

2007 CITY OF DAVIS BICYCLE PLAN

SUBJECT: CONNECTION FROM PUTAH CREEK BIKE PATH TO I-80
UNDERCROSSING

BACKGROUND:

The Putah Creek Bike Path extends the length of South Davis. It currently ends at DaVinci Court. Bicycles that want to continue to the I-80 undercrossing to get to downtown Davis and UCD must then continue on DaVinci Court, turn left onto Research Park Drive, left onto Chiles Road, then left into the entrance to the undercrossing.

PROBLEM:

The existing streets are not high-traffic areas, but present several issues for cyclists. First, the routing is quite indirect – it adds over 0.2 mile to the route compared to a more direct route. That is about an extra minute at normal cycling speed. However, the added turns makes the route less understandable to new cyclists or visitors. Also, with so many left turns, inexperienced cyclists may choose to ride on the left side of the street rather than have to cross over to make the left turn. This can lead to conflicts, especially at the entrance to the undercrossing. And, even though traffic levels are not high, the street routing requires crossing many parking lot entrances with fairly high activity at peak hours. Finally, it is unfortunate that such a pleasant route along the trail has to be broken up so close to the final destination.

SOLUTION:

The solution is to connect this “missing link” with a direct path as shown on the next page.

POLICY CONSIDERATIONS:

- Makes cycling safer, faster, and more attractive for travel between South Davis and downtown/UCD.
- Requires acquisition of private property that may be unacceptable to current owners.

RECOMMENDATION:

Include this connector as a project in the bike plan so that negotiations can be initiated with property owners on a recurring basis. If the owners become more willing to sell the property, this project can go forward. If not and the project becomes a higher priority, the City could consider a more aggressive acquisition strategy.

An alternative idea would be to construct an off-street path along the city limits. This would not be as direct a route, but would offer several of the advantages of the full connector (if that is unlikely to be possible in a reasonable time frame).

Connect Putah Creek Path to I-80 Undercrossing

