

# Auburn earns bragging rights for riding bikes

BY GUS THOMSON

LINCOLN NEWS MESSENGER STAFF WRITER

Auburn has bested Davis for a second straight year in per-capita bike-riding mileage.

Davis — its flat, wide, straight streets all but built for biking — is home to the U.S. Bicycling Hall of Fame.

But hilly Auburn, with a determined and gritty mountain- and road-bike population, has bested Davis and 27 other communities in the region to retain mileage-per-capita bragging rights. Davis placed second. Lincoln placed 11.

So say the final numbers from the regional May is Bike Month competition.

The results from the May is Bike Month tally, released last week, show Auburn's 38,507 total miles logged representing 2.89 miles per capita. Just under 32,000 of those miles were for recreational use.

Davis, with a larger



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Fernando Santillman works on a bike in the shop at the Bicycle Emporium. Recent statistics show that Auburn boasts higher per-capita biking mileage than Davis, home to the U.S. Bicycling Hall of Fame.

population, tallied 91,032 miles — or 2.47 miles per capita.

But Lincoln holds first-place honors in average miles-per-bike month participants, according to A.J. Tendick, the bike month coordinator.

"Lincoln's average

miles-per-bike participants were at 298.4, Tendick said. "Auburn was highest if you average the entire population of the city. Lincoln was the top with the participants registering on our website."

Lincoln came in second-place last year for

average miles-per-bike participants at 288.5 and unincorporated Yolo County came in first-place at 323.7, according to Tendick.

Dave Carder, who regularly bikes to work at Auburn Running Company, said Auburn's position ahead of Davis was a surprise.

"I thought it would be Davis because of the number of students," Carder said. "But we still can do more. There are so many trips that are less than 3 miles but we're a car-based society."

Former Davis resident Mark Hajewski, who had stopped in to Auburn's Victory Velo Bike Shop, said he too was surprised that Davis had not topped Auburn in bike-riding activity.

"I wouldn't have figured that, with the short jaunts they have in Davis," Hajewski said. "I guess that they ride more 'to and from' in Davis, while in Auburn, we have a lot

more dedicated cyclists."

Hajewski lived 13 years in Davis and now resides in Grass Valley.

"My feeling is a lot more people are here for the outdoor recreation," Hajewski said. "That's why we moved here."

The six-county area logged bike-riding miles at a record pace all month, finishing with nearly 2 million miles cycled. During the month-long campaign, more than 9,900 residents, 300 schools and 1,300 employers recorded a total of 1.98 million miles for chances to win weekly prizes of bike socks, gift cards or bragging rights among fellow participants.

That's up from 1.75 million miles in 2013.

Loomis finished a distant third in per-capita mileage, logging 1.75 miles per man, woman and child.

~ Carol Feineman  
contributed to this story.

# Second phase of Lincoln Bypass opens

## Economic development opportunities expected

BY JILL LOYA  
LINCOLN NEWS MESSENGER CORRESPONDENT

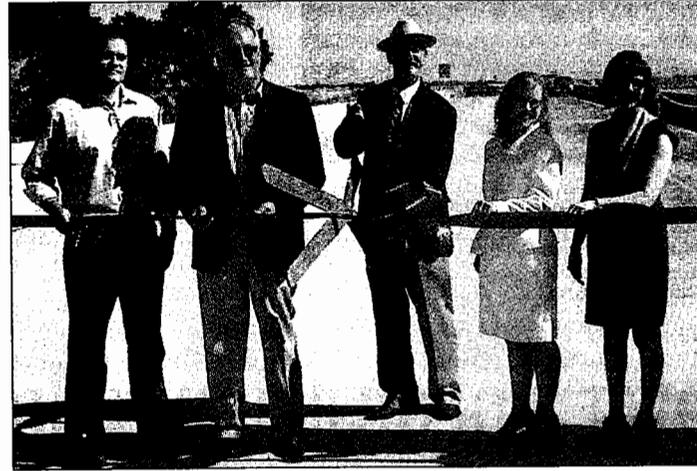
Phase 2A of the Highway 65 Lincoln Bypass was celebrated Friday when the Placer County Transportation Planning Agency hosted a ribbon-cutting celebration at the intersection of West Wise Road and Highway 65.

The second phase opens Saturday and covers an additional

5.5 miles of the highway bypass from Nelson Lane to W. Wise Road. This phase converts the two-lane highway to four lanes of median-separated highway. The additional lanes improve mobility and increase safety for motorists traveling along the bypass, according to Jody Jones, Caltrans District 3 director.

The Highway 65 Bypass' first phase opened in October 2012 and is 11.7 miles from Industrial Boulevard to Sheridan. About

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Friday was a ribbon-cutting ceremony for the second phase of the Highway 65 Bypass at West Wise Road and Highway 65. From left are Lincoln Mayor Gabriel Hydrick, California Transportation Commissioner Jim Earp, Placer County Supervisor and Placer County Transportation Planning Agency's board chairman Jim Holmes, Placer County Transportation Planning Agency's executive director Celia McAdam and Caltrans District 3 director Jody Jones.

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two-thirds of the nearly 12-mile-long bypass now has four traffic lanes.

Lincoln's Highway 65 Bypass is the longest stretch of new highway built in California in a decade and has reduced travel times for more than 19,000 motorists a day and relieved traffic congestion in downtown Lincoln, according to the Caltrans website.

Lincoln Mayor Gabriel Hydrick talked Friday about the benefits Lincoln has received from the bypass.

"In the first year immediately following the opening of the bypass, the city has realized a 7.4 percent increase in taxable sales from Lincoln businesses (870 businesses with taxable sales). For the historic downtown area of Lincoln, sales tax revenue has increased 13.7 percent (140 businesses with taxable sales)," Hydrick said. "This 12-month increase in sales

demonstrates the Lincoln Bypass has benefitted our community and with the opening of this newest section of the bypass and the widening of Nelson Lane, we anticipate even greater economic growth in the next 12 months."

Future benefits, according to Hydrick, will be continued development along the Highway 65 Bypass, making Lincoln "a more desirable destination," exploration of relocating the county fairgrounds to Lincoln, and completion of Jiminez Park and the sports complex along the bypass that will improve sports tourism in the area.

Caltrans, the Federal Highway Administration, city of Lincoln, Placer County, Placer County Transportation Planning Agency and the South Placer Regional Transportation Authority are partners in the project.

Proposition 1-B funds (Trans-

portation Bond) have accounted for \$69 million in financing for both phases of the Bypass project or roughly 22 percent of the entire \$315-million cost.

Dignities at Friday's ribbon-cutting event included Hydrick, Placer County Transportation Planning Agency's executive director Celia McAdam, Caltrans District 3 director Jones, Placer County supervisor and Placer County Transportation Planning Agency's board chairman Jim Holmes and California Transportation Commissioner Jim Earp.

"I am thrilled to celebrate the opening of this stretch of the Lincoln bypass after working on this project for over 20 years. Blood, sweat and tears have gone into this project," McAdam said. "The Lincoln bypass has been an economic driver for the cities of Lincoln, Roseville and Rocklin and this phase of the project continues

to open opportunities for better access and connections to housing, jobs and shopping. It is so gratifying to see asphalt and concrete turned into drivable roadway."

McAdam thanked Caltrans District 3 director Jones and former Lincoln City Councilman

Tom Cosgrove for their commitment to seeing this project through to completion.

"Lincoln's downtown will recapture business and the city will reap the benefits through enhanced movement of goods and services throughout Lincoln," Jones said.