% up-to-date | 100% up-to-date



[Click here to view the map as full screen](#)



Public Outreach Themes



Concerns about safety for people walking, bicycling, and rolling



Excitement for more sidewalks, crosswalks, bikeways, and traffic calming



Some skepticism for bike paths and their effects on existing communities and farming



02

Draft Prioritization Criteria

Simplified Prioritization for Intercommunity Connectors

Focuses on community characteristics served at each end of the trail and factors roadway alternatives.

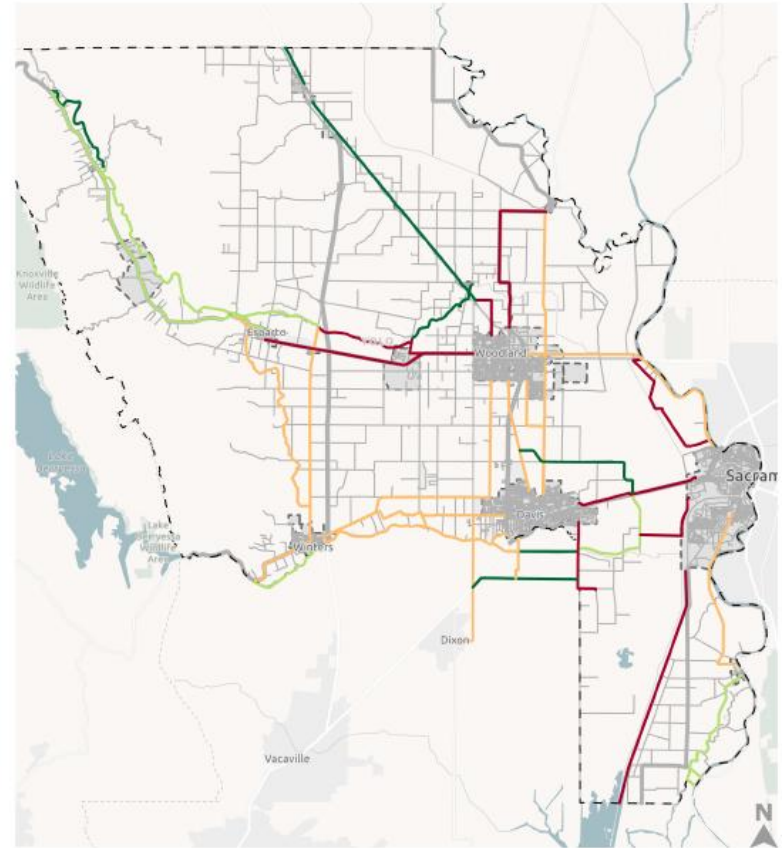
Table 1: List of Factors for YATC Intercommunity Connections Prioritization

Input Factor	Source / GIS Format	Range of Factor	Variable Score	Notes
Parallels a high-speed facility (posted speed)	County GIS /Staff	45+	100	
		30-35	50	
		0-25	0	
Bicycle/Pedestrian involved Fatal or serious injury collisions within corridor area (2018 – 2022)	UC Berkeley SafeTREC TIMS	2+ collisions	100	
		1 collision	50	
		0	0	
Schools, Libraries, Parks – within a community at each end of a path	CA Dept. of Education	6+ locations	100	Highest scores for connections between high factor and low factor values
		1-5	50	
		0	0	
Recreation Area/Open Space Area/Trailhead	Staff	yes	50	
		no	0	
Other destinations (community centers, grocery stores, social services, medical center) – within a community at each end of a path	Google and Staff	6+ locations	100	Highest scores for connections between high factor and low factor values
		1-5	50	
		0	0	
Population – persons living within catchment area of trail	Census	10,000+	100	
		2501-9,999	50	
		0-2500	0	
Transit Service – Fixed Route, Express Routes, or BeeLine service	YTD	One End	100	
		None	0	
Serves Disadvantaged Community Area	Caltrans EQI	Yes	50	
		No	0	
Connects to underserved housing outside of a CDP	Staff	Yes	100	
		No	0	
Total			0-700	

Draft Evaluation

Higher priority trails directly connect a low population community more populous cities.

- Tended to connect people to services only reachable by automobile.
- Many higher priority corridors follow State Routes or busier/faster County Roads with a history of collisions with people walking and biking.
- As trails are built, lower priority trails will become more important as they will extend routes and connect additional communities.





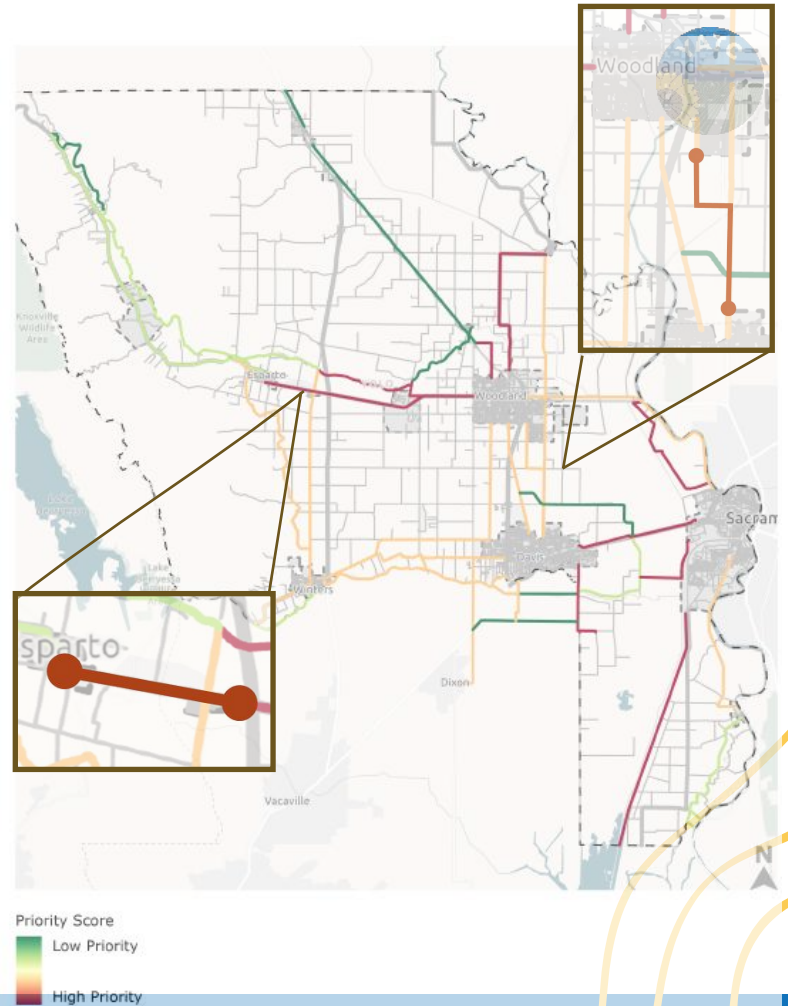
03

Draft Recommendations

Staff Recommendations

- **Madison to Esparto** (State Route 16 from CR 89 to CR87): ~2.7 miles
- **Davis to Woodland** (via CR 102 / CR 27 / CR 101): ~5.5 miles

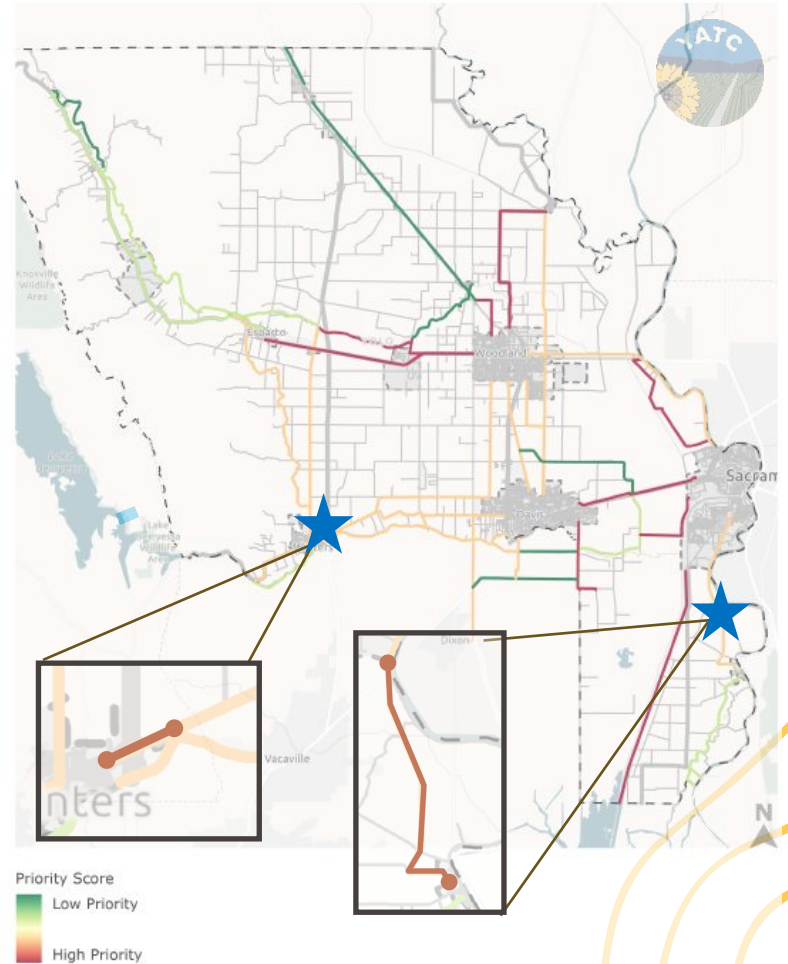
Recommendation is based on performance against the evaluation criteria, input received from the TAC and the two community outreach phases, and available remaining budget.



Segments In-Progress

YATC will incorporate into the plan two additional active transportation project segments that are in various stages of development.

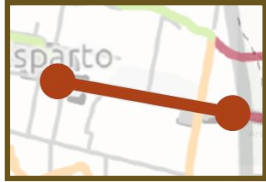
- **West Sacramento to Clarksburg** (via Clarksburg Branch Line Trail Extension): ~7.5 miles
- **El Rio Villa to Winters** (via Russell Blvd & Grant Ave): ~1.2 miles



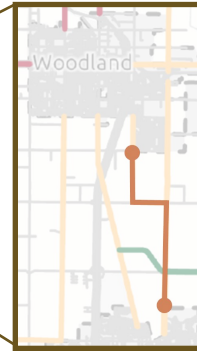
All Segments



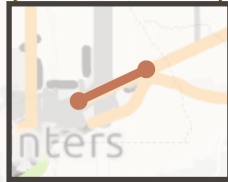
Madison-Esparto



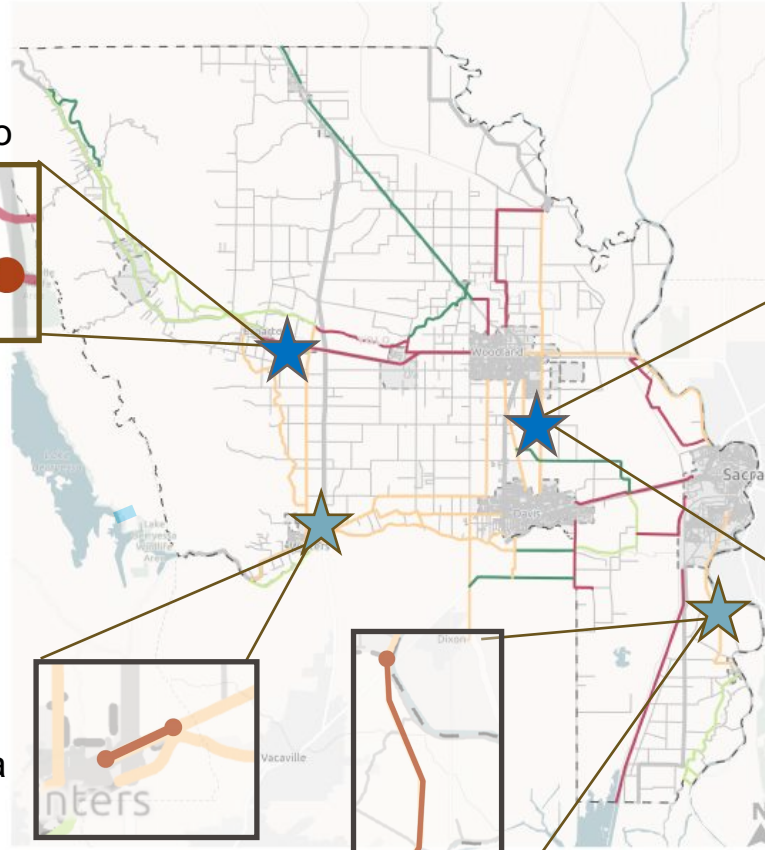
Davis-Woodland



Winters-
El Rio Villa



W. Sac-Clarksburg





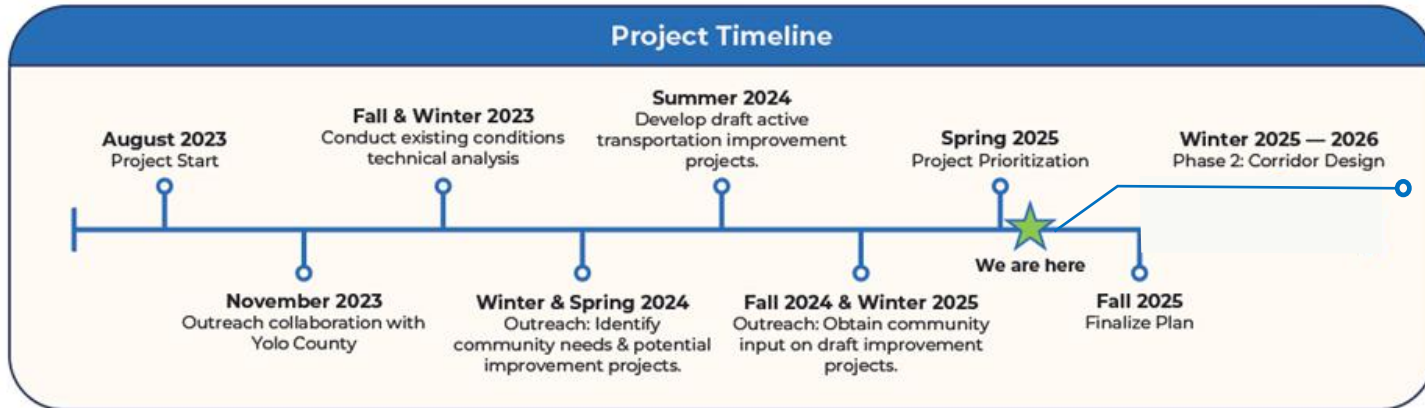
Geographic Distribution of Trail Projects

			Yolo Co. Supervisorial Districts				
YATC Segments in Design	Segment Length (mi)	Status	1	2	3	4	5
Madison to Esparto	2.7	Pending Approval					✓
Davis to Woodland	5.5	Pending Approval			✓	✓	
West Sacramento to Clarksburg	7.5	In Progress	✓				
El Rio Villa to	1.2	In Progress,		✓			



Next Steps

- Yolo TD CAC (May 5th)
- Yolo TD Board (May 12th)
- Yolo County TAC (May 22nd)
- **Yolo County Board of Supervisors (July 8th)**
- Plan Completion (Fall 2025)
- Trail Design Completion (Late 2026)



Actions



Affirm the following two segments as preferred segments to advance to design phase in coordination with relevant local and state agency representatives:



Esparto Workshop

- **Madison to Esparto**
(State Route 16 from CR 89 to CR87)

- **Davis to Woodland**
(via CR 102 / CR 27 / CR 101)



Madison Workshop