

LINCOLN NEWS MESSENGER

10/5/12

Hundreds enjoy bypass grand opening ceremony

By Patty McAlpin Lincoln News Messenger Reporter

Horns honked. People waved at each other. Cameras flashed. Engines revved. No. Lincoln isn't home to NASCAR racing. But Lincoln is home to the longest stretch of freeway built in California in the last 10 years and Lincolniters couldn't wait to drive, walk, skateboard and ride bicycles on the roadway before the highway opens Monday morning (Oct. 8).

In his grand opening ceremony remarks Oct. 5, Caltrans Director Malcolm Dougherty said the 11.7 mile Lincoln Bypass is the longest stretch of new highway built in the last 10 years and "we're not done. Two lanes need to be added from Nelson to Wise Road and ultimately will be four lanes to Sheridan."

"This highway will improve mobility and stimulate economic development," said Dougherty, one of seven dignitaries to speak about the history of the bypass and what the new highway will mean for economic development of the city's airport, industrial area the historic downtown and the region.

About 500 people gathered around for the grand opening Oct. 5 on the Lincoln Bypass near the Ferrari Road interchange sponsored by DeSilva Gates Construction and Flat Iron Construction. Holiday Inn Express provided refreshments including cookies decorated for the occasion, provided parking and served as a launch point for NEVs helping with transportation.

The Highway 65 bypass is four-lane highway from Industrial Boulevard to Nelson Lane. From Nelson Lane to Riosa Road in Sheridan the highway is two lanes. The highway has 17 bridges at 11 locations. The total cost to construct the first phase was \$325 million.

Lincoln has waited 42 years for the opening of the highway that will take traffic around the city of Lincoln and deposit commuting vehicles into Sheridan. Drivers who wish to enter the city can enter at Lincoln Boulevard, Ferrari Ranch Road or Nelson Lane.

Lincoln City Councilman Tom Cosgrove, the master of ceremonies and a member of the Placer County Transportation Planning Agency board, introduced each speaker and thanked local and regional agencies and dignitaries for their role in bringing the Lincoln Bypass to reality.

"The bypass will improve traffic and regional goods movement," Cosgrove said. "This will help businesses downtown and Lincoln's historical friendly main street. The bypass will open retail opportunities up at Ferrari Ranch Road, allow retail there to grow and new retail to come in. This is not just a transportation project. This is an economic development project."

Placer County Supervisor Jim Holmes tipped his hat to former Congressman Harold T. "Bizz" Johnson and former Congressman John Doolittle for the roles the two played to keep the bypass project alive.

"Johnson was chair of the House Transportation Committee," Holmes said. "He recognized the important role of transportation projects for our communities. That led to the celebration today.

Doolittle helped get the project moving again when conflicts arose with the U.S. Fish and Wildlife and the Environmental Protection Agency.

Doolittle recalled a critical meeting at his office in Granite Bay in 2004 with officials from the California Environmental Protection Agency over the route of the bypass. Cosgrove and officials from Placer County and Caltrans were present.

"The head of the federal Environmental Protection Agency, Christy Whitman, had already signed off and there will still conflicts with local EPA officials," Doolittle said. "They (local EPA officials) got the message to be reasonable. The approved route was more expensive and time dragged out but we worked together so this could happen resulting in a permanent improvement for the region."

Caltrans District 3 Director Jody Jones remembered when Caltrans employees studied the feasibility of the bypass in the eighties.

"The lack of money did not stop us from laying the groundwork," Jones said. "The vision was shared by the city and Placer County Transportation Planning Agency. I want to thank Tom (Cosgrove) and Celia McAdam (PCTPA executive

director) for their tenacity in pursuing this project over the years. The bypass needed an advocate. Tom worked nonstop. Celia is renowned for matching local money to obtain federal grant funds."

Cosgrove said McAdam through her years as executive director of PCTPA has been an "absolute champion. She kept it going, she understands relationships and built bridges. Her expertise was invaluable."

"I can't tell you how excited I am to say we are here opening the Lincoln Bypass," McAdam said. "The need for the bypass was recognized in the sixties and in 1973 it was included in the Placer County General Plan. I was in junior high at the time."

McAdam said the \$1 million seed money from the city of Lincoln "sealed the deal." She said a variety of agencies provided funding to keep the project moving, including Caltrans and the California Transportation Commission. Caltrans put \$100 million in regional funds toward the project and California Transportation Commission awarded \$70 million in Proposition 1B funds.

The commission had to focus on projects that would achieve the most results, Andre Boutros, chief deputy director of the California Transportation Commission, said of why the bypass was selected to receive funding from a 2006 bond. The traveling public, safety and the economy were some the factors considered. He said because bid prices came in below costs for this project other transportation projects will be improved over time.

"We've been very lucky the last four years," Boutros said.

Cosgrove said it's difficult to imagine the responsibilities of the California Transportation Commission and the decision to invest in the bypass is appreciated.

Waving to his smiling grandson in the crowd, Cosgrove said the bypass is for his son Darrell Cosgrove, daughter Erin Gearin and grandson Lucas Gearin.

"In a lot of ways this is about him and the future," Cosgrove said.

The councilman cautioned those wishing to walk and bicycle on the bypass following the ribbon cutting ceremony to wait for those participating in the inaugural drive to get back for safety's sake.

Lincoln Hills Sports Car Group member Nicki Hobby said before joining the caravan, "There were some nice speakers. Everything was nice."

Ron Barringer, a former councilman and 40-year Lincoln resident who helped plan the bypass, drove a 1953 Oldsmobile while grandson Michael Barringer Jr., 15, road in a 1965 Ford truck with his friend Ben King, 17.

"This is an exciting day for all Lincolmites," Ron Barringer said.

Keith Spencer took part in the inaugural ride in his 1929 Model A Sedan.

"It's going to be nice," said Spencer, a resident of Sheridan for 28 years. "There will be no more traffic. I can bypass all the stoplights. I live in Sheridan and I can get home a lot faster."

Lincoln Boulevard celebration

The city will celebrate the renaming of G Street/Highway 65 to Lincoln Boulevard from 9 a.m. to 1 p.m. Oct. 20 with a parade from Auburn Ravine to Seventh Street scheduled from 9 to 10:30 a.m. Other events include a dedication ceremony at 9 a.m., live entertainment by bands and dancing, a car show, Lincoln Kiwanis pet parade, petting zoo, kid zone, craft booths and store specials.

Those who wish to participate in the pet parade can call (916) 303-3661. The parade is open to any and all pets. Children and adults can enter. Deadline to register is Oct. 16. Line up starts at 8 a.m. Oct. 20 at 3rd and F streets.

Long-awaited Lincoln Bypass to open Monday

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Things should be unusually quiet Monday morning in Lincoln.

That's when the new Lincoln Bypass opens to traffic, diverting about 40,000 vehicles that usually clog the city's downtown most weekdays.

But while interstates, elevated freeways and bypasses have been blamed for the economic decline of many a small-town Main Street, merchants and officials in the financially struggling city of Lincoln say they are excited to have their downtown back.

"It's the best thing that has happened to Lincoln in years," said Terrence Dorsey, who runs an investment business in the back of his wife's clothing boutique on G Street, which takes the existing Highway 65 through town.

It's taken nearly two decades of planning, delays and escalating costs for the bypass to become reality.

At \$325 million, it's the most expensive Placer County transportation project ever, said Celia McAdam, executive director of the county's transportation planning agency.

The new roadway – which will be officially christened in a ceremony this morning – picks up traffic just south of Lincoln, diverting it west of the city before bending north toward Wheatland.

The bypass is expected to save commuters between Yuba City and Roseville about 5 minutes a day each way.

But much more is at stake for the city of Lincoln.

At first glance, losing 40,000 potential customers per day might seem like the worst thing that can happen to local businesses. There are plenty of examples.

Interstate 80 wasn't the best thing that ever happened to West Sacramento. The city has spent millions trying to resuscitate West Capitol Avenue following decades of decline after I-80 absorbed traffic that used to funnel through town.

The 2006 rerouting of Highway 49 took traffic off Main Street in the foothill town of Amador City, resulting in a 20 percent drop in business, said Dan Schutz, president of the city's merchant's association.

"It has affected everyone's business," said Schutz, who owns Bellflower Home and Garden Annex.

But transportation experts say a new bypass isn't always the death knell for main streets.

Reducing traffic creates an opportunity for a more people-friendly downtown, said Rod Diridon Sr., executive director of the Mineta Transportation Institute.

A 2006 study commissioned by the state Transportation Department agreed with Diridon's assessment, finding that a bypass can lead to increased downtown business activity and other benefits.

Longtime Lincoln City Councilman Tom Cosgrove sees only positives from the bypass.

He points out that – at 43,000 – Lincoln has a larger population than most whistle-stop towns abandoned by the freeway. More importantly, he notes, the city wasn't getting much boost from commuters. The city's own bypass study in 2010 indicated that the vast majority of downtown shoppers (73 percent) came from home.

"Our economy is built on local people, not on commuters passing through town," Cosgrove said. "Our downtown won't just survive, it will actually flourish."

The Dorseys certainly expect the bypass to improve business conditions.

"With the opening of the bypass there will be fewer trucks, less traffic. ... It will be more pedestrian-friendly," said Terrence Dorsey's wife, Kathy, who runs her clothing boutique, Wardrobe, out of their 1900s-era building.

Traffic and parking were the two chief complaints about downtown, according to the city's 2010 study.

A resurgent downtown would be a blessing for Lincoln, which was hammered by the recession. The city grew 250 percent in a decade and spent heavily on civic projects, all powered by a booming housing market.

Since 2006, though, as development fees dried up and property tax revenue declined, government budgets have been cut repeatedly.

Those losses underscored the lack of a solid sales tax base, as many of the city's residents prefer to shop at the Westfield Galleria at Roseville or at other regional centers.

A more relaxed, pedestrian-friendly ambience will draw more local shoppers to downtown Lincoln, according to city leaders and merchants, who note the area already has a vibrant and growing collection of restaurants, novelty stores, boutiques, and specialty markets.

And one potential target is the residents of the Sun City Lincoln Hills senior community.

"I know that a lot of (elderly) people are excited," said Katie Trott, who runs Sew Katie Jean, an eclectic downtown fabric store. The goal, she said, is to get more of the residents of the retirement community to turn right and head to downtown Lincoln rather than making a left toward the Galleria.

Nancy Moore, a Sun City resident who visited the Simple Pleasures restaurant this week to order steak sandwiches for herself and her husband, said she hopes the bypass improves the environment.

"I avoid downtown because of the traffic," said Moore, who recently had hip surgery. "I'm always afraid I'm going to get hit by a big truck."

Most of the merchants expressed no concern that the decrease in traffic will mean less exposure for their business.

"I think it's a great thing. Highway 65 is a commuter road. When people drive on 65, they are driving to work. They don't stop for haircuts. They might stop at McDonald's or for gas," said Al Holland, owner of Lincoln City Barber.

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BYPASS TO OPEN

The new road will replace a stretch of Highway 65.
Planned phase 1 opening: Monday
Cost: \$325 million for first phase
Miles: 12

- ▣ Whole or partial interchange
- ⊙ Traffic signal

Phase 1 road widths

- ▬ Four lanes
- ▬ Two lanes

Source: Caltrans



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LINCOLN NEWS MESSENGER
SEPTEMBER 28, 2012

Bypass opens Oct. 8

Highway 65 project 15 years in the making

By Patty McAlpin Lincoln News Messenger Reporter



Debbie Brown/The News Messenger

At the Nelson Lane bypass intersection, Caltrans Public Information Officer Gilbert Mohtes-Chan explains there are three phases of the Lincoln Bypass project. His listeners include, from left, Celia McAdam, Placer County Transportation Planning Agency executive director; Caltrans resident engineer Carl Berexa and Ciara Zanze of Aim Consulting. The first phase of the bypass opens to the public Oct. 8.



Lincoln Boulevard.

Area media toured portions of the 11.7-mile stretch of the Highway 65 bypass Sept. 28. Reporters and videographers from local television stations filmed segments including footage of an interview with McAdam at the Ferrari Ranch Road interchange and the Nelson Lane interchange leading to Lincoln Airport. The Lincoln News Messenger staff followed a Caltrans truck carrying McAdam, Caltrans Public Information Officer Gilbert Mohtes-Chan, Caltrans resident engineer Carl Berexa and Ciara Zanze of Aim Consulting to the Markham Ravine Bridge, where two lanes are paved and another two lanes under construction will be completed in 2014.

The bypass construction breakdown

The Highway 65 bypass is a four-lane highway from Industrial Boulevard to Nelson Lane. From Nelson Lane to Riosa Road in Sheridan, the highway is two lanes. By 2014 two more lanes will be added by Caltrans from Nelson Lane to .9 miles north of Wise Road. The final stretch from Wise Road to Riosa Road will remain two lanes until funding can be found to add another two lanes.

The highway has 17 bridges at 11 locations.

Project partners include the Placer County Transportation Planning Agency, Caltrans, California Transportation Commission, the city of Lincoln, Placer County, South Placer Regional Transportation Authority and DeSilva Gates/Flatiron Construction.

Waterfowl glide serenely across water in Markham Ravine. The foothills in the distance frame Target. Signs announcing off ramps give travelers a bird's eye view of Thunder Valley Casino.

These are some of the sights those participating in the inaugural classic car drive of the new Highway 65 bypass will see Oct. 8 as part of the grand-opening ceremonies.

The Lincoln Bypass provides a new thoroughfare through the Lincoln area. The bypass begins at Industrial Boulevard, moves traffic around the city of Lincoln, and connects back to the existing Highway 65 near Sheridan.

Environmental studies for the future bypass started in 1988 but discontinued so the state could concentrate funds toward seismic retrofitting following major earthquakes in California, Placer County Transportation Planning Agency Executive Director Celia McAdam said. Environmental studies resumed in 1998 and concluded in 2006. Construction of the bypass started Aug. 26, 2008. The first phase of construction is on target to be finished Oct. 7.

Motorists approaching Highway 65 from the south will see the new sign for Exit 314 -

Phase 1 of the project, which cost \$325 million, encompasses the four-lane bypass from Industrial Avenue to Nelson Lane, the two-lane bypass from Nelson Lane to Sheridan and the upgrade of the Ferrari Ranch Road Interchange.

The first phase will be completed in time to open to morning commute traffic Oct. 8.

The \$23 million second phase, extending the highway to four lanes from Nelson Lane to .9 miles north of Wise Road is under construction. No funding is currently available to pay the estimated \$27.5 million for the extension of the highway to four lanes for the remainder of the project, according to McAdam.

Six sound walls are at the railroad track to Ferrari Ranch Road on the south side of the new freeway, Ferrari Ranch Road to North Ingram Slough on the south side of the freeway, at and near North Ingram Slough on the north side of the freeway edge of the shoulder, North Ingram Slough to the existing sound wall on the south side of the new freeway, North Ingram Slough to Moore Road on the north side of the new freeway and north of Auburn Ravine on the east side of the proposed Highway 65.

The weather's fine

Asked if the highway will open in time for morning commute traffic Oct. 8, Berexa said, "It looks like a go."

He explained that the only thing that could delay the bypass opening would be a heavy rain. But, Berexa said, weather reports don't indicate rain next week.

And McAdam agreed by saying, "The weather looks good."

Following the Oct. 5 ribbon cutting, Berexa said Caltrans workers will pave to tie in connections at the south end of the highway from Industrial Boulevard to Twelve Bridges and the north end of the highway Sunday night (Oct. 7).

"We'll be everywhere," Berexa said, "but primarily at the north and south ends of the highway."

Last-minute work

From Friday through Sunday, Oct. 5 to Oct. 7, workers will prepare to connect the southern end of the bypass to the current freeway near Industrial Boulevard. North and southbound traffic on the current detour will be reduced to one lane; northbound Highway 65 on ramp from Twelve Bridges Drive will be closed during the weekend; northbound traffic will be moved onto the new off ramp to Industrial Avenue; traffic barriers at the north and south end of the bypass are removed late Sunday and early Monday. Crews start taking away barriers at the Ferrari Ranch Road interchange and the traffic-signal controlled intersections at Nelson Lane, West Wise Road and Riosa Road.

Signalized intersections at Nelson Lane, West Wise Road and Riosa Road set to flash red will be operational for traffic after the traffic switch Oct. 8.

S Curve to disappear

By Oct. 15, the southbound on-ramp at Industrial Avenue will be closed for about a month for final repaving and realignment work, according to Berexa. Caltrans advises motorists to use the southbound on ramps at the Ferrari Ranch or the Twelve Bridges interchanges.

Berexa said construction crews will "get rid of the S curve in the southbound lanes."

Motorists are advised of their speed going into the 20 mph curve in the northbound and southbound directions.

That curve has been the scene of multiple accidents.

Most of the accidents involve single vehicles, said Cpl. Keith Johnson of the Lincoln Police Department.

"The car hit the wall because the driver was going too fast at the curve and lost control of the vehicle in about half the accidents," Johnson said. "There are times the person's vehicle hit the wall and the vehicle next to them. Ultimately, the majority happened because of unsafe speeds for the road conditions. Twenty mph is not 50 mph. There's plenty of warning saying the driver is approaching the 20 mph curve."

From mid-June 2011 when the S curve opened to traffic until Dec. 14, 2011, 15 accidents had taken place at that area of the bypass, including one involving an overturned onion truck and another accident involving a truck carrying groceries.

In a short amount of time, Johnson said, the curve will no longer be a traffic concern.

Signal timing downtown

For those hoping for a smoother, less congested drive through downtown Lincoln, there is no specific date for when the traffic signals will be changed to improve flow.

The timing of the signals is tied to Caltrans relinquishing the road to the city of Lincoln.

McAdam said she anticipates relinquishment will happen a year after the completion of the bypass.

But Caltrans could decide to address the timing of the signals sooner based on the changing traffic pattern, Mohtes-Chan said.

Once the bypass opens, McAdam said, 40,000 cars will use the bypass daily with some exiting the Nelson Lane and some Ferrari Ranch Road in Lincoln. At present, 47,500 vehicles a day pass through the city of Lincoln traveling southbound to Roseville and Sacramento on Highway 65 or northbound to the Marysville/Yuba City area.

That means a reduction of 40,000 cars a day passing through downtown Lincoln, McAdam said.

"Do you live in Lincoln," a member of the media was asked by locals when he inquired of McAdam why the bypass is needed.

"Lincoln is like a parking lot," McAdam said. "There are seven lights. It's difficult to get across Highway 65. Traffic is slow and the residents are suffering. The bypass will help local residents reclaim their city. Trucks will still drive through the city but through traffic will go where they need to go via the bypass. It improves access to the airport and encourages economic development."

Changing landscape

Mohtes-Chan sees a different Lincoln developing after the through traffic is rerouted around the city.

"Lincoln is looking at a rebirth, a renaissance of the downtown," Mohtes-Chan said. "The town can expand and get more family-friendly activities and entertainment. "If I was a local business owner in a historic downtown, I'd promote local business. It's tough for all businesses because of the economy but it could be great if you sell it right. Lincoln has an actual downtown and a main street to have a parade downtown without worrying about traffic. In other towns, traffic has to be detoured."

Celebrations

The grand opening party starts at 10 a.m. Oct. 5 with a ribbon-cutting ceremony. Residents can enjoy refreshments provided by Holiday Inn Express. The event is underwritten by DeSilva Gates Construction. About 80 vehicles are participating in the inaugural drive, including NEVs.

Members of the public can walk or ride their bikes on a segment of the new bypass from noon until 4 p.m. Oct. 5.

Public parking will be available at Holiday Inn Express and the adjacent shopping center. For those who can't walk, an NEV will shuttle to the Ferrari Ranch Road off ramp.

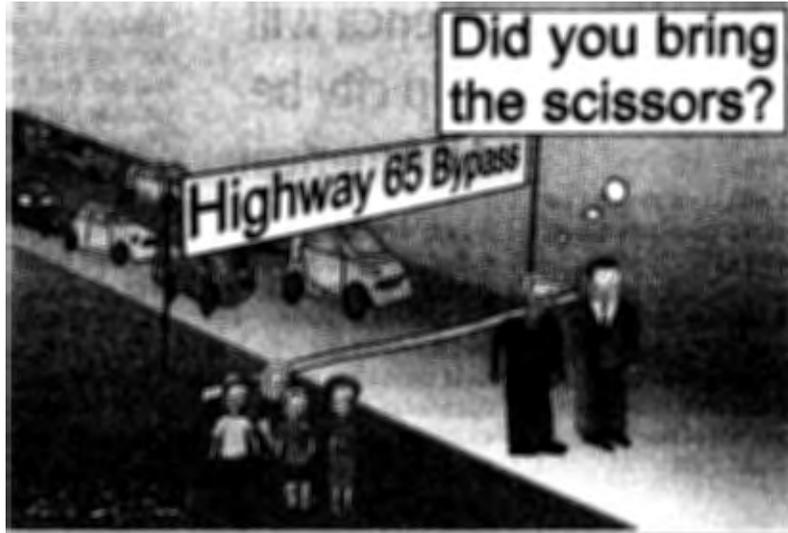
Since only 100 chairs will be set up, McAdam suggests those attending the celebration to bring their own chairs.

The community party continues when the city celebrates the renaming of G Street/Highway 65 to Lincoln Boulevard from 9 a.m. to 1 p.m. Oct. 20 with a parade from Auburn Ravine to Seventh Street scheduled from 9 to 10:30 a.m.

Other Oct. 20 events include a dedication ceremony at 9 a.m., live entertainment by bands and dancing, a car show, Lincoln Kiwanis pet parade, petting zoo, kid zone, craft booths and store specials.

Those who wish to participate in the pet parade can call 303-3661 for information. The parade is open to any and all pets. Children and adults can enter. Stuffed animals may be donated to Lincoln Police and Fire for help with children in traumatic/crisis situations. All participants will receive a participation award. Deadline to register is Oct. 16. Line up starts at 8 a.m. Oct. 20 at 3rd and F streets.

VISUAL VIEWPOINT
DAVE LIGHTFOOT



City preps for bypass opening

By Carol Feineman News Messenger Editor

Editor's note: The face of Lincoln will change Oct. 8 when the long-awaited Highway 65 Lincoln Bypass opens. Residents can join in the excitement Oct. 5 for the bypass grand-opening and then again Oct. 20 for the Lincoln Boulevard celebration when G Street is officially renamed.

The Placer County Transportation Planning Agency will host the grand-opening celebration ceremony of the Highway 65 Lincoln Bypass at 10 a.m. Oct. 5.

The celebration will be located at the new Highway 65 onramp at Ferrari Ranch Road.

Festivities will include a ribbon-cutting ceremony, a Lincoln Bypass historical exhibit, refreshments and an inaugural drive of classic cars.

The public will have an opportunity to walk or ride their bikes on a segment of the new bypass until 4 p.m. After 4 p.m., the segment will be closed and construction crews will finish work to open the new 11.7-mile stretch of Highway 65 to traffic by Monday morning.

"Over the weekend, construction crews will be very busy removing detours before the bypass can be opened to traffic by Monday, Oct. 8," said Celia McAdam, the Placer County Transportation Planning Agency executive director. "People traveling in the area over the weekend may experience delays in certain sections. We appreciate their patience as we finalize the work."

The Lincoln Bypass will provide a new thoroughfare for Highway 65 through the Lincoln area.

The 11.7-mile bypass begins at Industrial Boulevard, moves traffic around the city of Lincoln and will connect back to the existing Highway 65 near Sheridan.

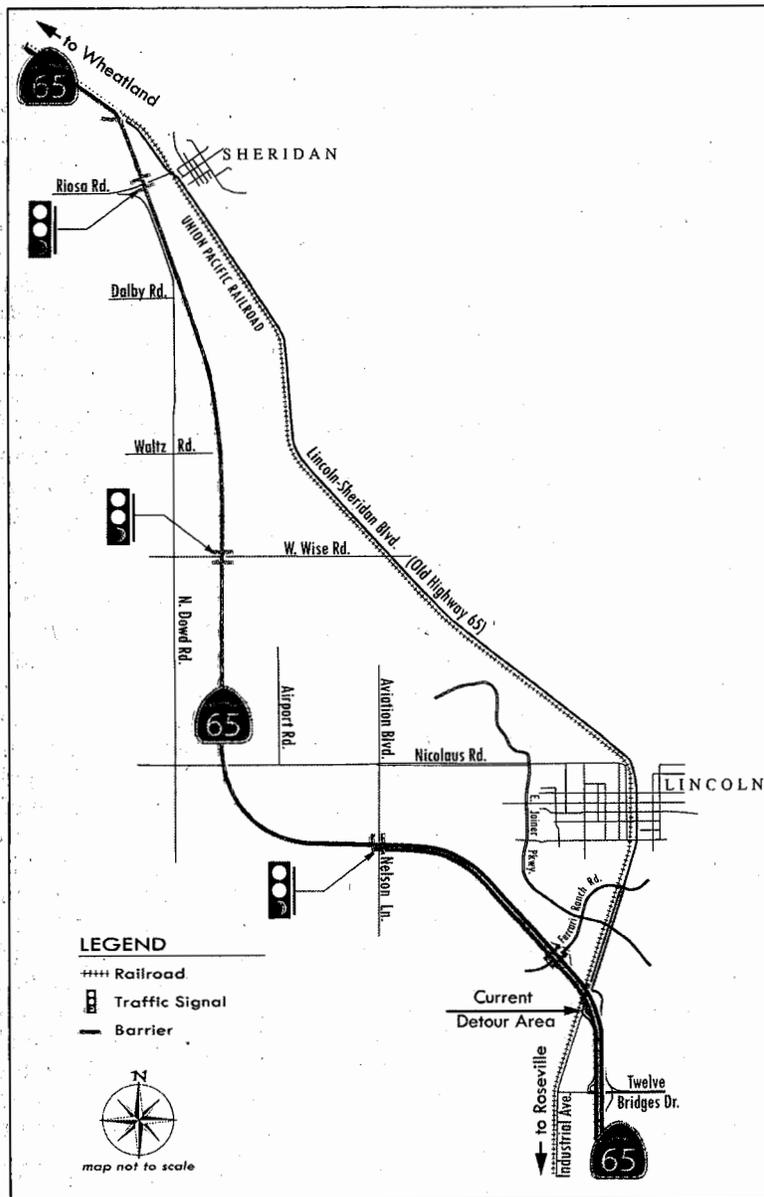
When the bypass is complete, there will be signaled intersection at Nelson Lane, West Wise Road and Riosa Road.

The bypass will improve regional connections between residential areas, employment centers and major commercial centers, according to a press release from Caltrans, the city of Lincoln and Placer County Transportation Planning Agency.

Besides improving interregional goods movement and reducing congestion, the bypass will improve safety and traffic mobility and address current and future travel demands between Lincoln and Sheridan, according to the press release.

Completion of this monumental \$325 million project was accomplished through partnerships between the Placer County Transportation Planning Agency, Caltrans, the city of Lincoln, Placer County, the South Placer Regional Transportation Authority and the federal government.

The grand-opening celebration is underwritten by DeSilva Gates Construction.



The grand opening of the Hwy. 65 Lincoln Bypass will be Friday, Oct. 5th, at 10 a.m. at the new Hwy. 65 onramp at Ferrari Ranch Road. The public will be able to walk or ride their bikes on a segment of the new bypass until 4 p.m.

COURTESY • CITY OF LINCOLN

Lincoln's downtown shop owners hope bypass will give them a boost

MELANIE TURNER | STAFF WRITER

Business owners in downtown Lincoln are eagerly awaiting next month's opening of the Highway 65 Lincoln bypass, which they say will relieve traffic backups and encourage locals to park and walk in the city's historic downtown.

Locals often avoid downtown for fear of getting stuck in traffic — or hit by a gravel truck or speeding commuter as Highway 65 becomes G Street through the heart of Lincoln's six-block downtown.

"With less traffic and big vehicles, more people that live in Lincoln will feel more comfortable coming down," said Tom Jones, owner of Sierra Hills Framing at 531 G St., which sells art, custom furniture and picture framing. "In the 20

years that I've been here, my clientele is certainly not the truck drivers and very, very few of the commuters."

More than 40 years of planning and work have gone into the \$325 million bypass — a new 11.7-mile thoroughfare that will direct vehicles around the west side of the city beginning Oct. 8.

It is expected to provide immediate congestion relief to the city — and improve regional connections between residential areas and employment centers and major commercial centers. And businesses in the historic downtown hope to get more foot traffic.

"Businesses in our downtown area are

largely benefitted by people who live locally," said Lincoln Mayor Pro Tem Tom Cosgrove, who also is chairman of the Placer County Transportation Planning Agency. "When there's so much traffic coming through town, people who live locally avoid it. I think that's what's hurt our downtown businesses the most."

The bad economy has also hurt the downtown, leaving some empty storefronts, although Jones said in the past six months he's seen several new businesses open.

"I think the business owners are optimistic," Jones said, adding that it's "refreshing" to see businesses opening that could attract visitors, such as restaurants and antique and consignments stores.

For years, Lincoln's 43,000 residents have had to compete with commuters traveling between employment centers in Roseville and Rocklin to the south and Oroville, Yuba City, Marysville and Beale Air Force Base to the north. According to Caltrans, more than 35,000 vehicles pass through downtown Lincoln daily. Most are commuters.

Logging trucks and other 18-wheelers also rumble through town.

Locals attempting to get across 65 heading east or west can wait a long time, Cosgrove said. The state Department of Transportation times the traffic lights — in less than a mile there are five — to ensure traffic flows through as quickly as possible.

In addition, the Union Pacific Railroad runs parallel to G Street, a half-block away.

"In rush hour if a train comes through it's just not very pleasant at all," said Cosgrove, who has been working to help make the bypass a reality for close to 20 years.

"A lot of the businesses I've talked to are very optimistic about the future health of the downtown," said Bob Romness, CEO of the Lincoln Area Chamber of Commerce.



Sierra Hills Framing owner Tom Jones is eagerly anticipating the opening of the Lincoln bypass. "With less traffic and big vehicles, more people that live in Lincoln will feel more comfortable coming down," he said.

DENNIS MCCOY
SACRAMENTO BUSINESS JOURNAL

Richard Putnam, manager of Beerman's just off G Street on Fifth, said traffic is heaviest between 2:30 and 7 p.m.

"They're coming right through the middle of downtown and they're not stopping," he said. "It will make Lincoln a nice little community again like it used to be back in the day."

"We're looking forward to it," added Jai Baker, owner of Awful Annie's Restaurants on G Street. "It gets irritating to have so much traffic."

Kim Strong, owner of Kim's Country Kitchen at 537 G St., said commuters often speed through the 25 mile-per-hour zone, making it intimidating to try to parallel park along the highway. Just in the last five years outside her restaurant, Strong said, she's been hit by a speeding car and saw a truck hit by a drunk driver.

When the California Department of Transportation relinquishes the former Highway 65 to Lincoln, it will be renamed Lincoln Boulevard within city limits. Caltrans will make some improvements to the old highway before transferring it to the city early next year, Cosgrove said.

At that point, the city will be able to adjust the traffic lights so there will be shorter waits, Romness said. And local festivals now held on F Street or Fifth Street, such

as the local Fourth of July parade, can now take place on G, making more parking available on side streets, Jones said.

"We're looking forward to recapturing Lincoln Boulevard," Romness said.

The bypass is opening at nearly the same time as a new downtown Walmart neighborhood market. Walmart bought the property at 255 G St., formerly home to Rainbow Market grocery store, and is set to open next month.

In addition, the city is developing a streetscape design between 7th Street and Sterling Parkway.

The Lincoln bypass has been decades in the making.

"We thought it was first proposed in 1973, but someone found a map with a drawing on it from 1967," said Celia McAdam, executive director of the PCTPA.

Environmental work for the project began in the late 1980s, but the project's momentum halted when all transportation funding was pulled away for seismic retrofit projects after the 1989 Loma Prieta and 1994 Northridge earthquakes.



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Future of Auburn, Lincoln airports part of new \$200,000 study

BY GUS THOMSON
 JOURNAL STAFF WRITER

Compatibility.

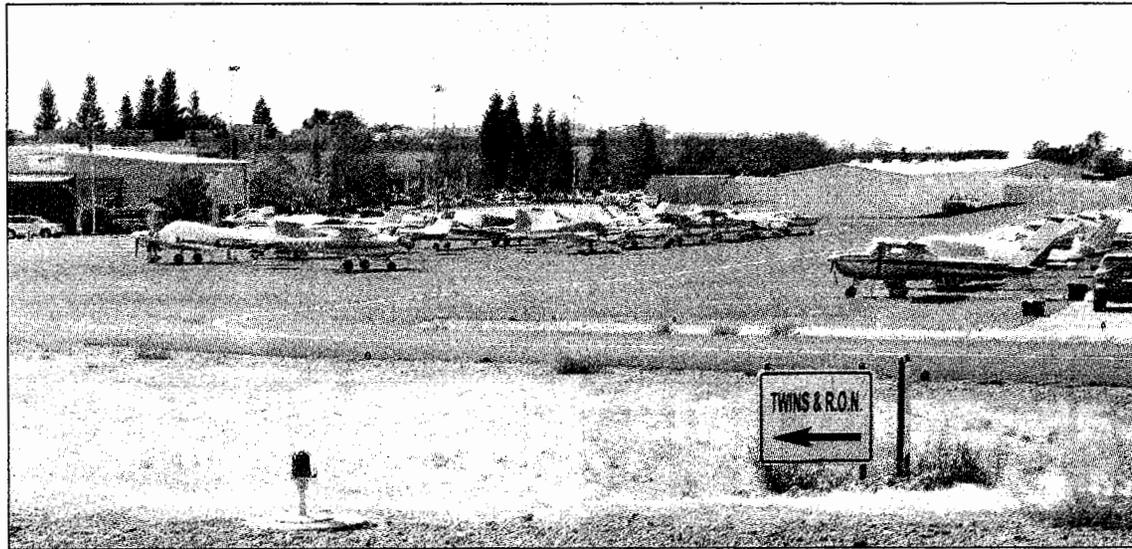
It's a word that has come to define issues surrounding the future of the Auburn Airport, as well as the county's other airports in Lincoln and at Blue Canyon in the Sierra.

This coming Wednesday, the Placer County Transportation Planning Agency will be holding a public workshop to outline the steps it will be taking to update a 12-year-old Airport Land Use Compatibility Plan that will help guide development decisions in the vicinity of Placer County airports for at least another decade.

Celia McAdam, transportation planning agency executive director, said that the underlying concern of the board has been to keep airports viable and that isn't expected to be changed as the 18-month, \$200,000 update moves forward.

Flight patterns and the impact they have, closer in on development, and farther out, on noise, are two issues that predominate in updates, McAdam said.

The crash of a jet into Sacramento's Farrell's Ice Cream Par-



KIM PALAFERRI • AUBURN JOURNAL

The airport, off New Airport Road in North Auburn, will be part of a \$200,000 update of an airport land-use compatibility plan.

lour in 1982 left 22 people dead and continues to come up in hearings when development clashes with land-use guidelines.

"People do cite that as an illustration of what can happen," McAdam said. "The fact is small airplane crashes happen all the time. And whether that incident happened or not, we would still

do the same amount of due diligence. We want to make sure if it happens, we can minimize the impact."

The new plan will update and incorporate any new state or federal regulations adopted since 2000. At the workshop, Placer County Transportation Planning Agency staff will describe the components to the

plan, the process to update it, and how the plan is coordinated with the land-use authority from cities and counties. Also to be discussed will be a projection on potential issues the plan update may address.

The Auburn Airport is owned by the city of Auburn and is surrounded by an unincorporated area of Placer County.

WORKSHOP ON AIRPORT LAND USE

What: Public Workshop on Airport Land Use Compatibility Plan update
Where: Placer County Board of Supervisors Chambers, 175 Fulweiler Ave., Auburn
When: Wednesday, Sept 26. 9 a.m. meeting start. Workshop is eighth item on agenda

Auburn City Councilman Mike Holmes said that the city has been sensitive to the potential for encroachment, including too much home building nearby and a recent attempt to establish a school on the edge of the flight zone. The school at Parkside Church eventually decided not to pursue its application with the county.

"It's important that we keep it in our sites," Holmes said. "There's the possibility of a buildup that could force the Federal Aviation Administration to say we have to close the airport. It's a jewel that some of our businesses depend on and an asset for the city."

Column of kids joins in 'Walk to School Day'



PHOTOS BY KIM PALAFERRI • AUBURN JOURNAL



A day to hoof it

Above, Placer County Deputy Sheriff Curt Honeycutt guides students from Rock Creek Elementary on the Walk to School Day. The day was created by Partnership for Walkable America for communities to create a safe environment for students to walk to school.

At left, Rob Tarabets, Placer County Deputy Sheriff, gets a fist pump from Javier Claudio after Tarabets gives him a brand new helmet to keep so he can ride his scooter to school safely.