



YUBA CITY



Active Transportation Plan

PUBLIC DRAFT

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EXECUTIVE SUMMARY

What is active transportation?

Walking, biking, and rolling by wheelchair or scooter are all components of active transportation.

What is an Active Transportation Plan (ATP)?

A city-wide planning document that helps make the City eligible for new funding to build on its past successes and create new trails, sidewalks, bike lanes, and other improvements supporting safer, easier, and more enjoyable conditions for people walking and biking.

Yuba City ATP Goals	
1	Enable all to move safely by walking, biking, transit, or driving
2	Increase the number of trips made by walking and biking
3	Improve bicycle and walking mobility for residents and visitors to key destinations by improving network connectivity
4	Keep bicycle and pedestrian networks well-maintained.

Active Transportation provides community benefits, improving transportation systems, economic development, and public health. By increasing the network, shares of trips made by walking or biking are anticipated to increase. See Implementation Chapter for more information.

Yuba City Mode Share Snapshot				
Mode	Current Trips	Current Share	Future Trips	Future Share
Walking	256	.8%	1,441	4.9%
Biking	90	.3%	2,588	8.8%

PUBLIC PARTICIPATION

4 POP-UP EVENTS

4 FOCUS MEETINGS

3 COMMUNITY MEETINGS

ONLINE WEB MAP

BICYCLE FACILITY EXAMPLES			
SHARED-USE PATH CLASS I Off-street facilities that provide exclusive use for non-motorized travel by bicyclists and pedestrians. Shared-use paths have minimal cross flow with motorists and are typically located along landscaped corridors. 	SEPARATED BIKEWAY CLASS IV Located within the street right-of-way but provides physical separation from motor vehicle traffic for bicyclists providing comfort similar to shared-use paths. 	BIKE LANE CLASS II On-street facilities that use striping, stencils, and signage to denote preferential or exclusive use by bicyclists. 	BIKE ROUTE CLASS III Bike routes are streets with signs or pavement markings where bicyclists share a lane with motor vehicles. Bike routes are on low-speed and low-volume streets. 

EXISTING CONDITIONS

LEVEL OF TRAFFIC STRESS

The decision to travel by walking or biking is heavily influenced by the stress they encounter along their trip. Traffic stress is the discomfort and unease that a person riding a bicycle or walking may feel due to vehicle traffic, roadway conditions, facility design, and other factors. High vehicle speeds make conditions uncomfortable for both pedestrians and bicyclists on many streets. Reducing vehicle speeds, identifying parallel routes, or enhancing active transportation facilities can increase comfort on many corridors. See the Existing Conditions chapter for more information.

DISADVANTAGED COMMUNITIES

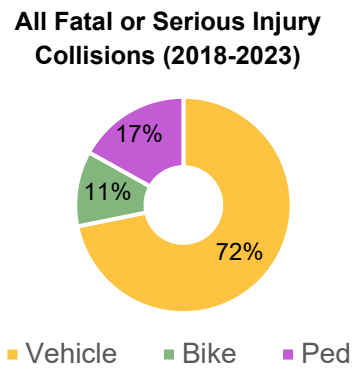
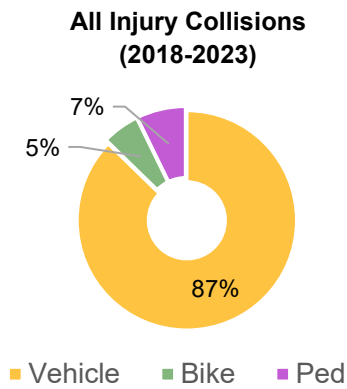
Residents who live within disadvantaged communities often live with poor air quality, have lower income, and may have higher rates of minority populations. Historical disinvestment and land use decisions have contributed to disparities in traffic safety outcomes today. Residents of disadvantaged communities often rely more heavily on active transportation modes yet possess less access to sufficient active transportation facilities. Locations that meet more disadvantaged criteria or have worse scores within certain criteria are often prioritized for funding when compared to non-disadvantaged communities. This plan presents a variety of different indicators of disadvantaged communities.

Category	Representation
 Household Median Income (80% of Statewide MHI)	\$74,210 (\$73,542)
 Free and Reduced Price Meal Eligibility	11 Census Tracts
 CalEnviroScreen 4.0 (Worst 25 th Percentile)	5 Census Tracts
 Healthy Places Index (Worst 25 th Percentile)	4 Census Tracts
 Zero Automobile Households (Statewide Median)	5% (7%)

See Existing Conditions chapter for more information.

SAFETY

People who walk and bike were involved in 12 percent of all collisions that resulted in an injury between 2018-2023 yet they are disproportionately represented in collisions where someone is killed or seriously injured making up 28 percent of these collisions. See Existing Conditions chapter section for more information.



IMPLEMENTATION

ACTIVE TRANSPORTATION INFRASTRUCTURE

The plan was developed to improve connectivity to key destinations, close gaps in the existing networks, and enhance the safety and comfort of pedestrians and bicyclists.

Location*	Existing (miles)	Planned (miles)	Total (miles)
Sidewalk	327.5	143.0	470.5
Shared-Use (Path Class I)	7.0	5.6	12.6
Bike Lane (Class II)	46.5	28.7	75.2
Buffered Bike Lane (Class IIB)	2.4	12.7	15.1
Bike Route (Class III)	9.8	5.3	15.1

*Measured by centerline.

See the Implementation chapter for more information on the implementation of this Plan.

TRAFFIC CALMING

Additional traffic calming measures can be considered in tandem with the network recommendations. Calming traffic has been shown to enhance perceptions of safety and comfort when walking or bicycling. While traffic calming should be considered throughout the City, this Plan identifies traffic calming corridors. These corridors are intended to receive traffic calming treatments to closer align roadway characteristics with existing active transportation facilities.

See the Planned Networks and Programs chapter for more information on traffic calming.

See Appendix D to review the full traffic calming toolbox.

SUPPORTING FACILITY TYPES

Wayfinding

Wayfinding signage can be used to direct users to connecting facilities and key destinations.

Lighting

Reduces the fear of crime and prevents collisions that occur due to decreased visibility.

Bicycle Parking

Supports use of bicycling by providing secure end of trip facilities once a person has arrived at their destination.

NON-INFRASTRUCTURE PROGRAMS

Safe Routes to School

- Programs such as walking school buses and biking school buses.

Bicycle Education and Encouragement

- Traffic safety operations, street closures for events, walking and biking safety classes.

Pedestrian and Bicycle Counts

- Citywide program to count bicyclists and pedestrians.

Active Transportation Audits

- Identify barriers for travel between home and key destinations.

Bike to Work/Wherever Day

- Month-long event encourages cyclists to replace vehicle trips with cycling.



INTRODUCTION

Walking, biking, and rolling by wheelchair or scooter are all components of active transportation. These human-powered modes of travel

- connect families to schools, parks, work, shopping, restaurants, bus stops, and other destinations without a car;
- improve physical and mental health, including reducing the incidence of disease and obesity;
- create a better environment by reducing air pollution and greenhouse gas emissions; and
- provide economical travel, especially when compared to owning and operating a car.

The prevalence of active transportation and its resulting benefits depends on a multitude of factors related to a city's makeup. As they relate to the City of Yuba City (City), it has a population of about 70,000 people and serves as the county seat of Sutter County. With the Sutter Buttes mountain range as its backdrop, Yuba City is situated 40 miles north of Sacramento, 33 miles northwest of Roseville, and 42 miles south of Chico. At a size of 15 square miles, the City has remained relatively compact compared to other suburban communities in the Sacramento region. Active modes have been further supported by past City efforts to improve sidewalk connectivity, install bike facilities, and implement traffic calming within their pedestrian-scale downtown along Plumas Boulevard and the Sutter Bikeway.

However, private vehicles are the primary mode of travel in Yuba City. According to the US Census Bureau 2023 American Community Survey Five-Year Estimates, about 91 percent of Yuba City residents commute by car, truck, or van. The share of workers that either walk to work in Yuba City or take public transit is about 0.9 percent, and 0.3 percent of residents bike to work. The travel time to work for 40 percent of Yuba City residents is under 15 minutes, which indicates a substantial

percentage of commute distances that could be covered by active transportation.¹

Despite many complementary conditions supporting active transportation, barriers persist. State Route 20 (SR 20)/Colusa Highway and State Route 99 (SR 99) bifurcate Yuba City into four quadrants, making crossings infrequent and challenging for people walking and biking. Older, auto-oriented roadway designs with wide travel lanes, narrow or missing bike lanes, and sidewalk gaps are prevalent throughout the City.

Yuba City residents have expressed a desire to address these barriers, supporting new, safer, and more comfortable walking and biking facilities. Electric mobility devices such as e-bikes and scooters are increasing in popularity. Additionally, recent laws and policies regarding reduction of vehicle miles traveled present an opportunity for synergy with active transportation.

This active transportation plan (Plan) is an important step toward making walking and biking safer, easier, and more enjoyable for everyone. The plan, which serves as an update to the previously adopted Bicycle Master Plan adopted in 2012, will help the City focus on opportunities to create new trails, sidewalks, bike lanes, and other improvements for people cycling and walking and will help make the City eligible for new funding by building on its past successes and creating new trails, sidewalks, bike lanes, and other improvements for bicycling and walking. The Plan will support applications for funding from the statewide Active Transportation Program and other sources of funding.

This plan meets all requirements for active transportation plans as specified by the California Transportation Commission's 2025 Active Transportation Program Guidelines. A summary of these requirements and

¹ Source: United States Census Bureau, 2023 American Community Survey Five-Year Estimates. Retrieved from: <https://data.census.gov/table/ACS/DT1Y2023.B08603?t=Commuteing&g=160XX00US0686972&y=2023>



where they are addressed within the plan is provided in Appendix H, Plan Conformance with ATP Guidelines.

PLAN GOALS

The goals for this plan were developed in consideration of other local and state plans and policies, desires of local residents, and emerging trends and opportunities in active transportation. **Table 1** lists these goals.

The Yuba City General Plan, Yuba-Sutter Regional Safety Action Plan, and the Sacramento Council of Governments 2025 Blueprint Plan each have goals supporting bicycling and walking. The California Transportation Plan and the California State Bicycle and Pedestrian Plan also have specific goals and policies for increasing biking and walking that are also supported by this plan. Each of these plans is further described in Appendix C, Relevant Plans and Policies.

Table 1. Yuba City ATP Goals

1	Enable all to move safely by walking, biking, transit, or driving
2	Increase walking and biking
3	Improve bicycle and walking mobility for residents and visitors to key destinations by improving network connectivity
4	Keep bicycle and pedestrian networks well-maintained



PUBLIC PARTICIPATION

Public participation was a fundamental element of the ATP development process. Carried out over two phases across multiple types of engagement, public input helped provide real world context to the quantitative data collected, shaped the recommended network outcomes, and informed the final development of the plan.

To ensure that improvements represented the needs and lived experiences of a diverse cross-section of Yuba City's population, engagement efforts included all direction and promotional materials in English, Spanish, and Punjabi. Select in-person events included a live interpreter for Spanish and Punjabi languages to ensure feedback could be documented.

Phase I

Phase I engagement sought to inform the public about the ATP process and understand the active transportation challenges and opportunities within Yuba City that inform the plan goals.

Engagement events during phase I included the following:

- **Pop-up Event** – The project team attended the annual Yuba-Sutter Fair on Saturday, June 21 and Sunday June 22, 2025 located at the Yuba-Sutter Fairgrounds in the Main Exhibition Hall. During Sunday's pop-up, live interpretation was provided in Spanish and Punjabi. All engagement materials were developed in English, Spanish, and Punjabi.
- **Focus Group (1)** – The project team held a virtual meeting with the Yuba City Chamber of Commerce, represented by Brynda Stranix on August 12, 2025 from 1:30–2:30 PM. The meeting included a project overview, key concepts, and an open discussion surrounding business sector priorities and feedback on public accessibility.
- **Community Meeting** – The project team held a community meeting on August 13, 2025, from 5:30–6:30 PM at the Yuba City Senior Center. Live interpretation was provided for Spanish and Punjabi. The meeting included a project overview, key concepts, and project timeline. After the presentation, community members were invited to participate in the interactive portion of the meeting which included voting on the ATP's goals and

objectives, sharing their experience and understanding of active travel in reference to a map of the City's existing conditions, and sharing their frequency of active transportation use.

- **Focus Group (2)** – The project team held a community meeting on August 13, 2025, from 5:30–6:30 PM at the Senior Center, the same location as the community meeting. This meeting focused on the viewpoints of the local Yuba City Sons in Retirement (SIR), an organization led by and dedicated to supporting retired older adult men in Yuba City. The meeting was conducted in similar fashion as the community group.

“Folks don’t ride their bike downtown due to safety concerns. It’s too congested, especially on Plumas Street. There are no bike lanes throughout the City.”

- *Public comment*





“With the new development being built to the east of this neighborhood [El Margarita Road, north of SR 20], I feel that sidewalks are becoming crucial. We are seeing more and more pedestrians and no space for them to safely walk.”

-Public Comment

Phase II

Phase II engagement sought to collect feedback on the draft recommended bicycle and pedestrian network. Additionally, feedback was gathered on the project prioritization matrix which sought to establish priority locations within the City for improvements. Engagement events during phase II included the following:

- **Pop-up Event** – The project team attended the annual Trick or Treat the Street on Thursday, October 2025 from 4–6 PM on downtown’s Plumas Street. During the pop-up, live interpretation was provided in Spanish. All engagement materials were developed in English, Spanish, and Punjabi.
- **Focus Group (1)** – The project team attended one of Sutter County Library’s Literacy Services meetings on November 5, 2025 from 4:30–5:30 PM. The program is designed to provide English and Citizenship Preparation classes. The event was attended by individuals whose first languages included Spanish, Farsi, and Punjabi. Live interpreters for each language attended the event. Attendees commented on the draft materials presented while elaborating on culturally significant locations for their communities and barriers to access them.
- **Community Meeting** – The project team held a community meeting on November 10, 2025, from 6-7:30 PM at the Sutter Theater for the Arts. Live interpretation was provided for Spanish and Punjabi. The meeting included a project overview, presentation of the draft networks and priority locations. After the presentation’s questions and answers, community members were invited to participate in the interactive portion of the meeting which included reviewing and commenting on the draft networks and project prioritization maps.
- **Focus Group (2)** – Members of the project team met with members of the Yuba Area Bicycle Advocates during one of their reoccurring advocacy meetings on December 16, 2025, from 5–6 PM. This meeting focused on presenting the draft bicycle network and collecting detailed feedback on existing and desired travel patterns from cyclists.
- **Focus Group (3)** – Members of the project team met with Regency Park Walking Moai. This meeting focused on understanding the user priorities and desired improvements from those who regularly walk in and around Yuba City.



ACTIVE TRANSPORTATION FACILITIES

Active transportation networks include several types of infrastructure. Walking facilities include sidewalks, crosswalks, and shared-use paths. Bicycling facilities, from lowest stress and most comfortable to highest stress and least comfortable, include shared-use paths, separated bikeways, bike lanes, and bike routes. Bike parking also supports bicycling networks.

These and other treatments are introduced in this chapter and described in detail in Appendix D, Walking and Biking Facilities Toolkit.

In pursuit of providing a holistic vision for the active transportation network in and around Yuba City, this Plan makes recommendations along state owned facilities such as SR 20/Colusa Highway and SR 99 and others that reside under the purview of Sutter County. Yuba City staff does not have authority to implement improvements on these roadways; however, their identification in this Plan signals a need to cooperate with the presiding jurisdictions to ensure appropriate improvements are made.

Sidewalks

Sidewalks are paved areas immediately adjacent to the vehicular right-of-way for the use of pedestrians. Unlike shared-use paths, they are directly adjacent to the main right-of-way. While not permitted on sidewalks that lack designation as a bikeway, sidewalks are often perceived as safer alternatives by people riding bicycles when the roadway does not possess an appropriate bike facility or lacks one altogether. In Yuba City, Municipal Code section 4-9.1703 prohibits, “bicycle riding on public sidewalks except where sidewalk is a designated bikeway and signed accordingly.”²

While restricted for pedestrian use, sidewalks are often used by bicyclists along roadways where bicycle facilities do not provide adequate comfort or no bicycle facilities exist. A sidewalk along Lassen Boulevard near

River Valley High School shows multiple bicycle tire tracks imprinted upon it (see upper right image, below). Such conditions suggest modifying the roadway to a state where a Class II bike lane is adequate, enhancing the bike lane to a more protective facility type, or designating the sidewalk as usable by bikes.



² Source: City of Yuba City Municipal Code, https://library.municode.com/ca/yuba_city/codes/code_of_ordinances?nodeId=TIT4PUSA_CH9TR_ART17REBI_S4-9.1703RISI





Crosswalks

Crosswalks, which are street crossings for pedestrians, may be marked or unmarked. Marked crosswalks feature striping and other enhancements. These features may be used to raise awareness of the crossing and delineate the best place to cross. There are two types of marked crosswalks:

- **Controlled crosswalks** are located with stop signs or traffic signals.
- **Uncontrolled crosswalks** are located without stop signs or traffic signals. Under California law, drivers are legally required to yield to pedestrians at uncontrolled crosswalks.



Additional features can be added to crosswalks to increase visibility on busy streets:

- **High-visibility crosswalk markings** add additional striping to the pavement.
- **Warning signage** improves visibility of crosswalks and increases the likelihood that a driver will yield to or stop for pedestrians.
- **Curb extensions** decrease the pedestrian crossing distance at intersections and improve the visibility of pedestrians waiting to cross the street.
- **Median refuge islands** allow pedestrians to cross one direction of traffic, then wait in the center of the street to cross the other direction of traffic.
- **Rectangular rapid flashing beacons (RRFBs)** allow the pedestrian to activate a flashing light when crossing.
- **Pedestrian hybrid beacons (PHBs)** require traffic to stop for pedestrians when activated but allow vehicles to proceed with caution after the pedestrian crossing has been completed.

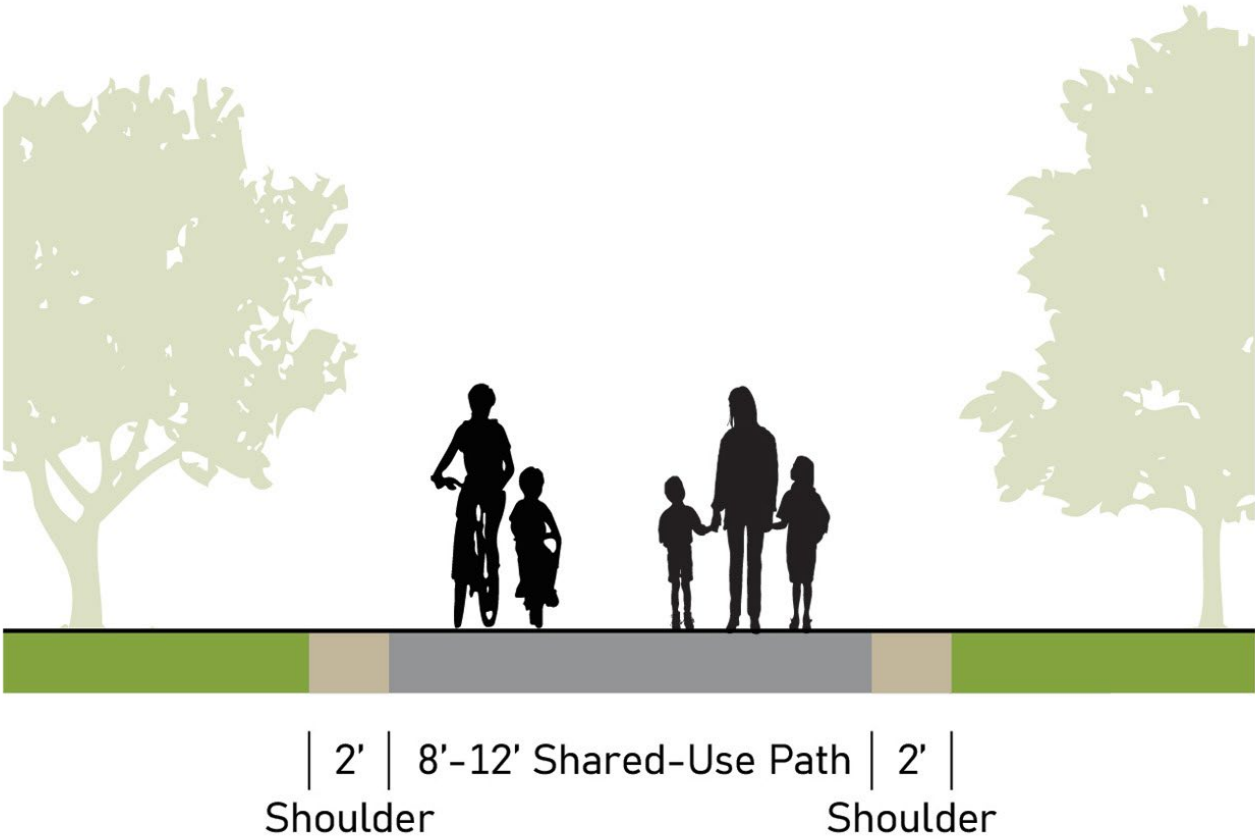
More features are described in Appendix D.

Shared-Use Paths

Shared-use paths, often referred to as Class I bike paths (as classified in Chapter 1000 of the Caltrans *Highway Design Manual*) or paved trails, are off-street facilities designated exclusively for non-motorized travel by bicyclists and pedestrians (**Figure 1**). Shared-use paths have minimal cross flow with motorists and are typically located along landscaped corridors. Shared-use paths can be utilized for both recreational and commute trips. These paths provide an important recreational amenity for bicyclists, pedestrians, dog walkers, runners, skaters, and those using other non-motorized forms of travel. They are frequently designed to offer a specific benefit to users, such as a connection not previously included in the bicycle or pedestrian network or traversing a barrier such as a freeway or river.



Figure 1. Shared-Use Path

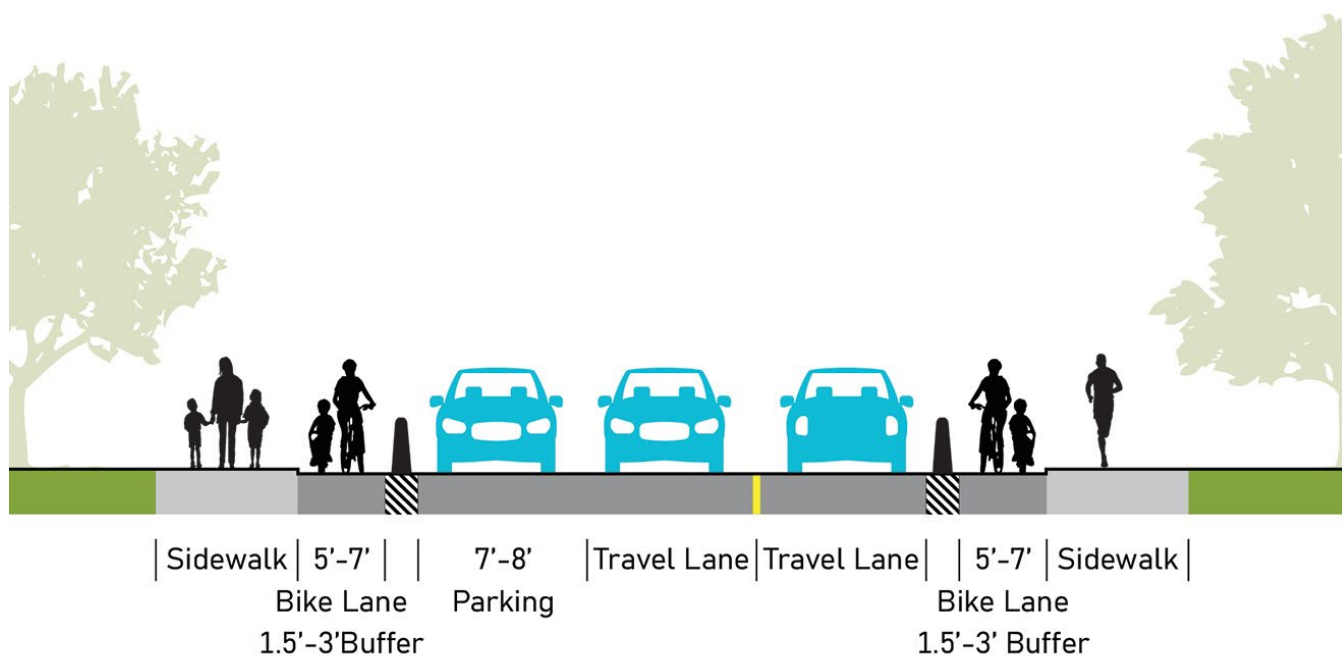


Separated Bikeways

Separated bikeways, designated Class IV by Caltrans, are physically separated bicycle facilities, also known as cycle tracks, that are distinct from the sidewalk and designed for exclusive use by bicyclists. They are located within the street right-of-way but provide bicyclists with a comfort level similar to shared-use paths. The key feature of a separated bikeway is a vertical element that provides physical separation from motor vehicle traffic (**Figure 2**). Common vertical elements used for separation include vertical curbs, painted buffers with flexible posts, parked cars, landscaped areas, large planters, or other fixed barriers. Separated bikeways may also be constructed by creating a bikeway at a height above the vehicular lanes. Separated bikeways can be either one-way or two-way.



Figure 2. Separated Bikeway



Bike Lanes

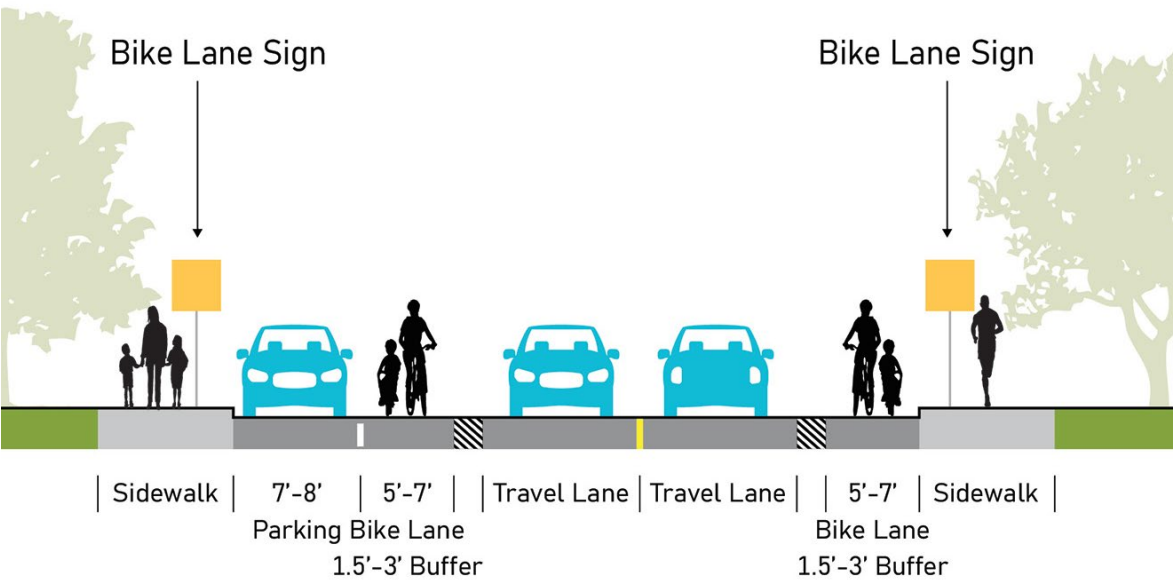
Bike lanes, designated Class II by Caltrans, are on-street facilities that use striping, stencils, and signage to denote preferential or exclusive use by bicyclists. Bike lanes are contiguous with motor vehicle travel lanes. Bike lanes provide adequate space for comfortable riding and alert drivers about the predictable movements of bicyclists.



Buffered bike lanes are similar to bike lanes but have an additional painted section of pavement that provides space, typically one to three feet, between bike and motor vehicle travel lanes (**Figure 3**). The total bike lane width encompasses the buffer and the bike lane width.



Figure 3. Bike Lane



Bike Routes

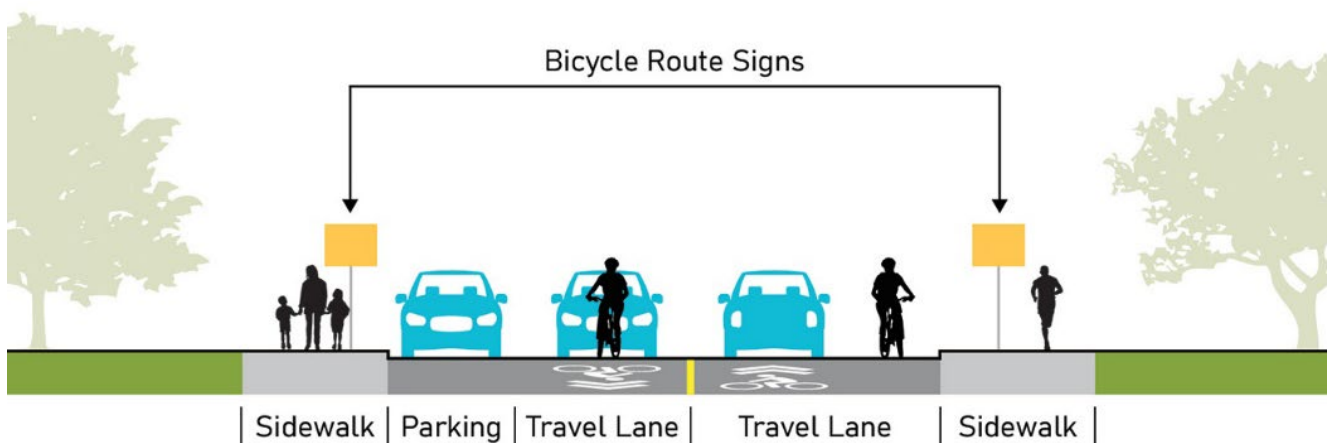
Bike routes, designated Class III by Caltrans, are streets with signs and optional pavement markings where bicyclists travel on the shoulder or share a lane with motor vehicles (**Figure 4**). Bike routes are utilized on low-speed and low-volume streets to connect bike lanes or paths along corridors that do not provide enough space for dedicated lanes. Shoulders are preferable but not required on streets with bike routes. In addition to alerting motorists to the presence of bicyclists, bike routes help bike riders find their way to other bikeways or regional destinations like schools and parks.

Bicycle boulevards are enhanced bike routes that are intentionally located on low-volume, low-speed local streets and include other features designed to make a low-stress, comfortable, attractive bikeway that prioritizes bicycle travel. These features include shared lane markings, wayfinding signs, and traffic calming features, including at crossings with higher volume arterials. Physical and non-physical measures such as signs, pavement markings, speed bumps, and low or reduced vehicle speeds are utilized to discourage through trips by motor vehicles and create safe, convenient bicycle access.

Sharrows, or shared-lane markings, are a common bike route pavement marking that facilitate wayfinding through neighborhoods and alert drivers that bicyclists are sharing the road.



Figure 4. Bike Route



BICYCLE PARKING

Bicycle parking encourages ridership by supporting the final stage of a bicycle trip. Locations with high ridership are excellent candidates for bicycle parking, including civic, residential, commercial, and office spaces. At these locations, both short-term and long-term parking should be accommodated.

Short-term bicycle parking is temporary bicycle parking intended for visitors. Bicycle racks are a common form of short-term parking. Bicycle racks in front of stores and other destinations allow patrons to park their bike for short periods. Bike parking should be located in well-lit areas to discourage theft. Installing permanent bicycle racks near main entrances also helps bicyclists feel welcome and encourages them to ride their bicycle again on a return trip. Bicycle racks that allow at least two points of contact, such as the wheel and frame, provide the most protection against theft and accidental damage and are required in the Yuba City Municipal Code section 8-5.6108. Further requirements address the topic of bicycle parking by establishing bicycle parking supply, location, and design standards.

Long-term bicycle parking is intended for employees, students, commuters, and residents to protect bicycles for extended periods. Long-term facilities are more secure than short-term bicycle parking and should fully protect bicycles from theft and weather.

Long-term bicycle parking includes bike lockers, bike cages, and bike rooms:

- **Bike lockers** are outdoor enclosures that accommodate one or two bicycles and are usually leased on a monthly basis or paid short-term use.
- **Bike cages** are fully enclosed, roofed shelters that house racks of bicycle parking, typically found at schools.
- **Bicycle rooms** are found inside office or residential buildings and provide secure indoor parking. Bicycle rooms may feature amenities such as bike pumps and quick-fix tools for employees and residents.

The Association of Pedestrian and Bicycle Professionals (APBP) *Essentials of Bike Parking: Selecting and Installing Bike Parking that Works* (2015) provides guidance for planning and installing bike parking facilities that are effective and secure.³



³ Source:

https://www.apbp.org/assets/docs/EssentialsofBikeParking_FINA.pdf

Traffic Calming

Traffic calming devices include a wide range of design treatments capable of reducing vehicle speeds and thus improving the safety and comfort of the transportation network for all users. Reducing vehicle speeds makes travel safer for both bicycles and pedestrians. Traffic calming devices may employ vertical deflection, as with speed bumps, or horizontal deflection, as with curb extensions.

Narrowing traffic calming devices are a sub-category of horizontal deflection traffic calming devices. Wider roads are associated with greater crash rates and higher impact speeds. Narrowing roadways often leads to decreased vehicle speeds and improves safety.

Restriping narrower travel lanes for vehicle traffic can reduce motor vehicle speed. In many locations, interior traffic lanes can be narrowed to 10 feet or less to encourage lower speeds. Narrow lanes can make room in the roadway right-of-way for painted medians, center turn lanes, bicycle lanes, or parking.



Emerging Trends and Opportunities

New technologies and changes in California regulations that have emerged in the last several years are supporting expanded use of active transportation.

Electric bikes and scooters are two expanding technologies that provide both new opportunities and challenges. These devices can be partially or fully powered but also share facilities with other users. There is a range of types of e-bikes, scooters, and other devices. State law governs where these devices may be used but also allows local jurisdictions to enact more restrictive rules. Appendix D reviews these devices and regulations governing their use.

Vehicle miles traveled (VMT) has become the standard for measuring transportation impacts under the California Environmental Quality Act since the implementation of California Senate Bill 743. Walking and biking, including using electric bikes and scooters, helps reduce VMT directly. Walking and biking also support greater use of transit, further reducing VMT. The *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, released by the California Air Pollution Control Officers Association, is a good guide for estimating these reductions.



EXISTING CONDITIONS

Yuba City’s flat topography, mild winter temperatures, and relatively low rainfall make it suitable for walking and biking; however, summer temperatures are often hot and make walking and biking more challenging.

Yuba City is generally suburban in terms of land use. Most residences are single-family homes. Most retail development resides in large commercial centers, though the City’s downtown along and near Plumas Street is concentrated with local businesses. While most of the City has been developed with sidewalks, there are gaps in some of the older neighborhoods and industrial areas. Additionally, curb ramps at some intersections are missing or do not meet current standards. Many newer areas have dedicated bicycling facilities, though many older areas of the city do not.

Table 2. Yuba City Commute Mode Share

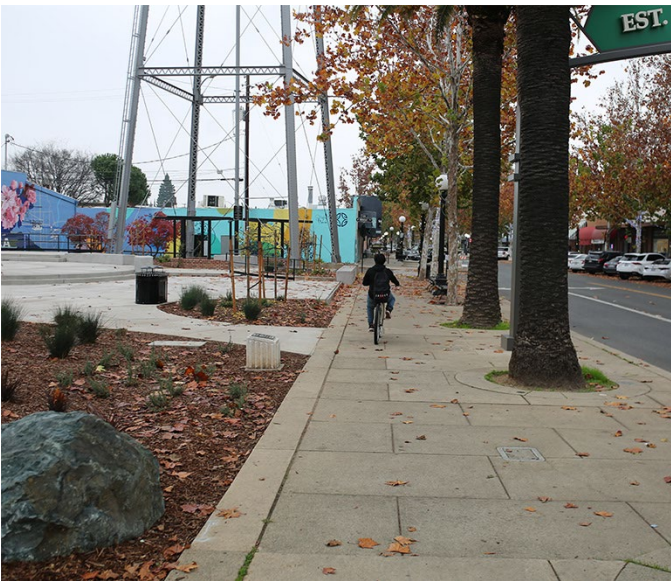
Location	Commuters	Walking Trips	Walking Share	Biking Trips	Biking Share
Yuba City	29,673	256	0.9%	90	0.3%
Sutter County	41,493	538	1.2%	97	0.2%
California	18,673,528	474,152	2.5%	141,189	0.7%

Source: U.S. Census, 2023; Fehr & Peers, 2025.

Transportation Modes

According to the U.S. Census Bureau 2024 American Community Survey (ACS) 5-Year Estimates, about 90 percent of Yuba City residents commute by car, truck, or van, resulting in approximately 26,781 trips to work by vehicle per day. As shown in **Table 2**, The share of workers that walk to work in Yuba City is about 0.9 percent and the share of those that bike to work is about 0.3 percent. Additionally, about 0.6 percent of workers use public transportation to get to work and about 7 percent of workers in Yuba City work from home. Although these shares are comparable to statewide averages, note that city values may be higher or lower due to ACS margins of error.

These statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips is not readily available and not included in these estimates. Thus, the total number of biking and walking trips is likely greater than shown.



Transit Connections

The Yuba-Sutter Transit Authority (Yuba-Sutter Transit) provides local and intercity bus service within Yuba City, Yuba and Sutter counties, including commuter routes to Sacramento, and Dial-A-Ride services. Morning, midday, and afternoon express routes, such as Sacramento Commuter Express and Sacramento Midday Express, serve commuters traveling between Yuba City and downtown Sacramento. All buses have bike racks that can accommodate bikes and lockers are provided at select stops. **Figure 5** shows the bus stops and bus routes in Yuba City.

Yuba-Sutter Transit also offers door-to-door ADA paratransit and mobility on demand (MOD) service. The paratransit service operates within the Dial-A-Ride services. MOD operates as on-demand connections to fixed route transit in areas without regular service. Riders can access MOD trips through a mobile app.



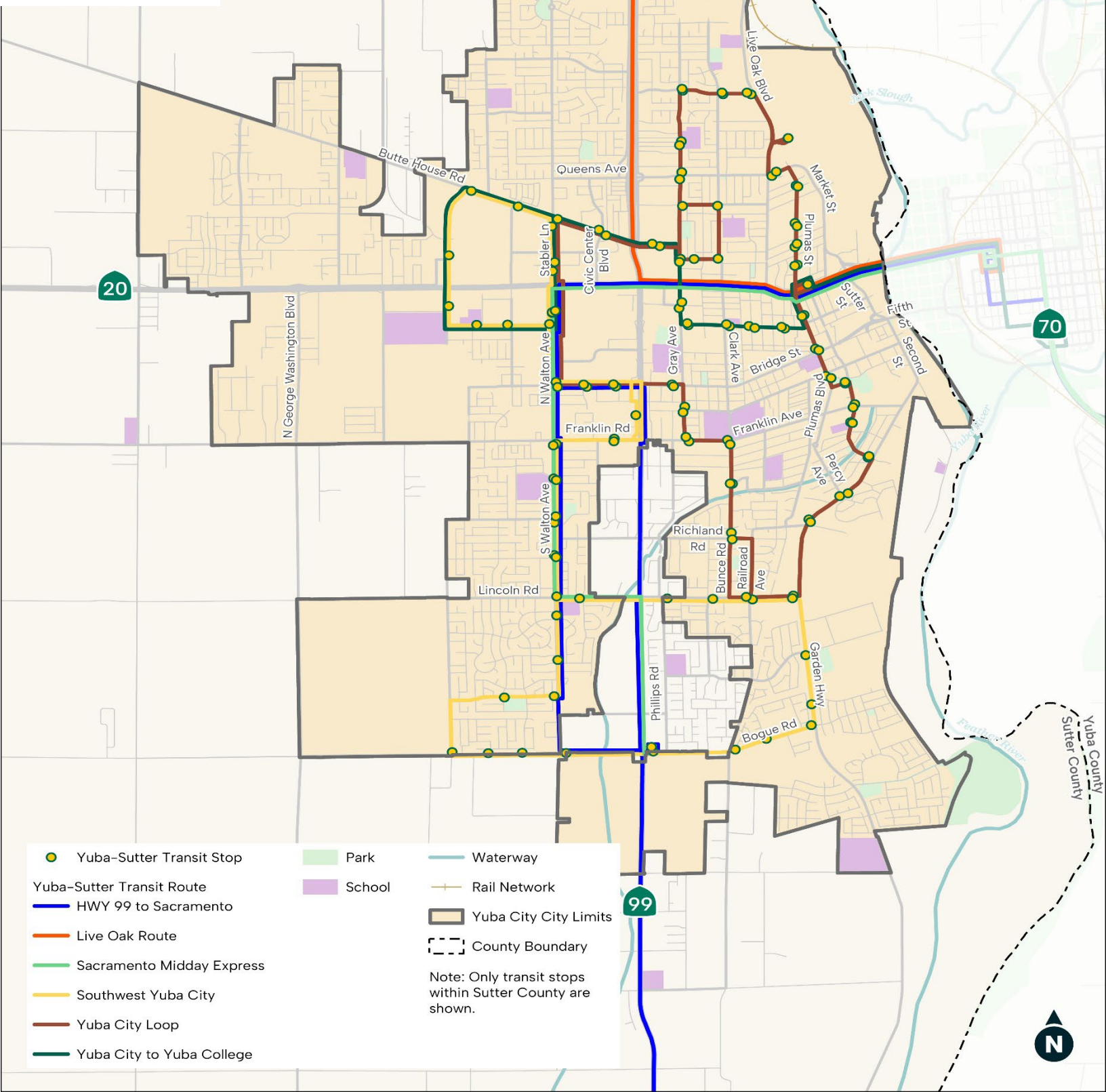
Photo Credit: Yuba-Sutter Transit⁴

⁴ Source: <https://www.yubasuttertransit.com/advertising-on-yuba-sutter-transit>

Figure 5
Yuba-Sutter Transit
Routes

Description
 Location of transit
 routes in Yuba City

Source: Yuba City, 2025;
 Fehr & Peers 2025



ROADWAY INFRASTRUCTURE AND VEHICLE VOLUMES

Figure 6 shows traffic controls related to biking and walking, including traffic signals, flashing beacons, speed feedback signs, and speed humps. The City also has multiple railways and many railroad crossings.

Figure 7 shows posted speed limits and **Figure 8** shows estimated daily traffic volumes in Yuba City.

KEY DESTINATIONS AND LAND USE

Figure 9 shows key destinations for bicyclists and pedestrians in Yuba City. Important destinations include the following:

- Schools
- Parks
- Public buildings, including libraries, post offices, city halls, and county offices
- Shopping and entertainment areas
- Hospitals and medical facilities
- Senior centers and senior housing

Current zoning maps identifying residential, commercial, and industrial areas are included in Appendix A, Existing Conditions Supporting Data.



Figure 6
Traffic Control
Devices

Description
 Location of intersection controls in Yuba City

Source: Yuba City, 2025;
 Fehr & Peers 2025

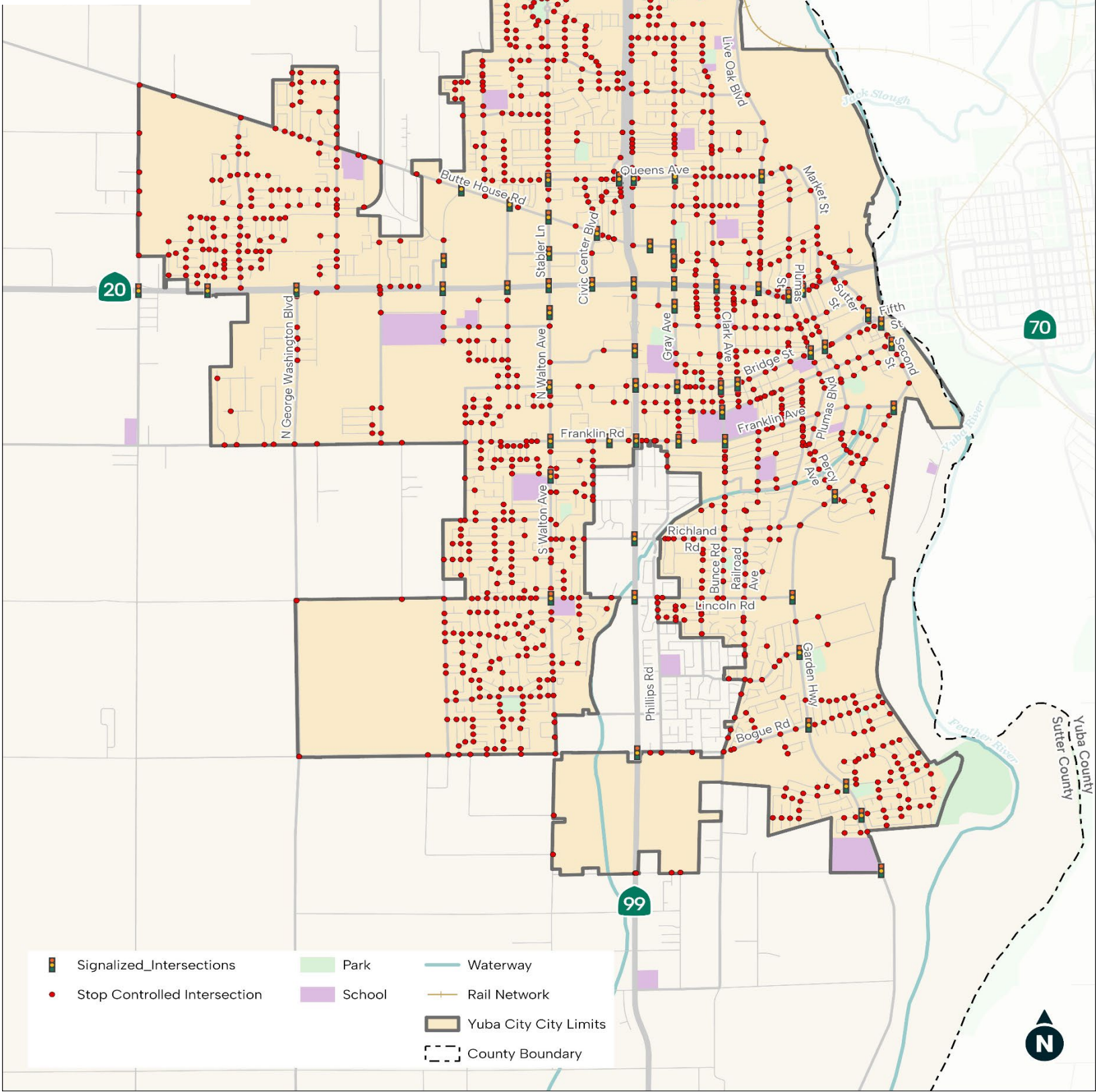


Figure 7
Posted Speed Limit

Description
 Map of speed limits on roadways in Yuba City

Source: Yuba City, 2025; Fehr & Peers 2025

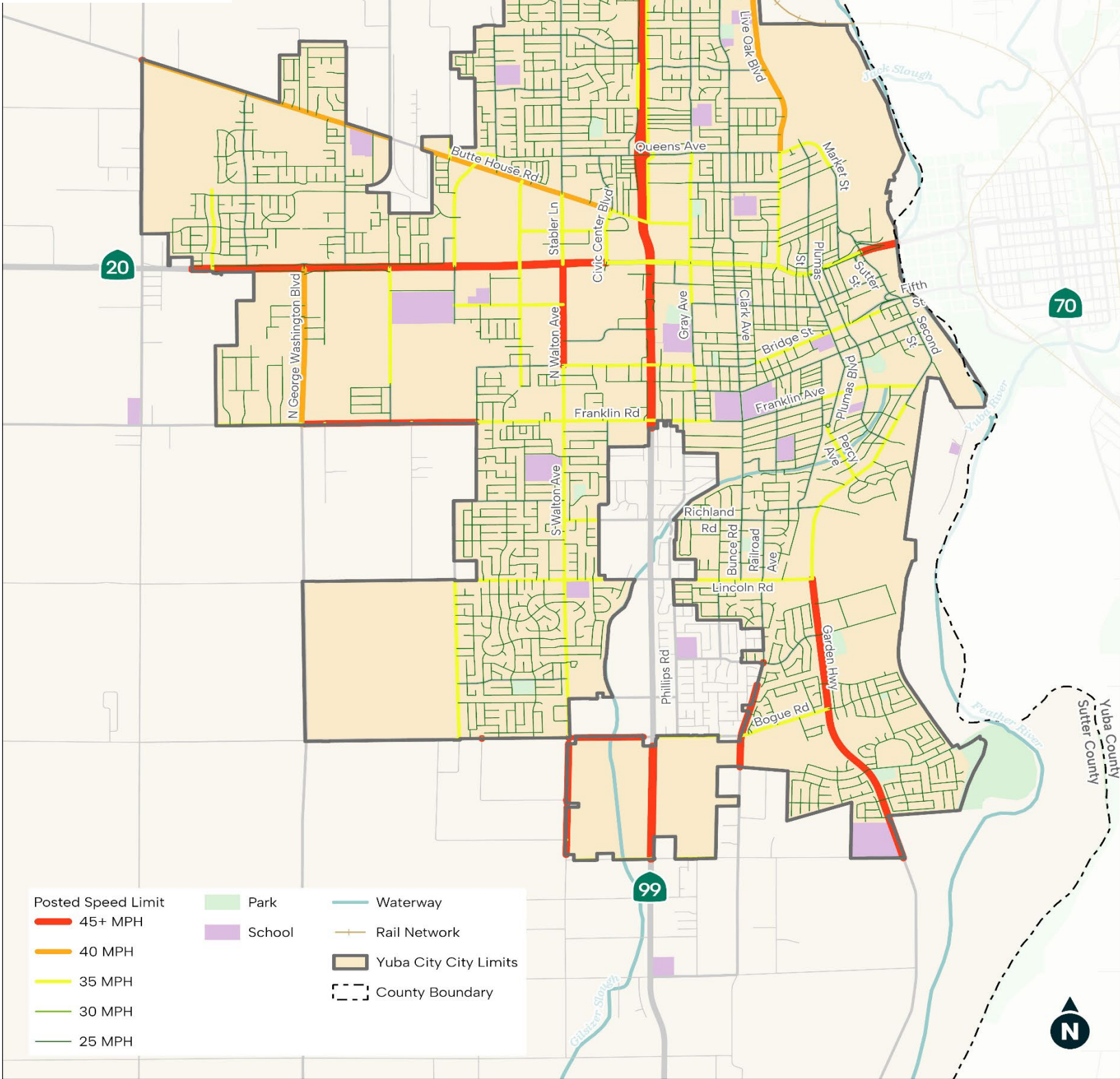


Figure 8
Traffic Volumes

Description
Map of estimated average daily traffic volumes.

Source: Yuba City, 2025; Fehr & Peers 2025

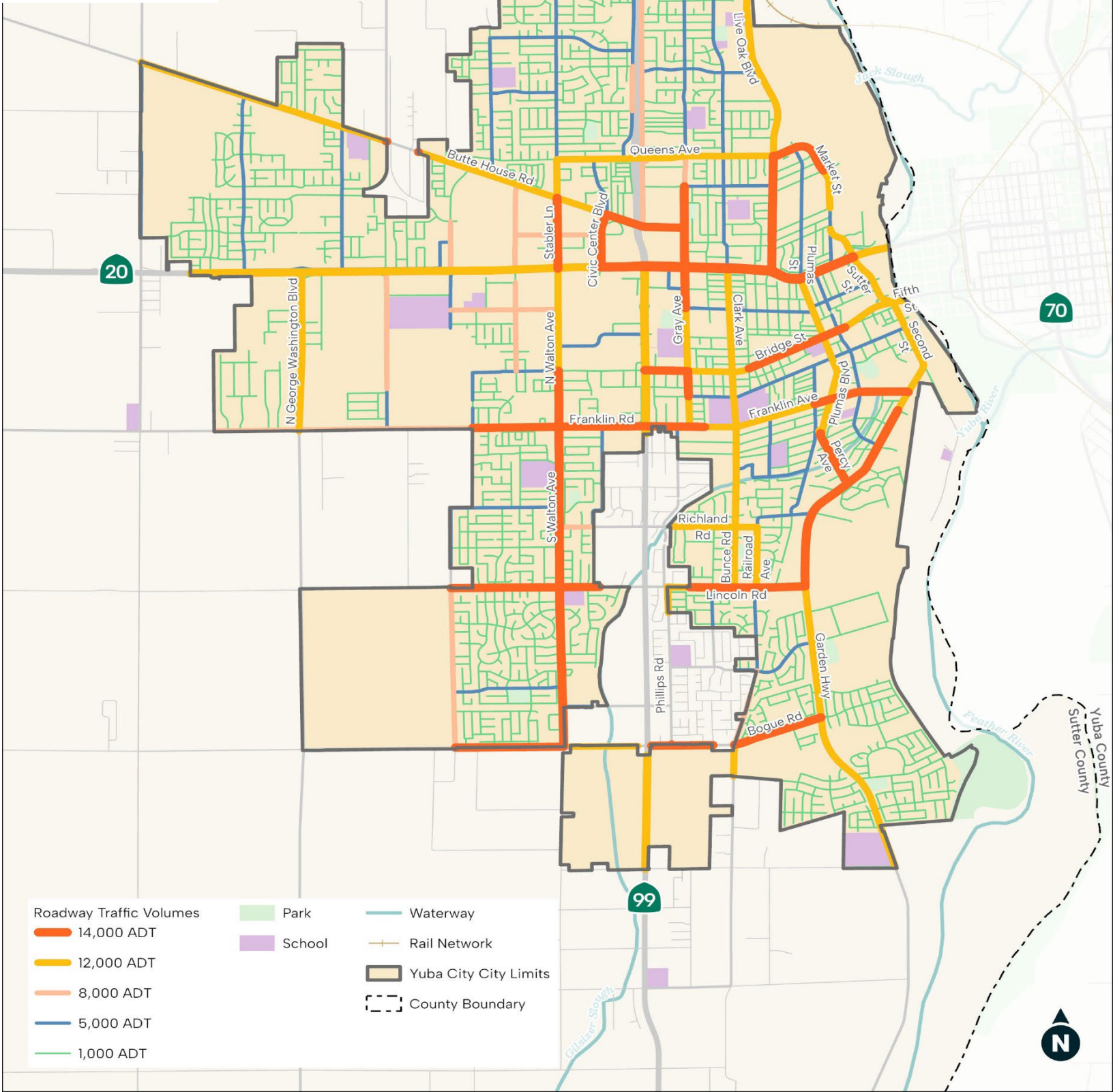
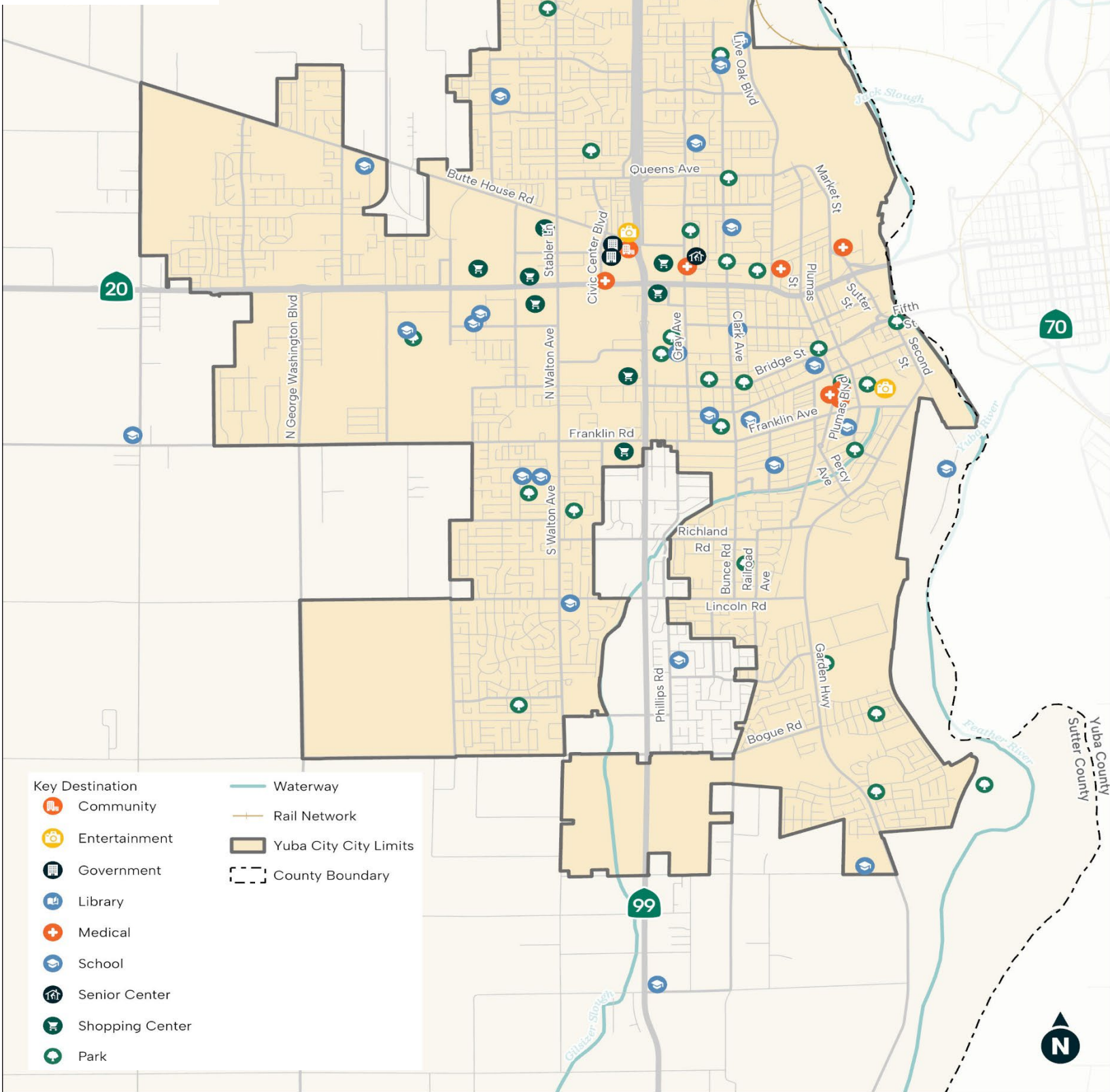


Figure 9
Key Destinations

Description
Map of Yuba City's
key destinations.

*Source: Yuba City, 2025;
Fehr & Peers 2025*



DISADVANTAGED COMMUNITIES

Service to disadvantaged and underserved communities, often referred to as environmental justice communities, is a key factor in many grant funding programs such as California’s Active Transportation Program. This plan presents a variety of different indicators of disadvantaged communities:

Household median income – Census tracts with median household income less than 80 percent of the statewide median, or \$73,524 based on the 2019–2023 American Community Survey (ACS) (**Figure 10**).

CalEnviroScreen 4.0 score percentile – A measure of environmental health by census tract. Inputs include socioeconomic factors, population characteristics, pollution factors, and environmental factors. Tracts with higher percentiles are more disadvantaged. The worst scoring 25 percent are considered disadvantaged by the ATP guidelines. Five census tracts within Yuba City are considered disadvantaged by this criterion (**Figure 11**).

Free and reduced price meal (FRPM) eligibility – The share of students at a school who are eligible for subsidized meals, based on the 2024–2025 school year. Schools where at least 75 percent of the student population are eligible are considered disadvantaged by the ATP guidelines. Eleven schools in Yuba City are considered disadvantaged by this criterion (**Figure 12**).



“This is everything I own. At night, I put a tarp over the back and sleep under it.”

-Yuba City Resident

California Healthy Places Index – A measure of the community conditions shaping health outcomes. Factors include economics, education, transportation, social, neighborhood, housing, clean environment, and healthcare access. Census tracts with the worst scoring 25 percent are considered disadvantaged by the ATP guidelines. Four census tracts within Yuba City are considered disadvantaged by this criterion (**Figure 13**).

SACOG Environmental Justice Areas – Environmental justice areas identified by the Sacramento Area Council of Governments as having concentrations of low income, and/or high minority and/or qualification of an “other vulnerability” and/or within the CalEnviroScreen 3.0 identified areas (**Figure 14**).

Zero Automobile Households –Households that do not own a vehicle are more likely to be dependent on walking, biking, and transit to meet their transportation needs. Five percent of Yuba City households do not have a vehicle available and are displayed by census tract according to the 2019–2023 ACS (**Figure 15**).

Figure 10
Median Household
Income

Description
 Map of Yuba City's
 median household
 income by census tract.

*Source: US Census 2019-
 2023 American Community
 Survey; Fehr & Peers 2025*

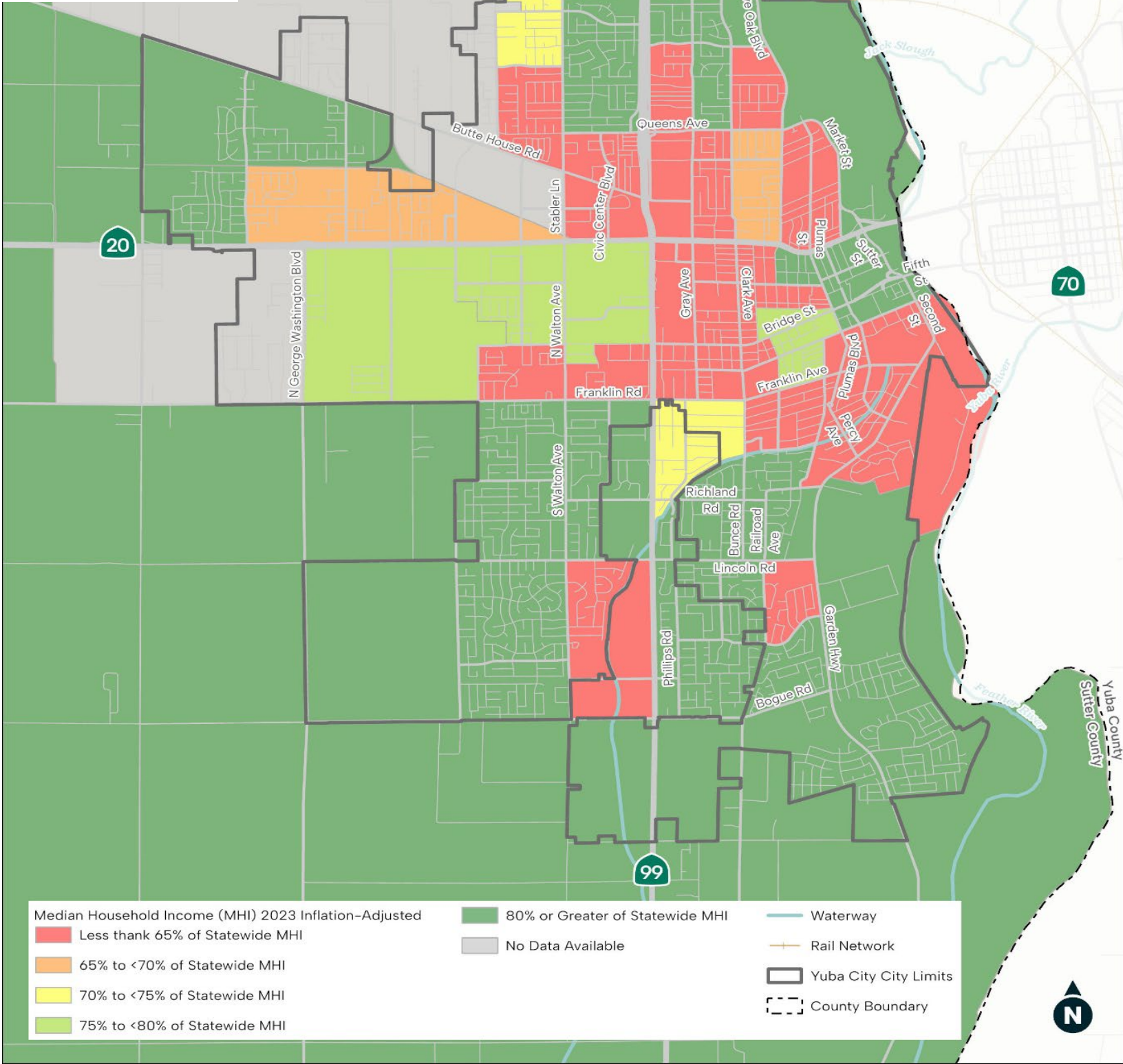


Figure 11
CalEnviroScreen 4.0

Description
 Map of
 CalEnviroScreen 4.0
 scores by census tract.

*Source: CalEnviroScreen
 4.0 2025; Fehr & Peers
 2025*

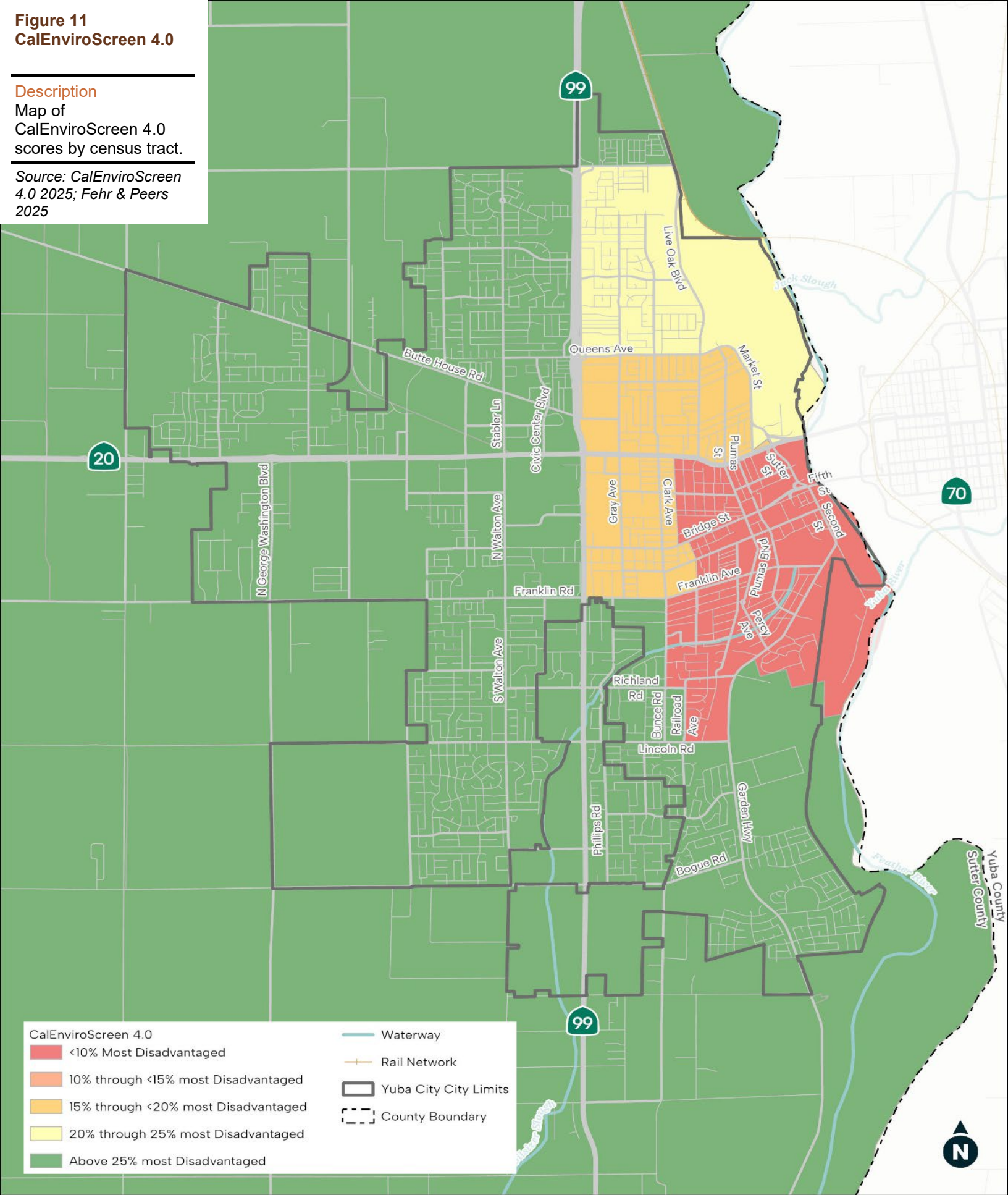


Figure 12
Free and Reduced
Price Meals

Description
 Map of public schools in Yuba City by share of students eligible for free and reduced price meals, for 2024-2025 school year.

Source: California Department of Education, 2025; Fehr & Peers 2025

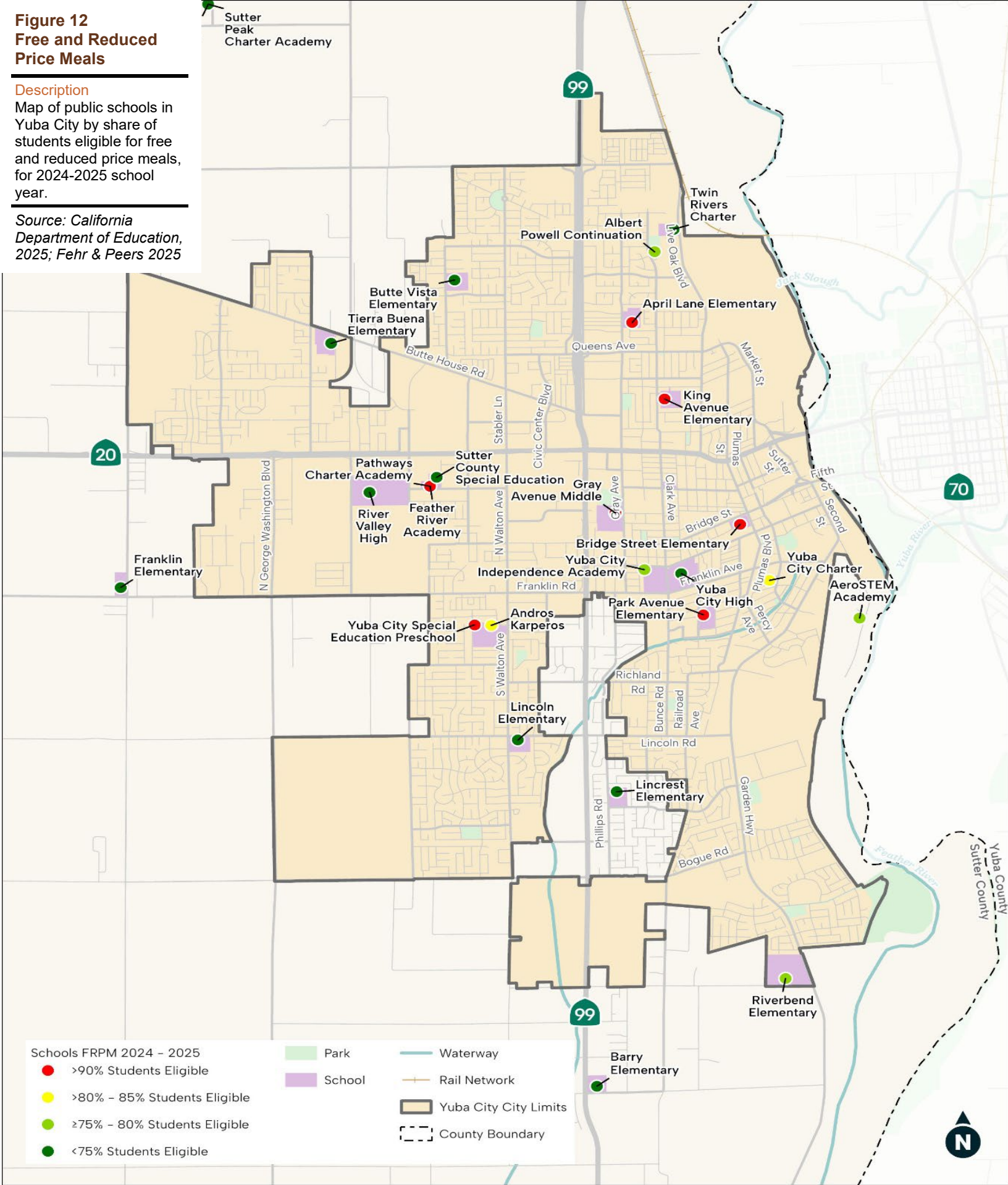


Figure 13
Healthy Places Index

Description
 Map of Healthy Places Index scores by census tract.

Source: Healthy Places Index, 2025; Fehr & Peers 2025

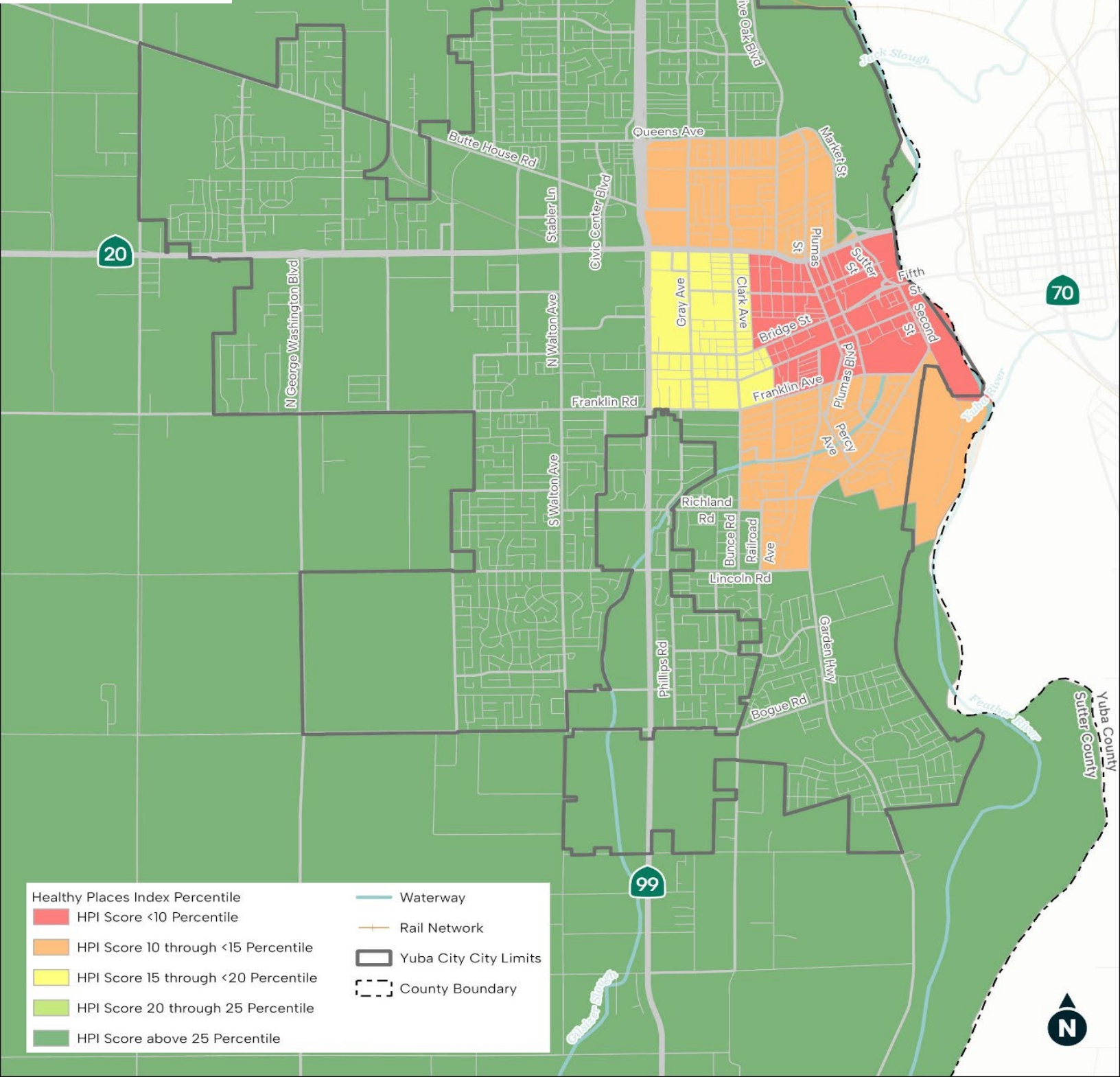


Figure 14
SACOG
Environmental
Justice Indicators

Description
 Map of SACOG-
 defined environmental
 justice indicators by
 census tract.

*Source: Sacramento Area
 Council of Governments,
 2025; Fehr & Peers 2025*

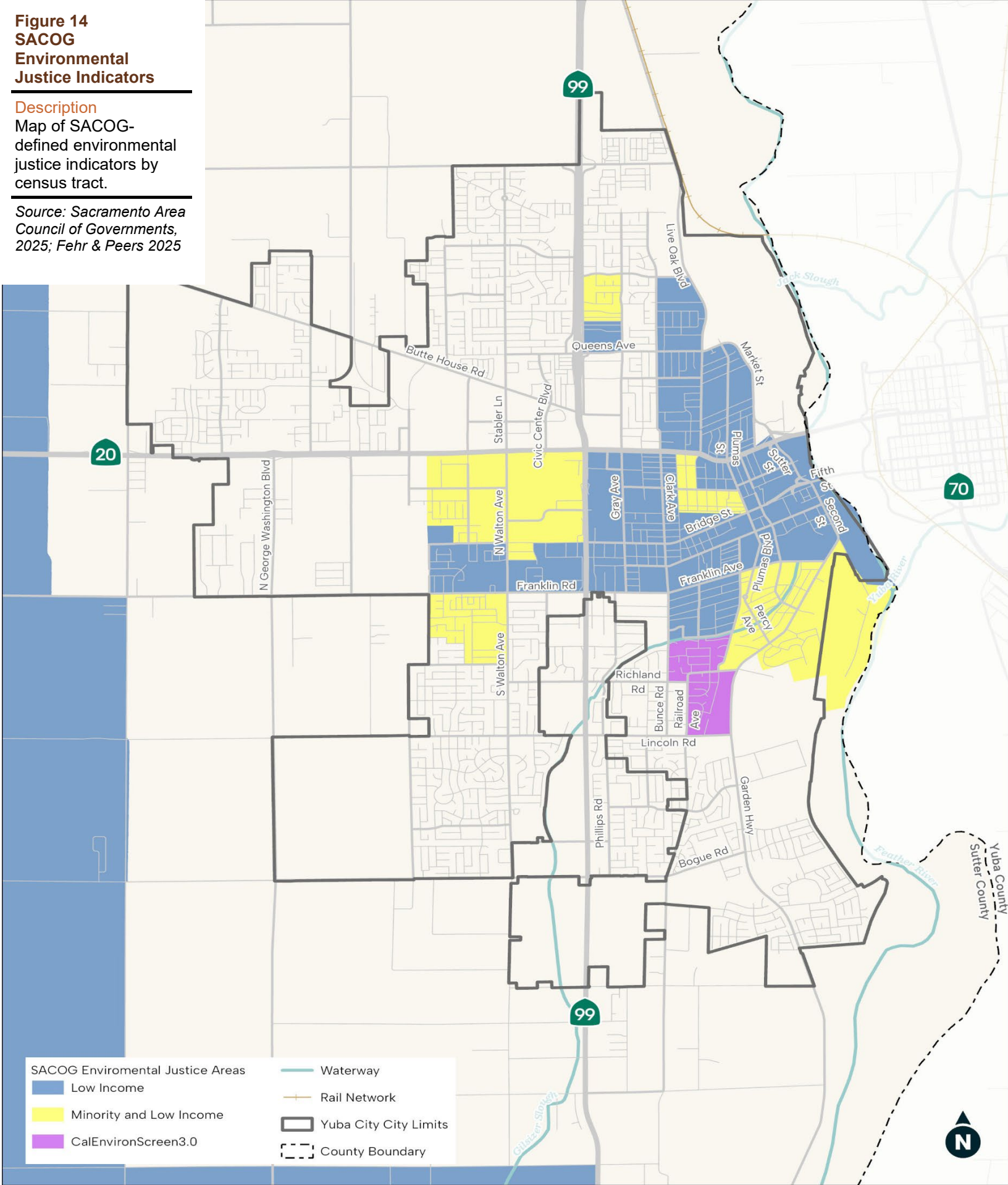
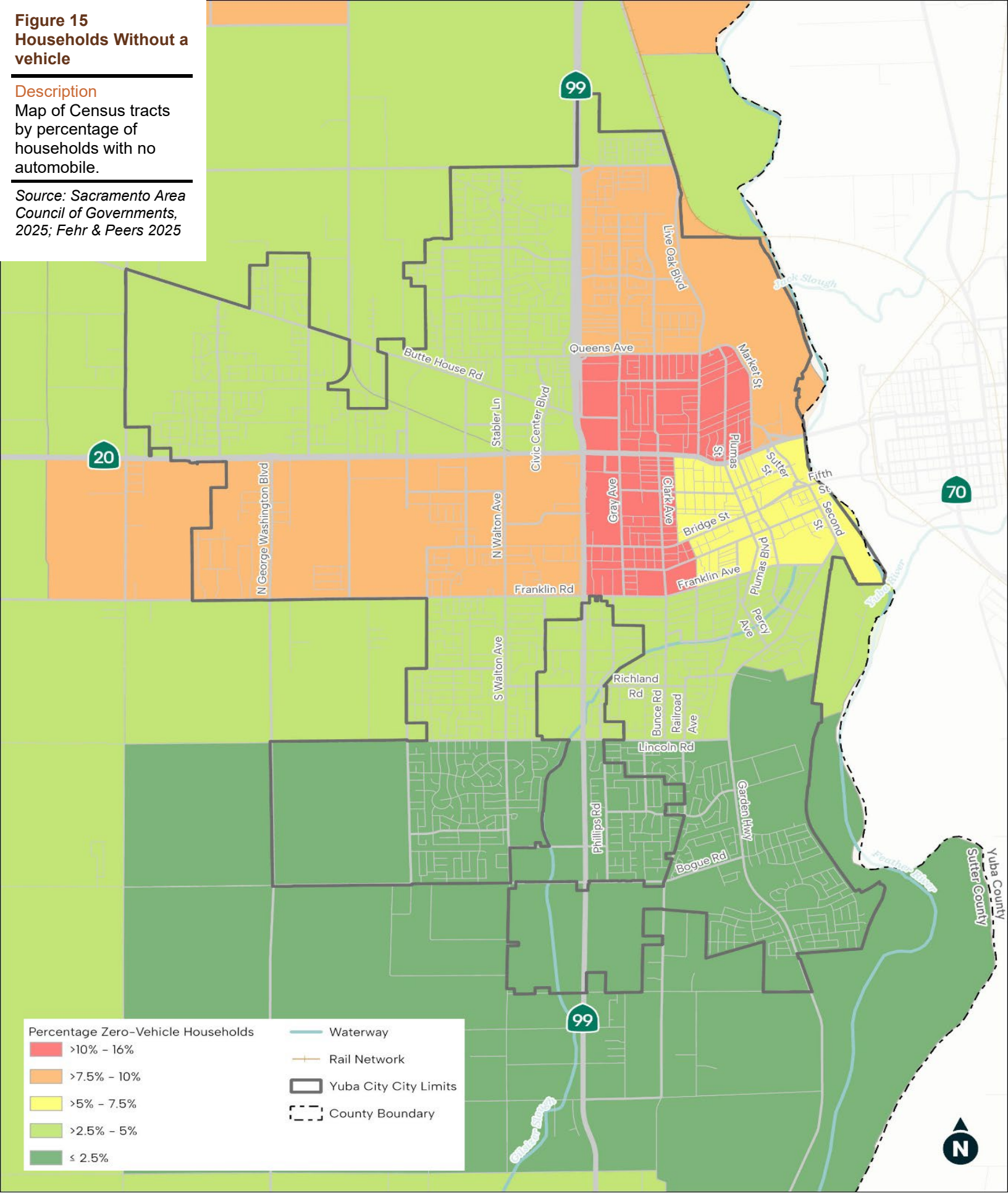


Figure 15
Households Without a vehicle

Description
 Map of Census tracts by percentage of households with no automobile.

Source: Sacramento Area Council of Governments, 2025; Fehr & Peers 2025



ACTIVE TRANSPORTATION INFRASTRUCTURE

Currently there are 7.0 miles of shared-use paths, 46.4 miles of streets with bicycle lanes, 9.8 miles of streets with bicycle routes, and 327 miles of sidewalks within Yuba City.

The network recommendations identified in this Plan prioritize an “All Ages and Abilities” (AA&A) approach to support safe walking and biking. This framework considers the needs of individuals ranging from age 8 to 80, recognizing that younger and older populations may face greater physical limitations than the average adult. By implementing an AA&A network, communities not only support groups that are often overlooked but also create a low-stress environment that encourages more adults to engage in active travel.

Pedestrian Facilities

Conditions for pedestrians who walk or roll vary across Yuba City, from industrial districts with little pedestrian infrastructure to suburban neighborhoods with typical sidewalks to the denser, walkable downtown locations concentrated around Plumas Street. The City has emphasized pedestrian travel by enhancing facilities including crosswalks, pedestrian count-down signals, new sidewalks, and traffic calming measures.

Figure 16 shows existing crosswalks, sidewalks, and sidewalk gaps within the City. Sidewalks are present on the majority of City roadways. Most arterials, collectors, and residential streets have sidewalks on both sides of the street. A few exceptions are pockets of residential streets located near the South Yuba City and central eastern neighborhoods, W and E Onstott Frontage Roads, Butte House Road, and portions of SR 20.

- Some of these segments are in residential neighborhoods identified as low income according to median household income, areas with greater concentrations of DAC attributes generally have sidewalks.
- Some ongoing locations development including Sanborn Road, Bogue Road, and Butte House Road, and especially those on the periphery of the City, have sidewalks only on one side. Sidewalks are included on all roadways within the City’s newer planned communities and downtown area.
- Yuba City also has off-street facilities for pedestrian travel. Most of these pathways are located in City parks and serve residents who walk for recreation. Several off-street facilities support both recreation and transportation-based walking and biking trips including the Sutter Bikeway, 5th Street Bridge, and levee paths along the Feather River. These latter facilities provide adjacent access to key destinations like commercial and employment centers, schools, and the downtown area.

Bicycle Facilities

Many roadways have on-street bike lanes (Class II) or are signed as bicycle routes (Class III). Yuba City planning staff have made progress toward the installation of buffered bikeways (Class IIB) particularly along portions of Clark Avenue, Butte House Road, and N Walton Avenue. **Figure 17** shows existing bikeways within the City.

Key observations about these routes include the following:

- Crossing SR 20 and SR 99 remains critical for a connected network. Community informed key connectors include Clark Avenue and Stable Lane/N Walton Avenue/S. Walton Avenue for north-south connections and Queens Avenue and Franklin Avenue/Road for east-west- connections. With the exception of small segments, the majority of bicycle facilities include Class II bike lanes. Improvements such as expanded buffered bike lanes are currently in development by the City, particularly along N and S Walton Avenue. Queens Avenue has been identified for enhanced bicycle facilities in several planning documents including the RSAP and Yuba-Sutter Bicycle Implementation Report.
- Many of the east-west arterials such as Franklin Avenue/Road, Lincoln Road, and Butte House Road, have posted speeds of 35 mph or greater and only Class II bike lanes for the majority of their length, likely making riding uncomfortable and dissuading bicycle use.
- Gaps in the network exist between existing facilities immediately west of Live Oak Boulevard and the Class I shared-use path of the levee system despite Live Oak Boulevard and Market Street being identified locations with high collisions rates and higher vehicle speeds, making crossing these roads to access existing facilities challenging.



When the existing and under construction bicycle network was compared to the disadvantaged community indicators, the following conclusions were noted:

- Facilities below Federal Highway Administration (FHWA) guidance for the arterials accessing many of the schools that meet the FRPM criteria make it challenging for families and children at all grade levels to access sites by bike.
- While areas with low median household income are relatively well served by facilities, the majority of crashes take place in these areas suggesting facilities and roadways may be misaligned.
- Overall, facilities are generally well represented in areas identified in the disadvantaged communities; however, these areas have greater diversity of land uses when compared to newer developments to the west and higher rates of crashes suggest misalignment between provided facilities and roadway conditions.

Figure 18 shows known locations of bike parking within the City. This is not all bike parking; other locations exist but were not mapped. Situations of people locking their bike to non-bike rack surfaces such as the water utility pipe pictured below were observed and suggest an unmet demand for additional bike parking.

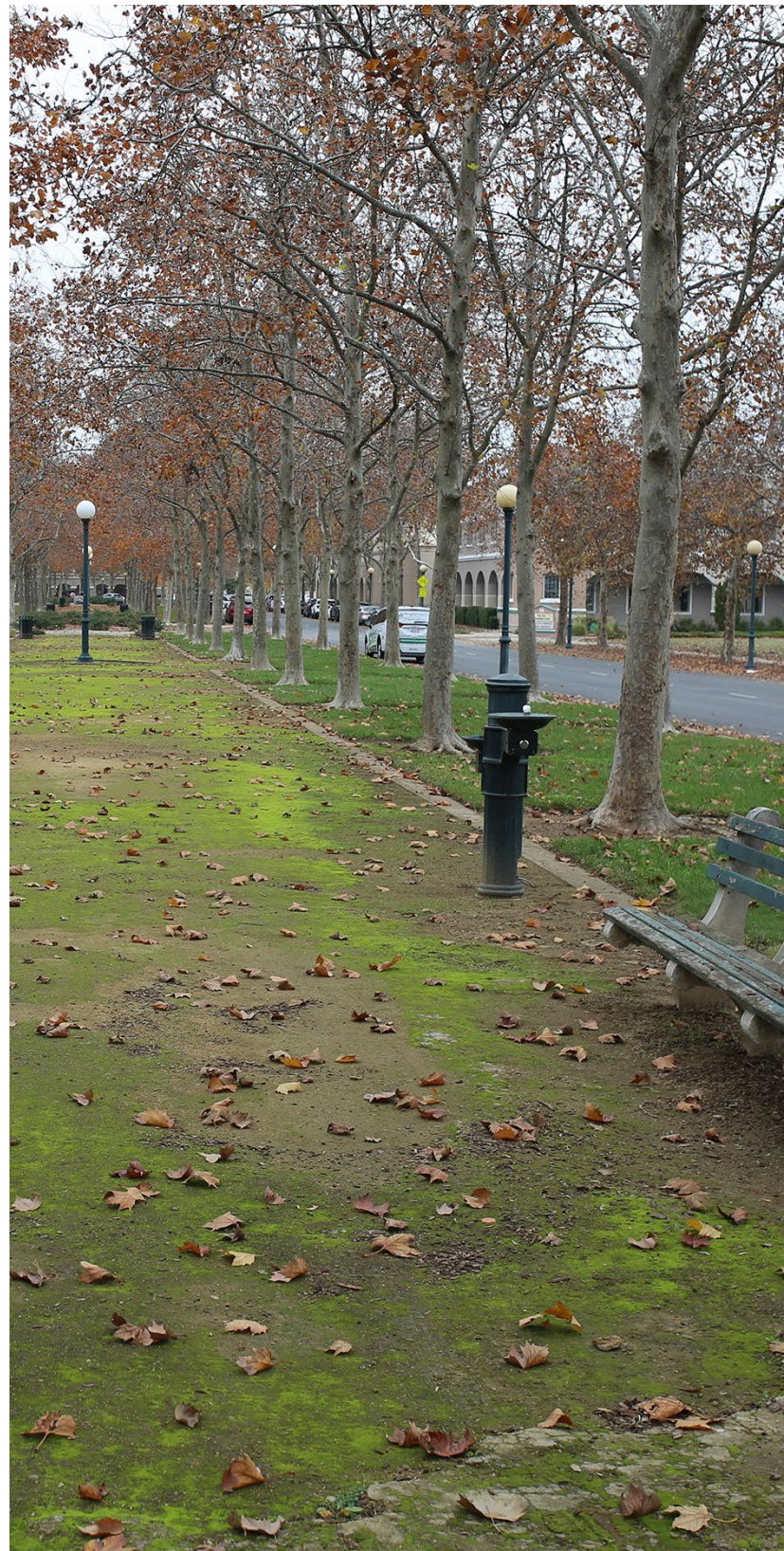
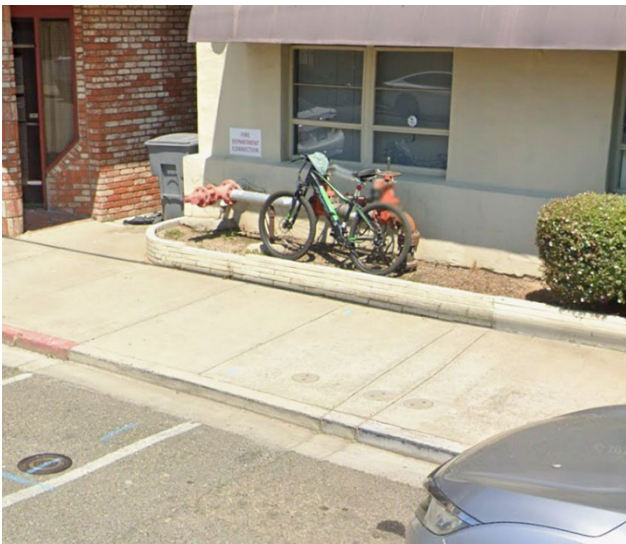


Figure 16
Sidewalks and
Crosswalks

Description
 Map of sidewalks and crosswalks in Yuba City

Source: City of Yuba City, Ecopia, Fehr & Peers, 2025

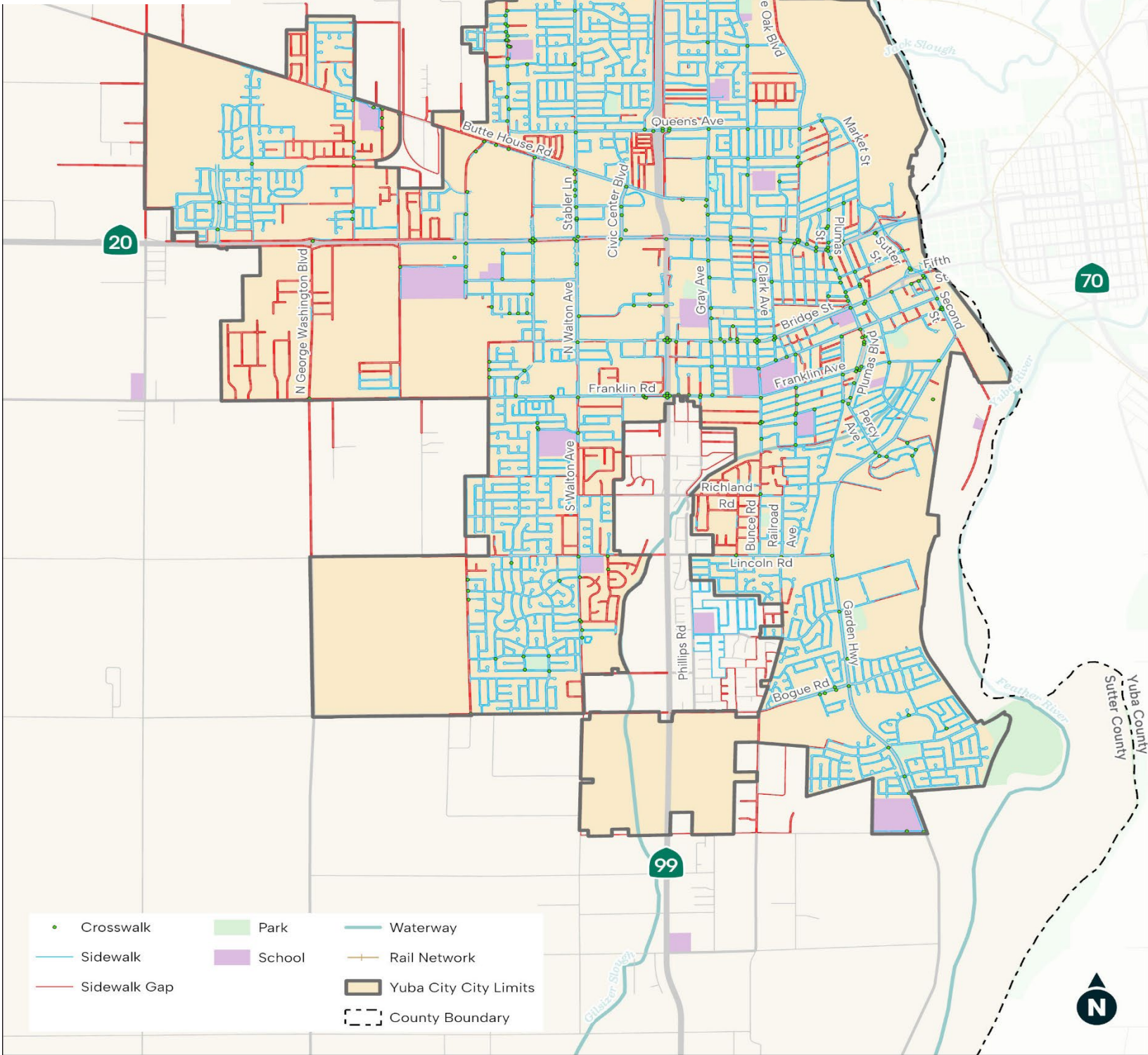


Figure 17
Bicycle Facilities

Description
 Map of bicycling facilities
 in Yuba City.

*Source: Yuba City, Ecopia,
 Fehr & Peers 2025*

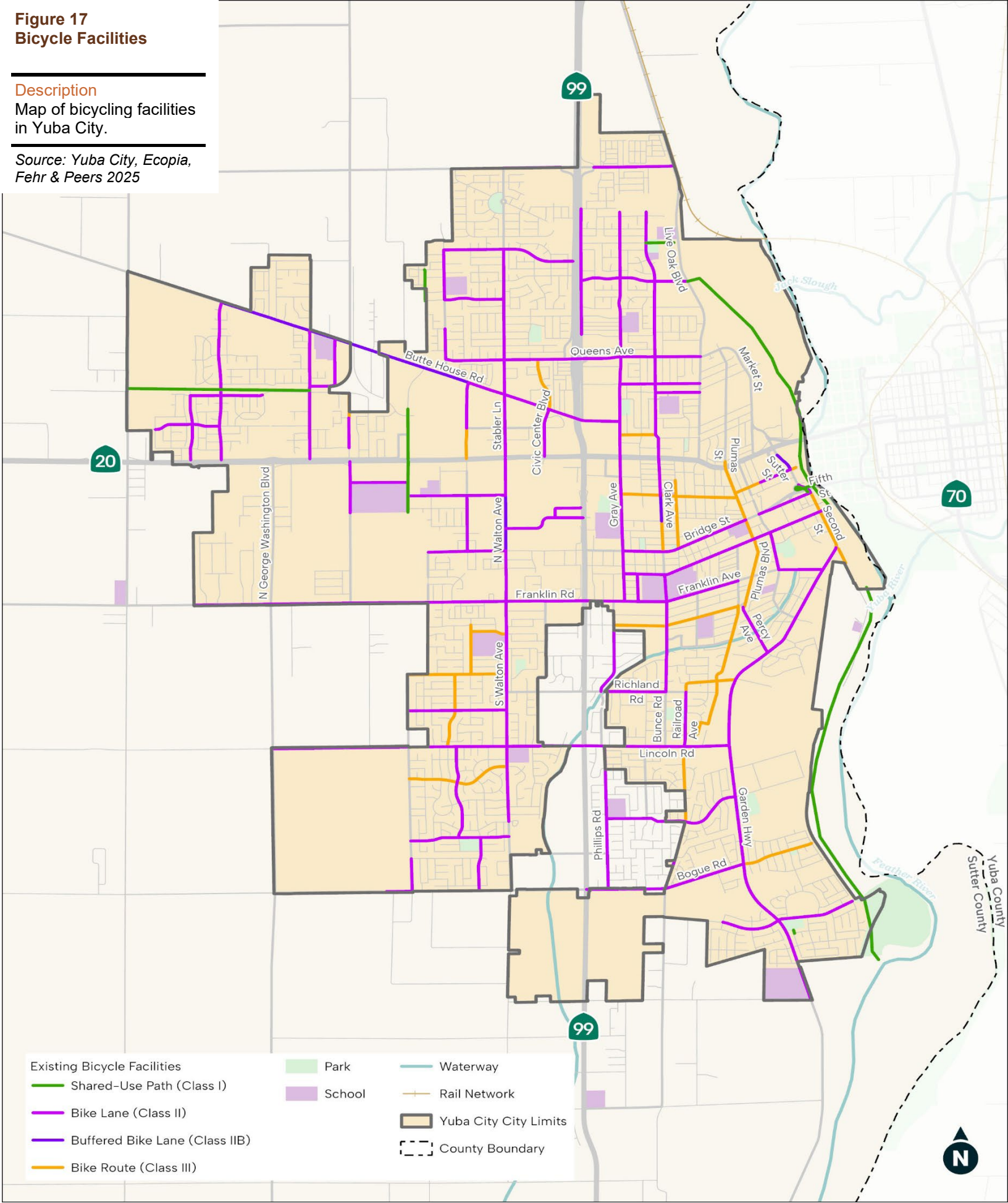
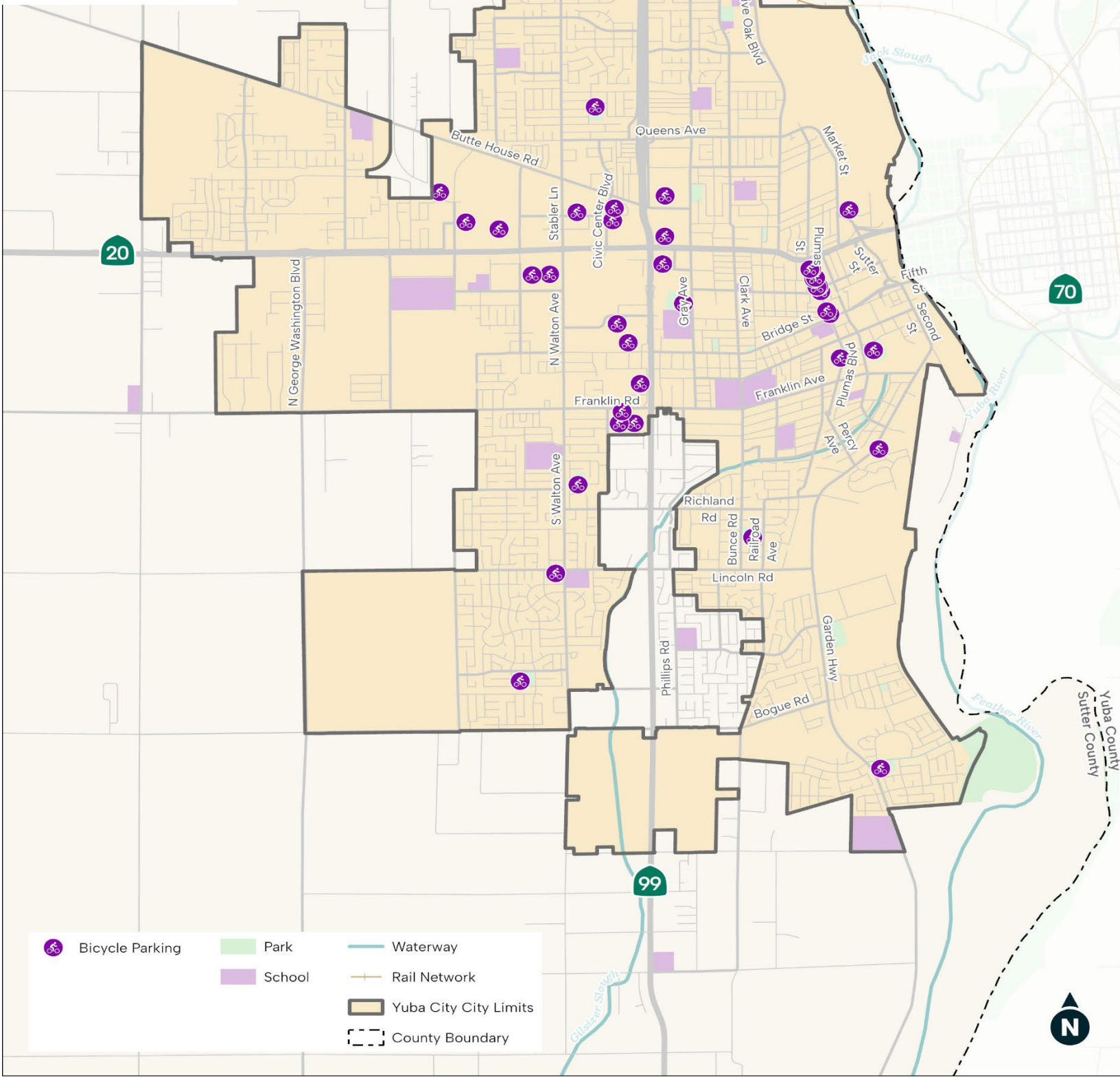


Figure 18
Bicycle Parking

Description
Map of public bicycle parking locations. Other locations, such as at school and parks, exist but are not mapped.

Source: Fehr & Peers 2025



COLLISIONS

The Safe System approach acknowledges that humans make mistakes but seeks to ensure that those mistakes do not result in serious injuries for any road user. Knowing that the human body is vulnerable, it seeks to design and operate a transportation network that limits the kinetic energy transferred in a crash to a level a body can withstand.

The Safe System approach incorporates five elements: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. This approach means that road users do not solely bear responsibility for road safety. While road users are responsible for their own behavior and abiding by laws and regulations and exhibiting due care and proper behavior on the transportation system, safety is a shared responsibility with those who design, operate, and maintain the transportation network, including the automotive industry, law enforcement, elected officials, and government bodies.

In a Safe System, roadway system designers provide safe roadways by using engineering standards, guidance from organizations such as Caltrans and the American Association of State Highway and Transportation Officials (AASHTO), and engineering judgment to create context-sensitive safety solutions.

Two traffic safety related planning efforts have been carried out in Yuba City recently, The Yuba City Local Roadway Safety Plan (LRSP), adopted in 2023, and the Yuba-Sutter Regional Safety Action Plan (RSAP), adopted in early 2026. The RSAP committed the Yuba-Sutter Region to work collaboratively to eliminate traffic fatalities and serious injuries by 2050. The RSAP, LRSP, as well as safety considerations for this active transportation plan are based upon the Safe System approach. To evaluate walking and biking safety and align the efforts of this ATP with the most recent safety plan, the RSAP, collisions from the most recent six years of finalized crash data, 2018 to 2023, involving people walking or biking were reviewed. Further details of this analysis are included in Appendix C.

Of collisions involving a pedestrian, 38 percent were pedestrian violations and thus considered to be the fault of the pedestrian, but 37 percent were considered to be pedestrian right of way violations and thus the fault of

the driver. The remaining 25 percent of collisions were represented across 9 primary collision factors (PCF), each representing less than 7 percent of all pedestrian involved collisions.



Of collisions involving a bicycle, most PCFs (64 percent) could be either the fault of the bicyclist or driver: bicycles are generally treated as motor vehicles, so fault is not directly clear from the stated PCF. However, 33 percent were related to riding on the wrong side of the road or were pedestrian violations, and thus more likely the fault of the bicyclist, while 2 percent were related to unsafe speed or unsafe starting or backing, thus more likely the fault of the driver.

Table 3. Collisions Involving Pedestrians and Bicyclists (2018–2023)

Year	All Collisions	Pedestrian Number	Pedestrian Share of All Modes	Bicyclist Number	Bicyclist Share of All Modes
2018	300	20	7%	15	5%
2019	299	19	6%	14	5%
2020	240	13	5%	9	4%
2021	253	13	5%	15	6%
2022	223	26	12%	14	6%
2023	274	24	9%	20	7%
Total	1589	115	7%	87	5%

Source: UC Berkeley SafeTREC, Fehr & Peers, 2025.

Table 3 and **Chart 1** summarize these collisions by year. As shown in **Chart 2** and **Chart 3**, although collisions involving people walking or biking are a small share (12 percent combined) of all collisions, they are represented in more than twice the share of collisions in which a person is killed or severely injured (KSI) (nearly 27 percent).

Chart 2: Total Injury Collisions (2018 - 2023)

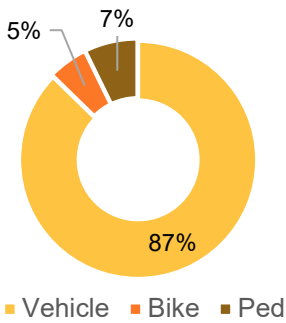


Chart 3: Total KSI Collisions (2018–2023)

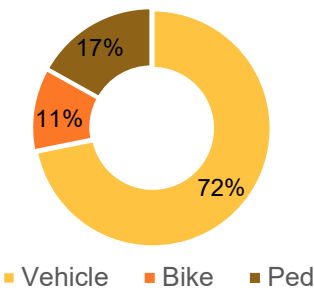


Chart 1: Collisions Involving Pedestrians and Bicyclists (2018 - 2023)

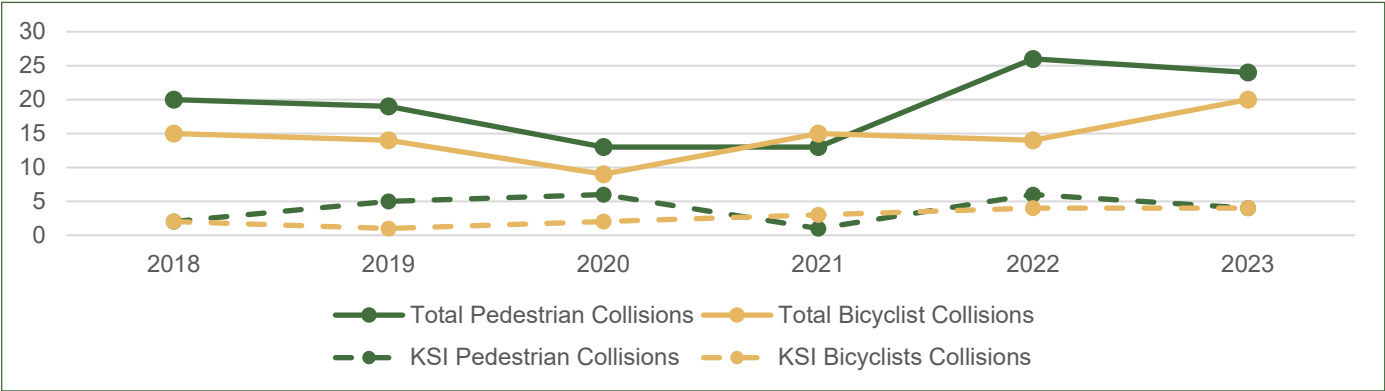


Figure 19 shows locations of collisions involving people who were walking, and 63 percent of those collisions occurred while a pedestrian was crossing at an intersection.

The largest collision concentrations included the following:

- State Route 20/Colusa Highway (SR 20) between Gray Avenue and Clark Avenue. Within this segment, planned improvements at the intersection of SR 20 and Stafford Way as identified in the RSAP include a signalized intersection.
- Intersection of Bridge Street and Plumas Boulevard. This intersection is included within the Bridge Street Yuba City Priority Safety Corridor in the RSAP and identified as a Focused Safety Corridor in the LRSP.
- The intersection of Percy Street and Live Oak Boulevard. Identified as one of the highest ranking intersections in both the RSAP and LRSP.
- Gray Avenue between Butte House Road and B Street. This segment was identified in the RSAP as a Safety Corridor including the portion at and south of SR 20 as a Priority Safety Corridor.
- Bridge Street between N. Walton Avenue and SR 99. The intersection of SR 99 and Bridge Street was highlighted in the RSAP for high rates of collisions as did the LRSP west of SR 99 for high rates of collisions involving pedestrians.



Figure 20 shows locations of collisions involving people who were biking. The largest collision concentrations included the following:

- Intersection of Stabler Lane and SR 20. This intersection is within one of the RSAP's Yuba City Priority Safety Corridors.
- Intersection of Queens Boulevard and Clark Avenue. This intersection is within one of the RSAP's Yuba City Safety Corridors.
- Lincoln Road between Jones Road and Garden Highway. This intersection is within one of the RSAP's Yuba City Safety Corridors.

Collectively, concentrations of collisions involving both people walking and bicycling occur along the eastern arterials and collectors due to the higher density of development and diversity of land uses. SR 99 acts as a significant barrier to continuous east and west travel due to the limited number of crossings. The limited nature of crossings therefore necessitates higher volumes of people driving, walking, and bicycling sharing the roadway facilities and leading to conflict.



Figure 19
Collisions Involving
People Walking

Description
 Map of collisions involving people walking in Yuba City between 2018-2023

Source: Berkeley SafeTREC, SWITRS; Fehr & Peers 2025

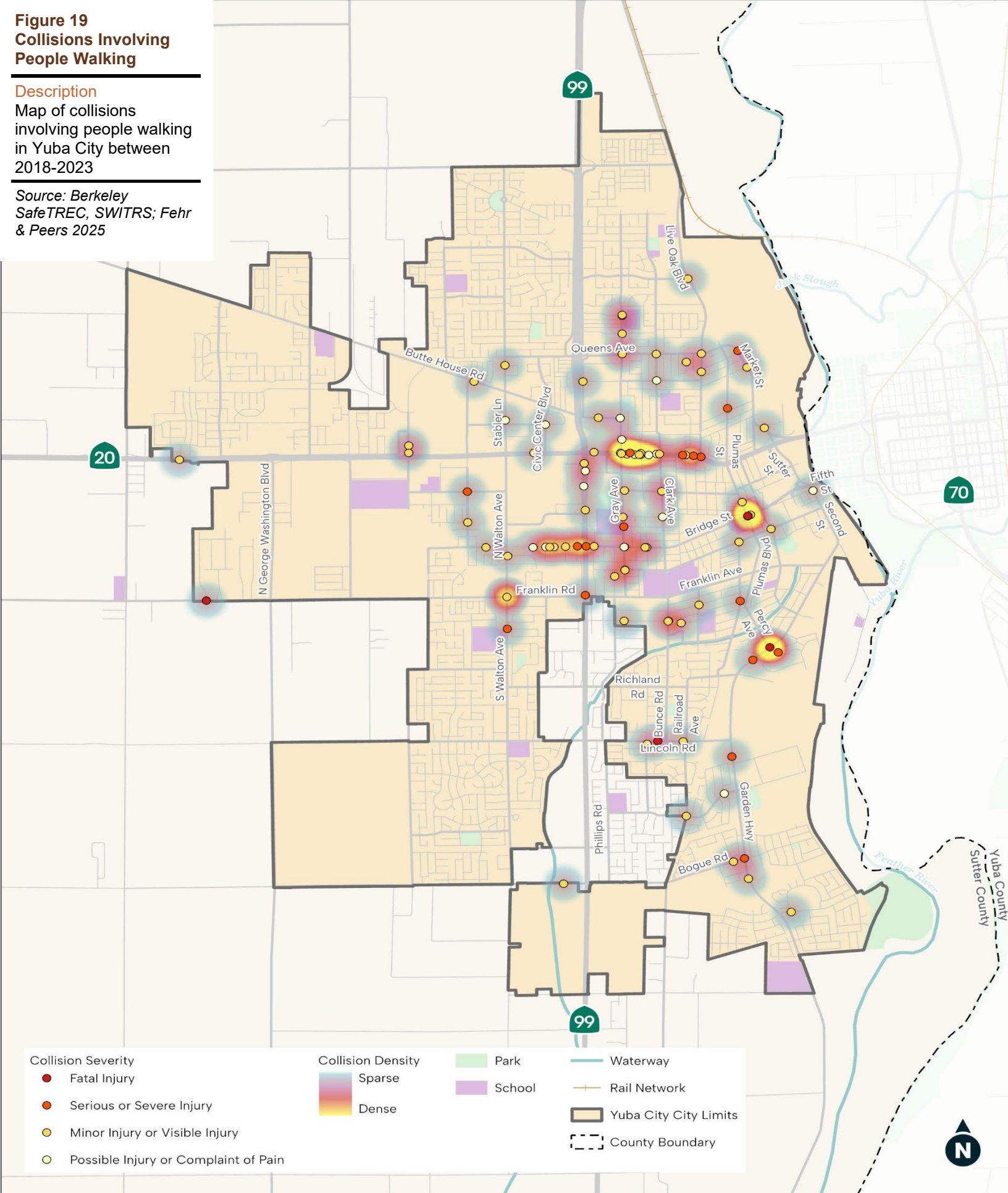
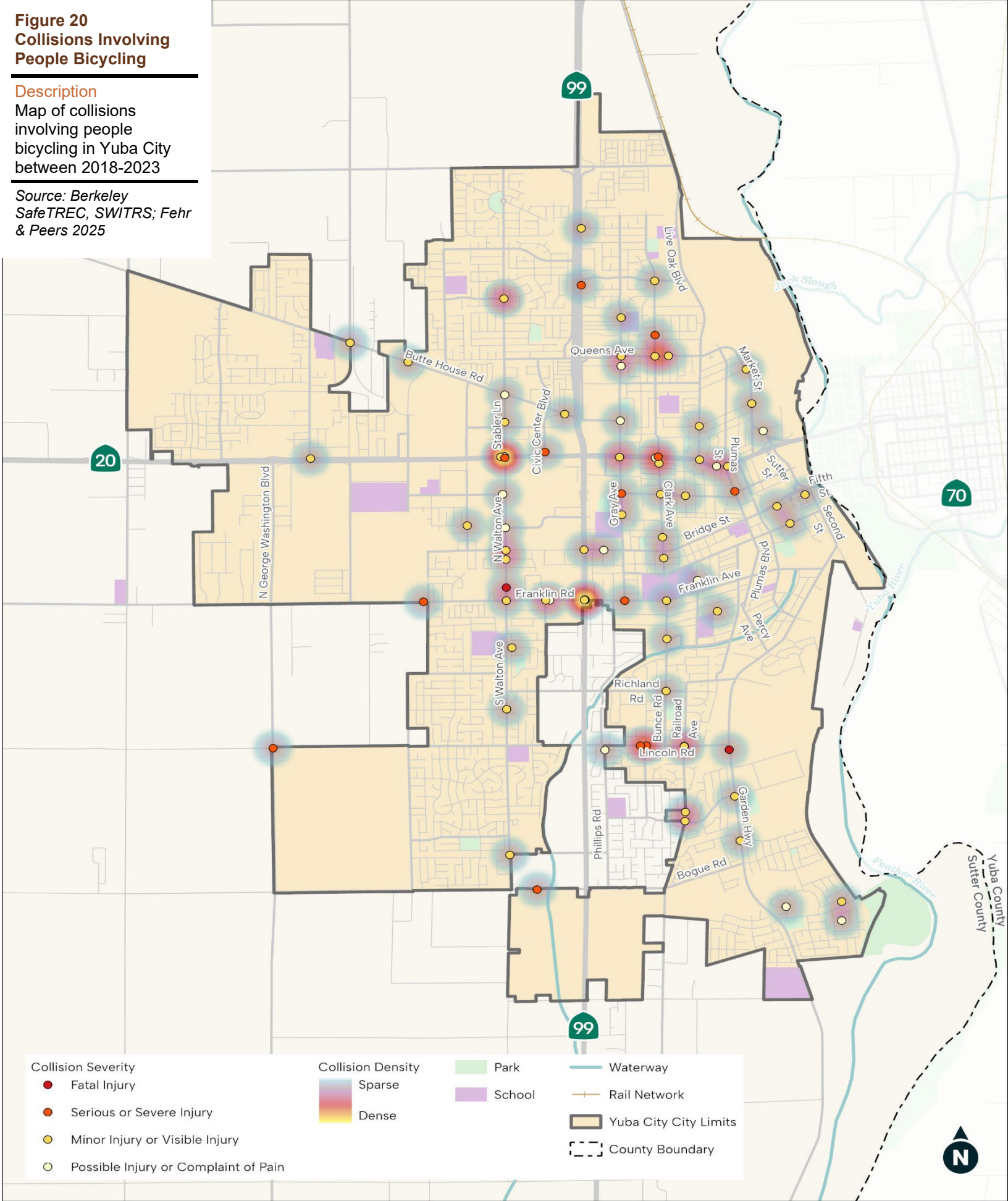


Figure 20
Collisions Involving
People Bicycling

Description
 Map of collisions
 involving people
 bicycling in Yuba City
 between 2018-2023

*Source: Berkeley
 SafeTREC, SWITRS; Fehr
 & Peers 2025*



LEVEL OF TRAFFIC STRESS

Traffic stress is the discomfort and unease a person riding a bicycle may feel due to vehicle traffic, roadway conditions, facility design, and other factors. Level of traffic stress (LTS) was analyzed for both biking and walking along major corridors in the City. High vehicle speeds make conditions uncomfortable for both pedestrians and bicyclists on many streets. Reducing vehicle speeds can increase comfort on many corridors; where that is not feasible, parallel routes for pedestrians and bicyclists on quieter streets can provide alternatives for pedestrians and bicyclists.

Walking

Pedestrians vary in confidence. Some are comfortable walking close to busy traffic on narrow sidewalks, while others will only walk if there is greater separation from rapidly moving vehicles. Factors affecting walking comfort include the following:

- Usable sidewalk width
- Frequency of driveways
- Lighting
- Street trees and landscaping
- Sidewalk quality
- Speed of traffic
- Number of vehicles
- Number of vehicle travel lanes

Using factors identified above where data was available, a pedestrian level of traffic stress (PLTS) score can be assigned from 1 to 4 for each roadway segment, with 1 being the least stressful and 4 being the most stressful.

Pedestrian level of traffic stress on streets and at signalized intersections in the City is shown in **Figure 21**. High speed limits (40 mph or more) create uncomfortable PLTS 4 conditions on many streets within the City. Lack of sidewalks, narrow sidewalks, and frequent curb cuts also worsen pedestrian conditions on a number of streets.

Biking

People who bicycle vary in experience, skill, ability, and confidence. Some are comfortable riding in traffic and value bicycling facilities and routes that are direct and limit unnecessary delay. These cyclists more comfortably utilize facilities that share the roadway with automobiles or have limited bicycle infrastructure. Other people with less confidence and lower or developing bicycle skills, such as children and older adult riders, may need more separation from traffic to feel comfortable enough to ride. Different bicycle types (such as trailers for children, cargo bicycles, or adult tricycles) also require more space in bicycle facilities. For these reasons, facilities should be designed to accommodate less skilled riders and a wide variety of bicycle types, especially in heavily traveled areas.

Research has correlated these different types of bicycle riders with the LTS that they are willing to experience while cycling. Metrics have been developed to quantify the LTS that a typical rider may experience so that new bicycle facilities can be targeted to reduce this stress. Factors influencing LTS include the following:

- Number of travel lanes
- Speed of traffic
- Number of vehicles
- Presence of bike lanes
- Width of bike lanes
- Presence of physical barrier

Using these factors, a bicyclist level of traffic stress (BLTS) score can be assigned from 1 to 4 for each roadway segment, with 1 being the least stressful and 4 being the most stressful.

Figure 22 shows BLTS on City streets. High posted speed limits (35 mph or more) combined with lower bikeway classifications were the primary factor resulting in BLTS 4 conditions on many corridors with bike lanes. On corridors without bike lanes, bicyclist stress is high at even lower speeds (25 mph or more). Due to these conditions, no arterials achieved BLTS 1 or 2, the lower stress level scores.



Figure 21
Pedestrian Level of
Traffic Stress

Description
 Map of pedestrian level
 of traffic stress on
 roadways in Yuba City

Source: Fehr & Peers 2025

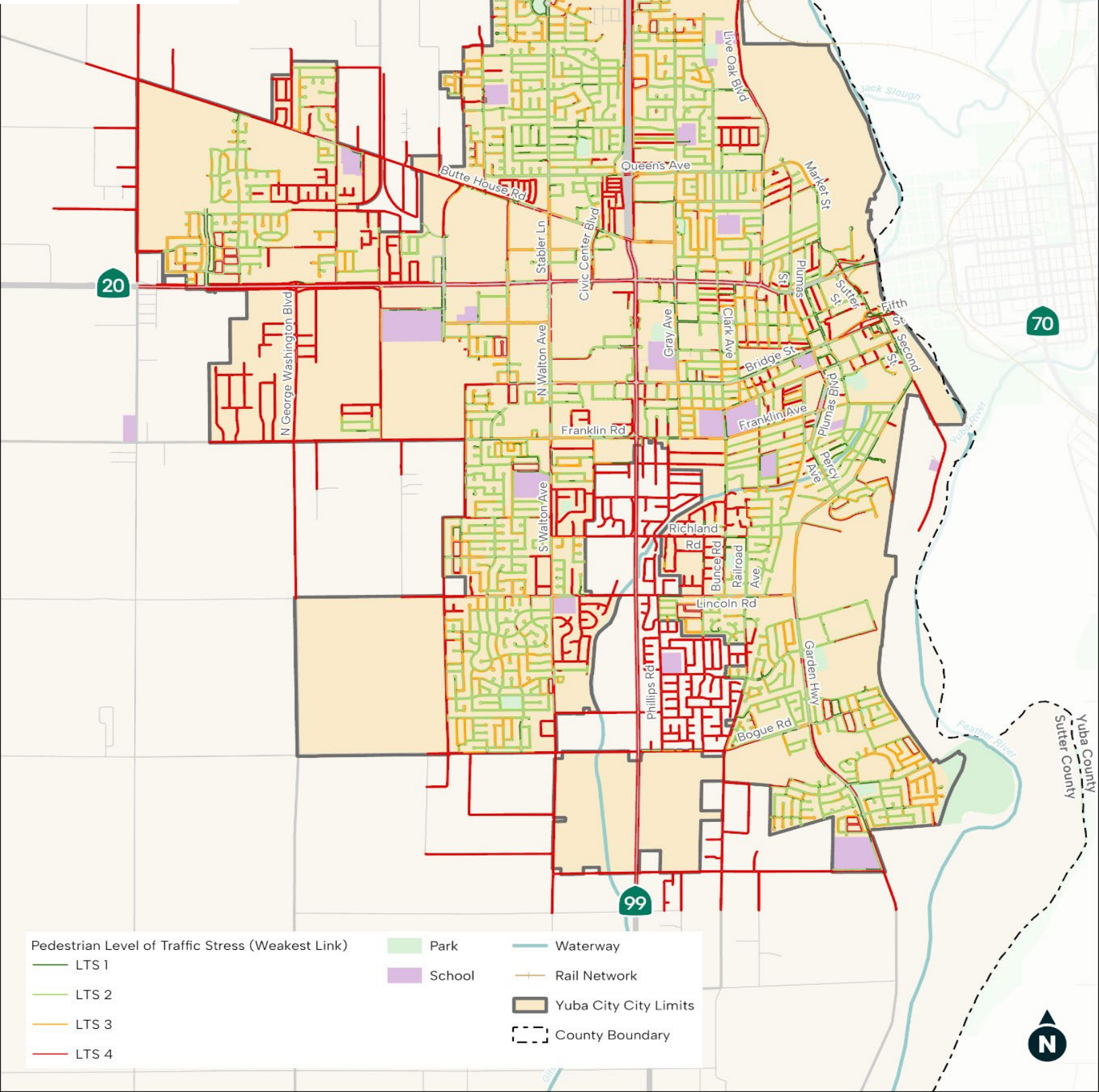
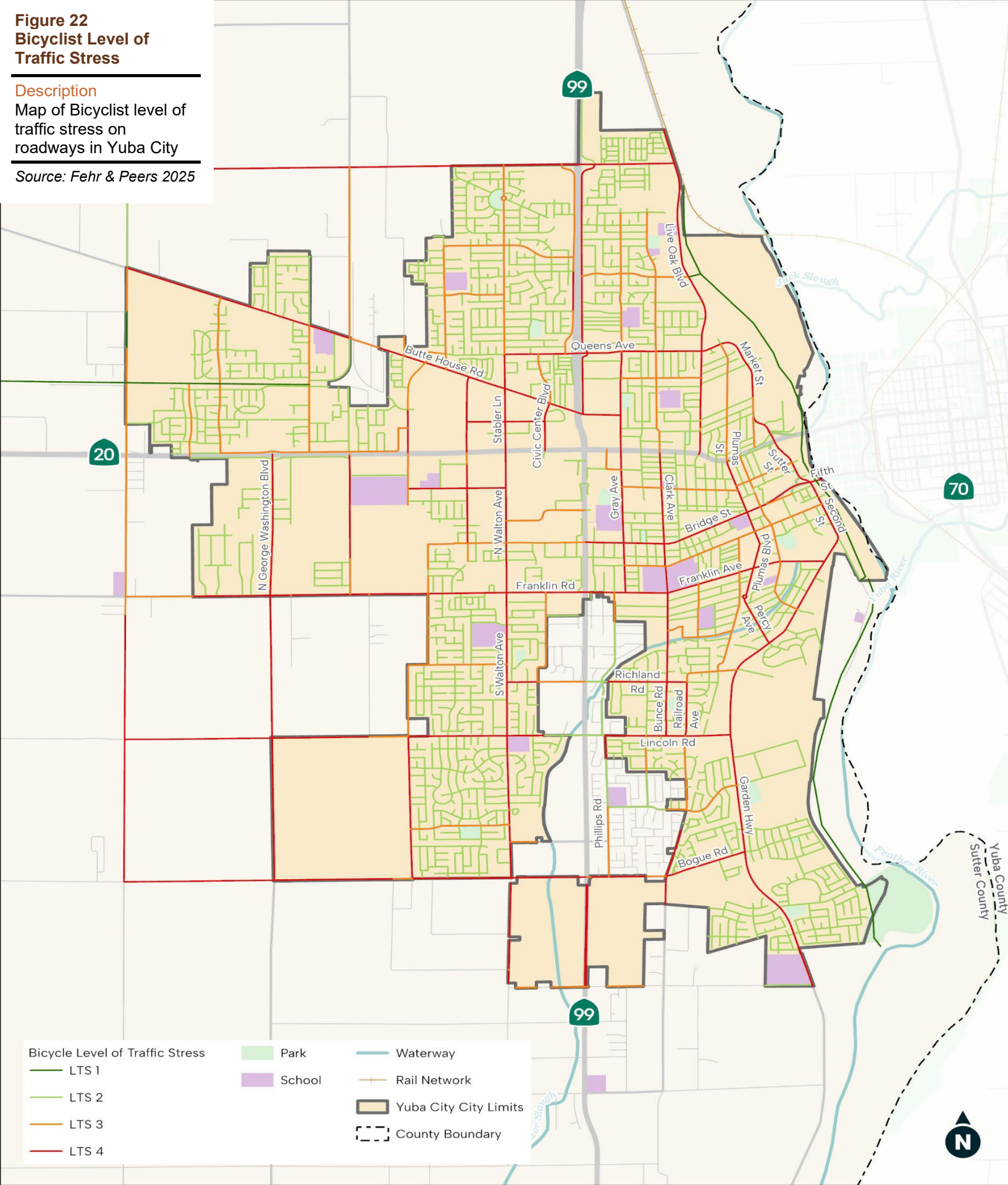


Figure 22
Bicyclist Level of
Traffic Stress

Description
 Map of Bicyclist level of
 traffic stress on
 roadways in Yuba City

Source: Fehr & Peers 2025



PLANNED NETWORKS AND PROGRAMS

This chapter discusses the planned bicycle networks, pedestrian networks, and supporting facilities and programs for Yuba City. The plan was developed to improve connectivity to key destinations, close gaps in the existing networks, and enhance pedestrian and bicyclist safety and comfort while encouraging new users. Planned facilities were developed based on the following:

- Previous bicycle and pedestrian plans
- Local general plans and community plans
- Discussion and input from the public
- Connectivity to key destinations, especially schools, parks, and civic buildings
- Collision history
- Discussions with jurisdiction staff and stakeholders

PEDESTRIAN AND BICYCLE NETWORKS

Planned walking and biking facilities are summarized in **Table 4** and presented in **Figure 23** and **Figure 24**. These pedestrian and bicycle networks are the long-term vision of the active transportation facilities for the City. The networks include sidewalks, crosswalks, shared-use paths, separated bikeways, bike lanes, and bike routes. The proposed networks are designed to connect neighborhoods to key destinations and to serve as recreational assets.

A cornerstone of the City's active transportation network is the existing Sutter Bikeway and planned extension by way of 2.3 miles of abandoned Union Pacific Railroad (UPRR) corridor. The east-west connection, once fully implemented, would provide a Class I Shared-Use Path that traverses the entire Cit providing connections to schools, commercial areas, the Feather River levee paths and resources in neighboring Marysville. In 2023 the City commissioned Abandoned Railroad Corridor Feasibility Study was completed which analyzed potential path amenities, designs, and access points. From this east-west spine, the City is well positioned to support north-south connections including Clark Avenue, Gray Avenue, S. Walton/N. Walton Avenue/Stable Lane, or the partially completed north-south Class I path along Harter Parkway. Capitalizing on a active transportation network centered around a "trunk route" system, one

where a primary, long distance route is served by many secondary routes that intersect it, is a key strategy to actualizing the goals of this Plan and realizing the community benefits of active transportation.

This Plan shows the UPRR corridor as part of its recommended facilities along with key crossings of major roadways and connecting its terminus at Reeves Avenue and Bridge Street with the 5th Street Bridge and Feather River levee paths.

Appendix E includes a list of these network improvements, including locations and extents, lengths, high-level estimated costs, and priorities.

CROSSING IMPROVEMENTS

Several crossing improvement projects are included to increase pedestrian comfort and safety, as shown in **Figure 23**. The decision to install a marked crosswalk or other crosswalk enhancement should be based on engineering judgment/study, and other necessary considerations as appropriate. Some of these considerations include the following:

- Pedestrian travel demand. Demand should include both existing demand and latent demand, the increase in pedestrians that would result from the improvement.
- Service of a facility or use that generates higher pedestrian travel or serves a vulnerable population (e.g., children, older adults, persons with disabilities). This may include schools, hospitals, senior centers, recreation/community centers, libraries, parks, or trails.
- Sight distance requirements, using appropriate stopping sight distance guidance from AASHTO's *A Policy on Geometric Design for Highways and Streets* or Caltrans' *Highway Design Manual*.
- Distance to nearest marked crossing.
- Guidance of the *California Manual on Uniform Traffic Control Devices* (MUTCD).
- Depending on the characteristics of a specific location, a marked crosswalk alone may not be sufficient to ensure efficient function for all users and maintain pedestrian safety. FHWA's *Guide for*



Improving Pedestrian Safety at Uncontrolled Crossing Locations provides information on how to select the most appropriate treatment for a specific location. That guide and other resources should be used as appropriate by the designer when the recommendations of this plan are implemented.

Appendix D provides additional guidance on selecting crosswalk improvements.

Table 4. Summary of Planned Walking and Biking Facilities

Location*	Existing (miles)	Planned (miles)	Total (miles)
Sidewalk	327.5	143.0	470.5
Shared-Use (Path Class I)	7.0	5.6	12.6
Bike Lane (Class II)	46.5	28.7	75.2
Buffered Bike Lane (Class IIB)	2.4	12.7	15.1
Bike Route (Class III)	9.8	5.3	15.1

*Distance measured by centerline.

Source: City of Yuba City, Ecopia; Fehr & Peers, 2025.



Figure 23
Planned Sidewalk
and Crossing
Facilities

Description
 Proposed walking
 facilities in Yuba City

Source: Fehr & Peers
 2025

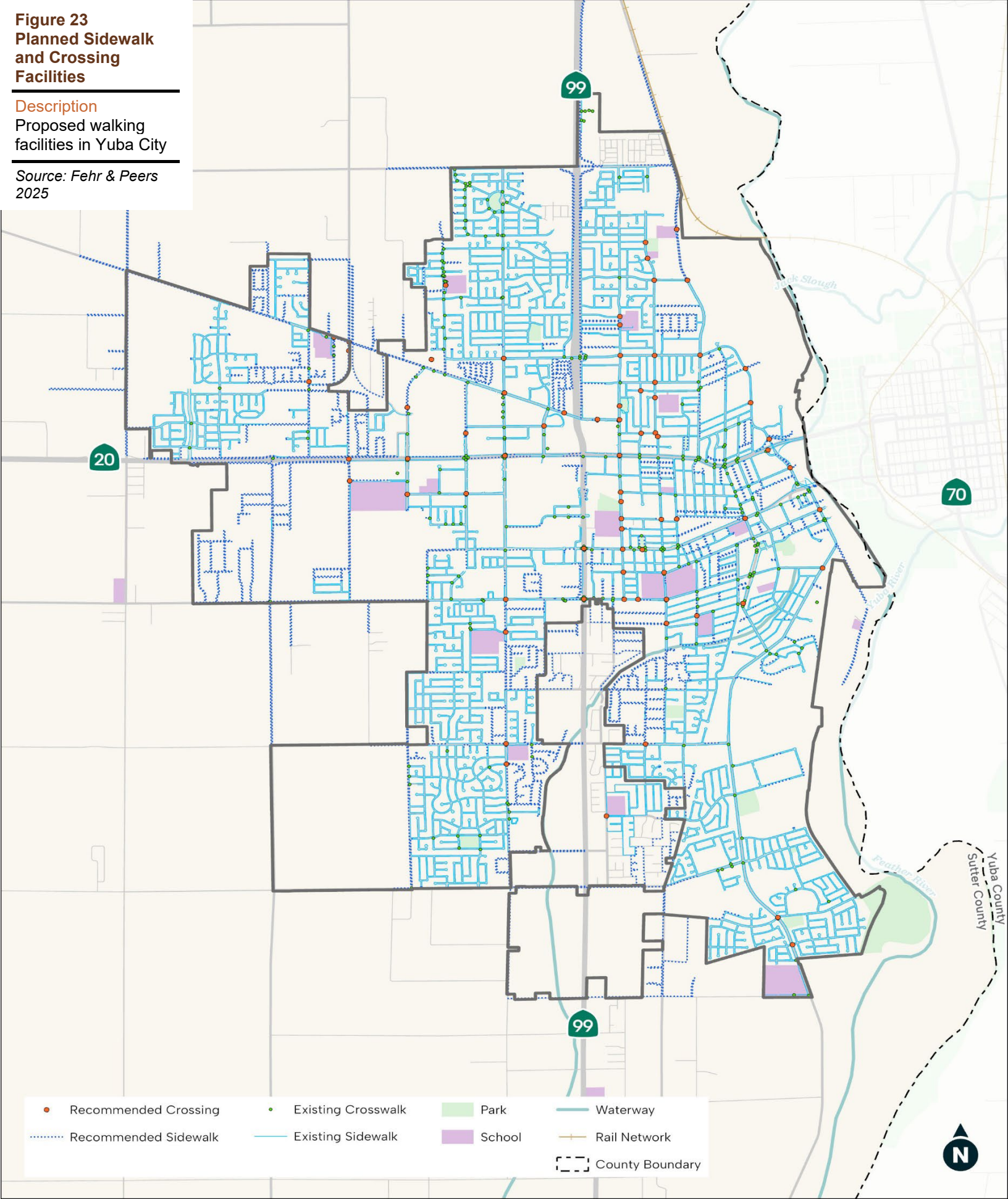
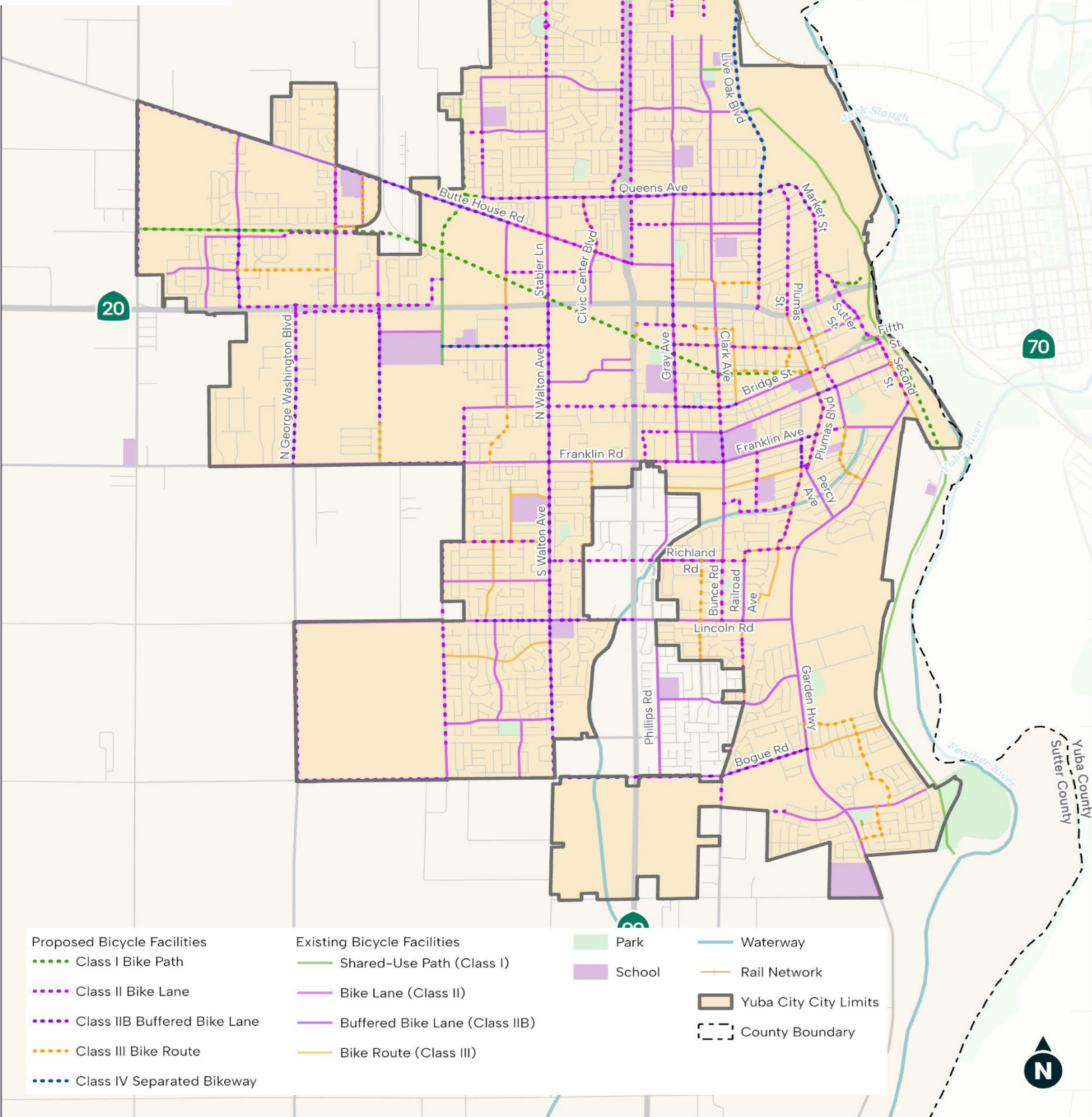


Figure 24
Planned Bicycle
Facilities

Description
 Proposed bicycling
 facilities in Yuba City

Source: Fehr & Peers 2025



SUPPORTING FACILITIES

Wayfinding

Wayfinding signage can be used on both bicycle and pedestrian facilities to direct users to connecting facilities and key destinations. Good wayfinding signs can also encourage pedestrians and bicyclists to visit local businesses. These signs provide the most value at trail junctions and at intersections of key bicycling and walking routes. An example of wayfinding signage was designed as part of the Highway 20 Corridor Master Plan Design Concepts and can be seen in the image to the right. The City has limited wayfinding signage; it is predominantly located downtown to direct drivers to off-street parking. Chapter 9B of the California MUTCD provides guidance on sign design and installation. These standard signs and the City's existing signs may be augmented by signs depicting distances in miles to encourage walking and bicycling. As discussed in the Introduction, Class III bike route designations and signage can also be used to assist with wayfinding on roadways without other marked bike facilities.

Pavement markings can also be used to identify and highlight notable active transportation routes. The Davis Bike Loop is an example of a facility that uses pavement markings to provide wayfinding cues and promote use of the Loop.



KIOSK WITH MAP

Provide directions to major City destinations. Placed at secondary street intersections.



Lighting

Sufficient lighting on walking and biking facilities reduces the fear of crime and prevents collisions that occur due to decreased visibility. Pedestrian walkways should have lighting that allows people to identify faces from a distance of about 30 feet.

Bicycle Parking

New bicycle parking should meet the standards discussed in the Introduction. Both short- and long-term bicycle parking should be supplied where appropriate, such as at schools, parks, grocery stores, and other key destinations. Business owners should be encouraged to work with the City to provide bicycle parking in visible areas in commercial districts to entice riders to stop and frequent local businesses.

Traffic Calming

Due to various factors including traffic volumes, limitations of existing right-of-way, costs of right-of-way augmentation, and political factors, some roadways possess and show planned bike facilities below the FHWA guidance relative to roadway characteristics. In these instances, such as Queens Avenue or Franklin Avenue/Road, this Plan identifies traffic calming corridors. These corridors are intended to receive traffic calming treatments to align roadway characteristics and intersection improvements with existing bikeway facilities. Additional traffic calming measures can be considered in tandem with the network recommendations. Calming traffic has been shown to enhance perceptions of safety and comfort when walking or bicycling. Locations identified as traffic calming corridors are presented in **Figure 25**.

High Visibility Crosswalks



Pedestrian Hybrid Beacon



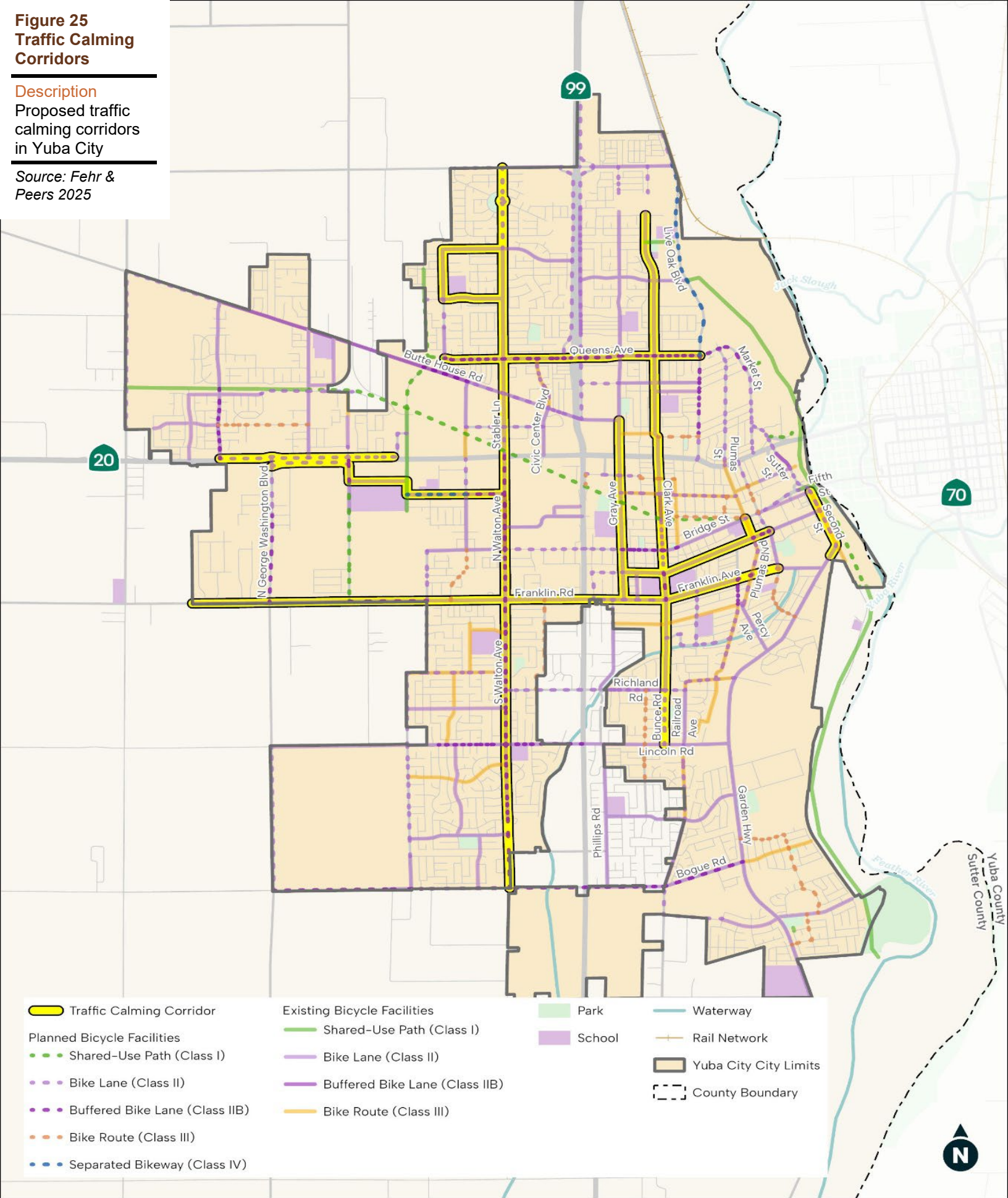
Curb Extension



Figure 25
Traffic Calming
Corridors

Description
 Proposed traffic
 calming corridors
 in Yuba City

*Source: Fehr &
 Peers 2025*



NON-INFRASTRUCTURE PROGRAMS

To build public support and use of active transportation infrastructure investments, non-infrastructure programs are also recommended for Yuba City. The California Office of Traffic Safety provides grants for education, encouragement, and enforcement efforts aimed at improving pedestrian and bicyclist safety. **Appendix F, Funding Sources**, provides more details on this and other grants.

Safe Routes to School

Programs where kids and families walk or bike to school such as walking school buses and biking school buses (also known as bike trains), are good opportunities for neighborhood schools to encourage walking. The events described above encourage active engagement for adults. Adding activities for bike to work events and increasing the number of casual walking events could expand this effort.

Yuba City's Safe Routes to School Plan adopted in 2020 can serve as a guiding document for implementing associated programmatic efforts.



Bicycle Education and Encouragement

City staff have supported several past and current efforts to encourage walking and biking. The Yuba City Police Department has and continues to provide traffic safety operations that promote awareness and the safe use of active transportation including bicycles.

In addition, the City closes Plumas Street to vehicular traffic throughout the year to hold events such as the Christmas Stroll, Summer Stroll, or Trick or Treat Street and others that promote walking and biking to downtown.

The local advocacy group Yuba Area Bicycle Advocates (YABA) help promote community bike rides such as the monthly Bike Party ride. These groups also support policy, education, and awareness campaigns within Yuba City. Ongoing opportunities for partnership or collaboration with YABA to promote and encourage active transportation should be considered.

Yuba City may explore the development of encouragement classes for adults, youth, and families. Programs may take the form of on- or off-the bike safety trainings, bike mechanics classes, theft prevention workshops, social rides, learn-to-ride classes, and more. The California Office of Traffic Safety provides grant funding in support of such efforts.

Pedestrian and Bicyclists Counts

Creating a citywide program to count bicyclists and pedestrians using on-street facilities, as well as shared-use paths, would allow the collection of data to support future grant applications and direct future improvement efforts. Bicycle and pedestrian counts, frequently included as part of traffic counts that are often performed when developing roadway improvements, could be collected centrally.

Active Transportation Audits

Walking and bicycling audits identify barriers for travel between home and key destinations. They generally include a tour of a school area or neighborhood where participants identify issues related to walking and biking, followed by a debriefing and brainstorming session to rank concerns and identify potential solutions, such as those performed during the development of the Yuba



City Safe Routes to School Plan adopted in 2020. Audits are typically completed by planners, engineers, and other staff with experience in pedestrian and bicycle issues. They often include input from stakeholders like school faculty and/or administrators, district or community program staff, parents, and students. The stakeholders systematically document conditions that impact people walking or bicycling to and from school or other destinations and note specific locations on a map. Expanding resources like audit toolkits and education materials can help the City to document areas identified by community as needing improvements.

Bike to Work/Wherever Day

In support of May being National Bike Month, the Sacramento Area Council of Governments (SACOG) established its May is Bike Month (MiBM) program. The month-long event encourages new and experienced cyclists to replace vehicle trips with cycling and enriches the region's bicycle culture. A core event within the MiBM programming, Bike to Work Day, since rebranded as Bike to Wherever Day, celebrates bicycles as a fun and healthy way to get to and from work. The City can continue to host energizer stations throughout the bikeway network. The energizer stations provide participants with refreshments, giveaways, and bicycle information during morning and evening commutes.

MAINTENANCE

The City does not have formal policies for maintaining existing bicycle or pedestrian facilities. However, street sweeping is performed on a regular basis, the schedule for which can be accessed via the Yuba City website.⁵ Bicycle lanes are restriped when they become worn or during concurrent pavement treatment or repairs on City streets. Repairs beyond those officially scheduled by the City often rely on citizen reports of issues such as Yuba City's YC311 app and may address crack sealing and

temporary pothole or sidewalk repair. YC311 does not formally categorize bicycle related issues.

Issues of overgrown vegetation, debris, or blocked or damaged sidewalks or bicycle lanes can be particularly problematic for wheelchair and mobility device users, who may be unable to use some facilities or be forced to travel in the roadway due to these obstructions. Bicyclists may be required to move into vehicle traffic or be deterred from riding.

More formal policies would help assure that regular maintenance is used to keep facilities accessible and safe. Implementing a formal maintenance policy that addresses both incidental and periodic maintenance for pedestrian and bicycle facilities would systematize existing good practices, ensuring that they carry forward, and address other ongoing or periodic maintenance issues. A regular program of vegetation maintenance would reduce landscaping issues on bikeways, sidewalks, and trails.

Property owners are responsible for the maintenance of sidewalks fronting their lots. Adding or increasing assistance or advisory programs for sidewalk and vegetation maintenance would also help improve pedestrian conditions.



⁵ Source:
<https://coyc.maps.arcgis.com/apps/webappviewer/index.html?id=ca2595a4dffa471997151de4f4048db5>

IMPLEMENTATION

Implementation of the planned pedestrian and bicycle networks is anticipated to occur:

- through active transportation projects pursued to implement this plan;
- in conjunction with adjacent land development projects; and
- in conjunction with maintenance and capacity enhancement projects, such as slurry seals, pavement reconstruction, roadway widening, or sidewalk rehabilitation projects.

Implementation requires years to complete. Priority projects will be targeted for completion in the next five to ten years. Implementation of each project is dependent upon availability and acquisition of funding—projects requiring land acquisition or utility relocation require extra time to implement. Improvements associated with work on adjacent roadways or development of adjacent land uses provides opportunities for implementation relatively easily or at lower cost than if implemented separately. In these cases, lower priority improvements may be implemented before higher-priority improvements, depending on the location of these land development and roadway projects. Implementation of each project is also dependent on detailed feasibility and design studies based on local conditions.

Completion of projects in this plan will be reported by staff to the City Council and on the City's website. Yuba City staff will periodically update this plan to reflect evolving needs and progress toward completion.

PRIORITIZATION

The projects identified to create these networks were prioritized based on several criteria;

- Proximity to key destinations, including schools, parks, medical facilities, and activity centers
- Collision locations
- Disadvantaged community indicators
- Population density
- Judgment of City staff

These projects and further explanation of the prioritization process are in **Appendix E**, Project

Priorities and Cost Estimates. Lists of projects with priority status are also provided in Appendix E.

Several of the projects in the project lists were grouped into priority corridors, which will be the focus of near-term implementation. Each group of projects will contribute to closing network gaps of pedestrian and bicycle facilities for the city and fulfill needs in the bicycle and pedestrian networks. **Appendix G**, Project Fact Sheets, provides summaries, costs, and information to support applications for project funding.



COSTS

The estimated costs to implement each type of facility are provided in **Appendix E** and summarized in **Table 5**. These costs do not include any necessary utility relocations or land acquisitions. However, many of these facilities may be implemented during development of adjacent land uses or in conjunction with other projects. Therefore, some of these excluded costs may not be borne directly by the City.

Project cost estimates are based on local unit cost estimates. These estimates were developed based on relevant project experience in the area. Estimate assumptions for each bikeway type are described in **Appendix E**. Note that these cost estimates are high-level; therefore, more detailed study and design of individual project will be required to refine them.



Table 5. Project Cost Estimates

Location	Cost Per Mile	High Priority Projects	All Projects
Sidewalks	\$396,000	<i>In development</i>	\$56,224,337.03
Shared-Use Paths (Class I)	\$792,100	<i>In development</i>	\$4,688,041.11
Bike Lane (Class II)*	\$36,960	<i>In development</i>	\$1,106,397.97
Buffered Bike Lane (Class II)*	\$42,240	<i>In development</i>	\$602,047.23
Bike Route (Class III)*	\$10,560	<i>In development</i>	\$72,023.78
Separated Bikeway (Class IV)	\$396,00	<i>In development</i>	\$689,509.61
Crossing Improvements	--	<i>In development</i>	\$9,838,000

**Distance measured by centerline.*
Source: Fehr & Peers, 2025.



FUNDING

Federal, state, regional, county, and local organizations provide funding for pedestrian and bicycle projects and programs. A summary of funding sources is provided in **Appendix F**.

The following funding sources are recommended as the most applicable for the projects in this plan:

Regional

- SACOG Regional Active Transportation Program
- SACOG Engage, Empower, Implement
- (SACOG also supports regional distribution of funds from several state and federal programs listed below)

State

- Active Transportation Program
- Caltrans Sustainable Transportation Planning Grant
- Highway Safety Improvement Program
- Local Partnership Program
- California Department of Parks & Recreation Recreational Trails Program

Federal

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program
- Surface Transportation Block Grant (STBG) Program
- Safe Streets and Roads for All (SS4A) Grant Program

Table 6. Active Mode Share Increase Estimates

Mode	Current Trips	Current Share	Future Trips	Future Share
Walking	256	.8%	1,441	4.9%
Biking	90	.3%	2,588	8.8%

Source: US Census 2019-2023 American Community Survey; Fehr & Peers 2025.

POTENTIAL OUTCOMES

Following implementation of the planned networks and supporting programs, substantial improvements may be achieved in active transportation use and the safety of pedestrians and bicyclists.

By increasing the facilities available to users, mode share may increase. Usage may be expected to be similar to cities with comparable characteristics. For example, Chico currently has a 3.5 percent walking mode share and a 2.2 percent bicycling mode share. Davis, a comparable size community forty miles south of Yuba City has a walking mode share of 6.3 percent and a bicycling mode share of 11.4 percent. Though no single city is exactly comparable, these comparisons provide reasonable targets to achieve by implementing the ATP. Achieving comparable mode shares in Yuba City would result in large trip increases, as shown in **Table 6**.

As discussed in the Existing Conditions chapter, because these numbers are based on commute trips and do not include shopping, school, or recreational trips, or commuters who only walk or bike to work part time, the actual number of future trips is likely to be higher than these estimates.

By implementing this plan, pedestrian and bicyclist safety will be improved and the number of collisions involving pedestrians and bicyclists will also be reduced. A 50 percent or greater reduction in injuries and fatalities for people walking and biking is a reasonable expectation if all aspects of this plan, including supporting programs, are implemented. The facility improvements proposed seek to address safety concerns from a systemic perspective including separating active transportation users from vehicle through space, such as separated bikeways and time, such as leading pedestrian intervals or dedicated crossing signals. By reducing vehicle speeds through recommendations such as curb extensions, the severity of injuries is directly reduced. Programmatic interventions facilitate a culture of awareness for people walking and biking, supporting community-wide safety for active transportation users.



In addition to these direct health improvements due to collision reduction, implementation will also support increased physical activity, which will improve community health by reducing incidence of heart disease, high blood pressure, Type 2 diabetes, mental illness, and obesity.



