



Transportation Implementation Plan

Fiscal Years
2015/16 – 2019/20

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2015

Brian Abbanat
Division of Transportation Planning
Public Works Department

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BACKGROUND

Transportation plays a critically important role in society. The efficient movement of people and goods is the foundation upon which a healthy economy and high quality of life is built. Yet, the entire transportation system and the role municipal government plays in its maintenance, operations, and development over time are not always well understood by citizens. The Transportation Implementation Plan (TIP) aims to clarify how the local transportation system is managed as well as set a course for future decision-making.

At the most basic level, the transportation system facilitates movement of people and goods from origin to destination. While transportation is occasionally used as recreation (such as bicycling or a leisurely drive), it is generally acknowledged as a “derived demand”, meaning that in most cases transportation is a means toward some other purpose such as commuting to work, going shopping, taking a vacation, or visiting friends and family. Regardless of trip purpose, the primary interface occurs between users and the transportation infrastructure. City governments have historically been responsible for the maintenance and development of transportation infrastructure. This remains true today. However, many Cities – Davis included – have expanded their role into influencing how people choose to use the transportation system resulting from increasing concerns including safety, traffic congestion, air quality, sustainability, and public health. For improvements in these areas, Davis transportation policies support a multi-modal transportation system.

PURPOSE OF THE TIP

Davis has an extensive road, sidewalk, and multi-use path infrastructure with 163 miles of street, 55 miles of on-street bike lanes, and 52 miles of off-street bike paths. The community also aspires to many future transportation improvements. These are reflected in the City’s many plans, corridor studies, and other documents identifying which capital improvements should be made, which programs should be pursued, and which new transportation plans should be developed¹. Yet disconnects emerged between the volume of projects expressed by the Davis community how decisions are made to pursue projects. Furthermore, the community’s transportation-related aspirations need to be reconciled with available funding sources. As a result, the TIP provides needed structure to transportation decision-making.

The Transportation Implementation Plan (TIP) is a five-year strategic planning document that assembles, organizes, and prioritizes transportation projects from various City-adopted documents.

The purpose of the TIP is to serve as a tool in the decision-making process regarding which projects should be advanced given limited staff and funding resources.

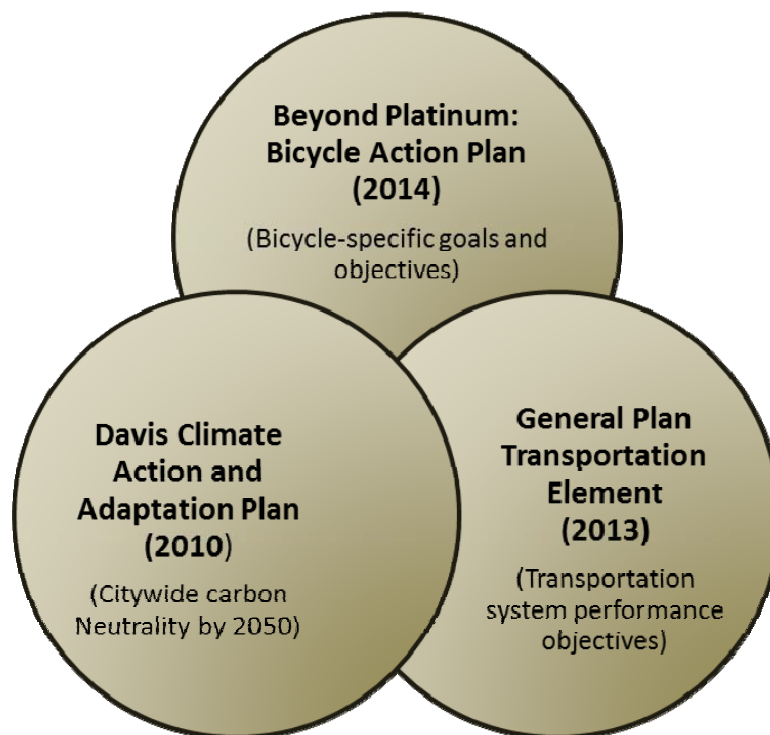
¹ Hereafter, “projects”.

The TIP is a living document; developed and maintained by City Transportation Division staff¹, with implementation guidance provided by the Bicycling, Transportation, and Street Safety Commission (BTSSC). By design, the TIP framework is flexible. Due to many factors, including introduction of new projects, shifting priorities, and funding source dynamics, the TIP will regularly change in response to the changing civic environment.

RELATIONSHIP TO EXISTING CITY POLICY DOCUMENTS

The TIP is informed by many existing community policies and priorities. At the broadest level, the 2010 Davis Climate Action and Adaptation Plan (aka Climate Action Plan) establishes a policy objective of carbon neutrality by 2050 for both the built environment and the transportation system. Because internal consistency among City policy documents is imperative, this policy objective carries over to recent updates to transportation policy documents: the General Plan Transportation Element and the Beyond Platinum: Bicycle Action Plan. Both policy documents establish goals and performance objectives consistent with or exceeding the Climate Action Plan for equivalent timeframes. In an era of limited resources, the role of the TIP is to strategically select projects that meet current transportation system needs and accomplish policy objectives for the future. Figure 1 illustrates the general relationship between the City's transportation-related policy documents.

Figure 1: Relationship of Key Transportation Policy Documents



¹ Per City Council direction: 3/25/14.

While the above provide the foundation toward evolution of the future transportation system, the TIP is populated by projects from additional sources including but not limited to:

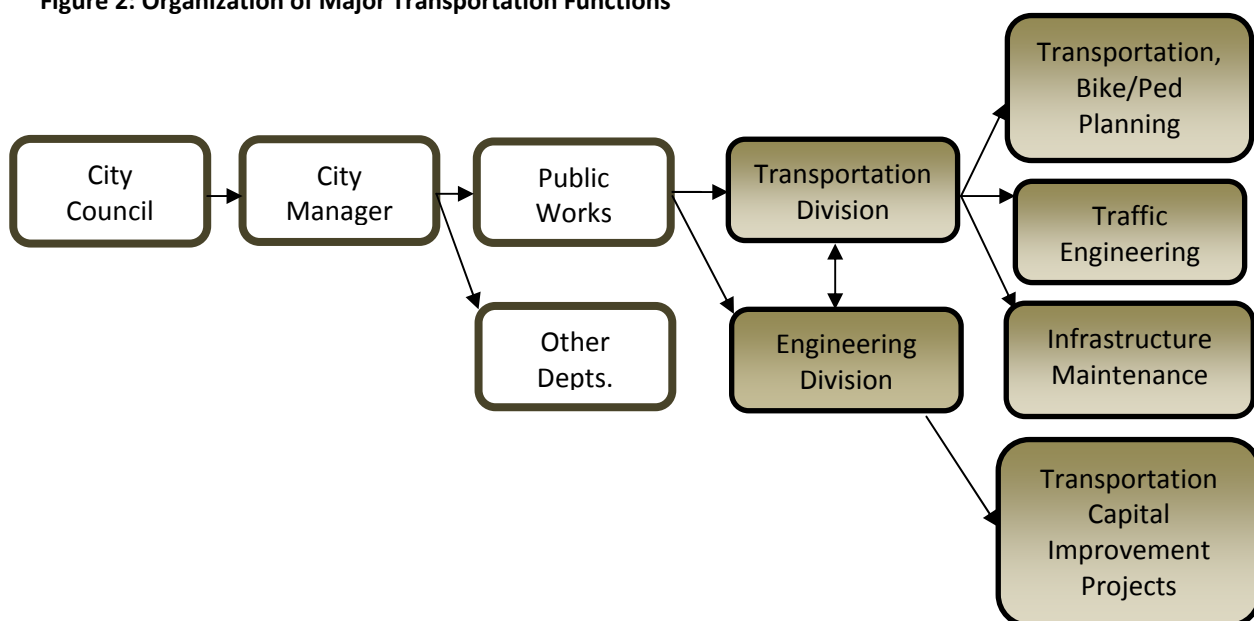
- Walk Bike Audit Report (2014)
- East Covell Corridor Plan (2014)
- Downtown Parking Management Plan (2014)
- Sacramento Area Council of Governments (SACOG) MTIP (2014)
- Existing Capital Improvement Projects (2014)
- Existing City Staff Work Programs (2014)
- City Council Directives (2014)
- City Council 2012 – 2014 Goals (2012)
- Downtown Campus Connections Concepts and Implementation Plan (2006)
- Core Area Specific Plan (1996)

With few exceptions, each TIP source above was a product of independent public outreach processes. Thus, in developing the TIP a logical approach was to utilize previous transportation planning efforts while avoiding inefficiencies and potential duplications by starting anew.

CITY TRANSPORTATION FUNCTIONS

It is useful to understand how the City is organized in its roles relating to transportation. Most transportation activities are carried out by the Public Works Transportation Division (Division 72) which is staffed by 21 employees. The diagram below illustrates the primary transportation functional areas.

Figure 2: Organization of Major Transportation Functions



The City is responsible for *maintaining* the existing infrastructure and *improving* the system for the future. For this, transportation functions are organized into four primary functional areas: Transportation Planning, Engineering, Maintenance, and Capital Improvement Projects (CIPs). *Standing transportation programs* generally maintain the existing system while *CIPs* are larger construction projects for transportation improvements. The below table summarizes the City's core standing transportation programs and CIPs.

Table 1: Standing Transportation Programs

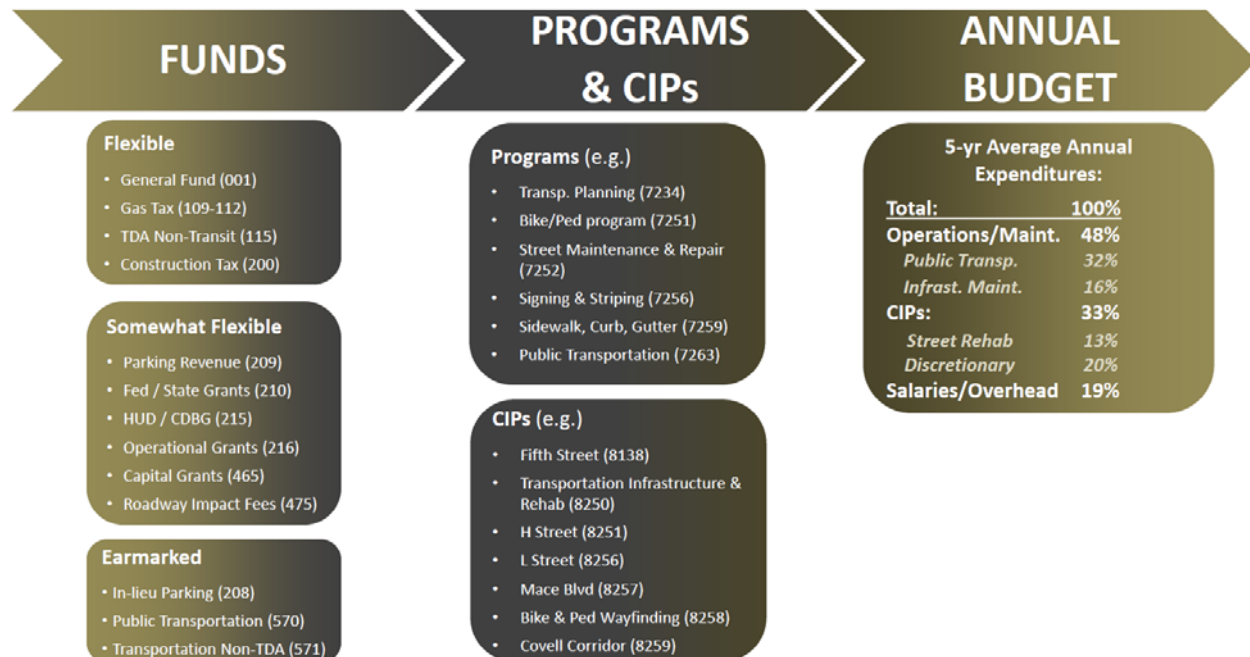
Program	Description
7234: Transportation Planning	Advanced transportation planning & policy, capital project planning.
7249: Haz Mat Cleanup	Hazardous materials clean up and disposal.
7251: Bicycle/Pedestrian Transportation	Bicycle-related plans and programs.
7252: Street Maintenance and Repair	Repairs to streets and bicycle paths.
7253: Street Sweeping & Cleaning	Citywide street sweeping services.
7256: Signing & Striping	Maintenance and replacement of City's street signs, striping, and markings.
7257: Street Lighting	Maintenance and replacement of City-owned street, bicycle path, and parking lot lights.
7258: Traffic Signals	Maintenance and replacement of City's traffic signals.
7259: Sidewalk/Curb/Gutter Maintenance	Maintenance of the City's sidewalks, curbs, and gutters.
7263: Public Transportation	City contributions to Unitrans, YoloBus, and Davis Community Transit (paratransit).
7654: Traffic Engineering	Staffing for engineering transportation safety and traffic circulation.
Capital Improvements Projects	Deliver new transportation-related construction projects. Commonly transferred to Public Works Engineering Division for project delivery.

The distinction between standing transportation programs and capital improvements projects becomes important in understanding the City's fiscal resources for achieving goals toward the transportation system.

TRANSPORTATION FUNDING

Funding for the local transportation system is provided by a wide range of sources including state gas tax, construction taxes, the City's General Fund, and Road Impact Fees. In some cases, funding is passed through directly from higher levels of government while in others the City applies for competitive grant programs, typically state or federally funded. The below graphic illustrates how funding flows to produce the City's annual transportation budget:

Figure 3: Transportation Funding Flow Chart

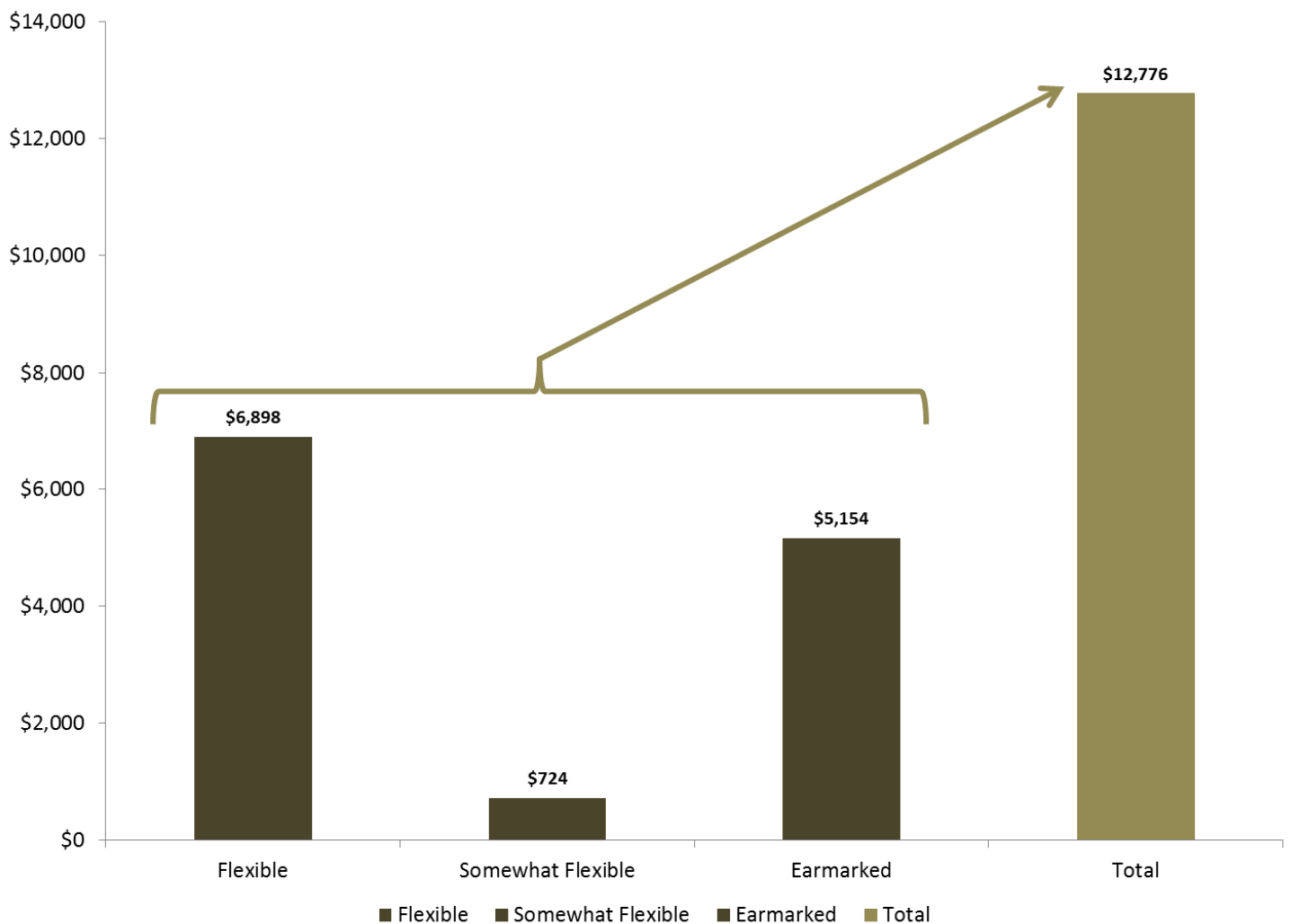


Over the past five years, the City has maintained, operated, and improved the local transportation system with over \$12.5 million in funding annually. Equally important to the total funding amount is the *flexibility* of each funding source. For example, locally generated revenues (e.g. General Fund and Gas Tax revenues) are typically the most flexible funding source for the City. That is, they may be used for the widest range of transportation-related purposes. At the opposing end of the “flexibility scale” are earmarked funds, which may only be used for a specific purpose. For example, federal public transportation funds are used for Davis Community Transit, Yolobus, and Unitrans for local para-transit¹ and fixed-route transit services. In between, various local, state, and federal funds offer some amount of flexibility but in the case of grants, become “earmarked” for a particular project or program once funded.

The below chart illustrates the average annual transportation funding as expressed over the past five years organized by fund flexibility.

¹ Para-transit is door-to-door transportation service for those meeting eligibility criteria; typically a qualifying disability.

Figure 4: FY 2010/11 – 2014/15 Transportation Expenditures (annual average by fund flexibility)¹



HISTORICAL TRANSPORTATION BUDGETS

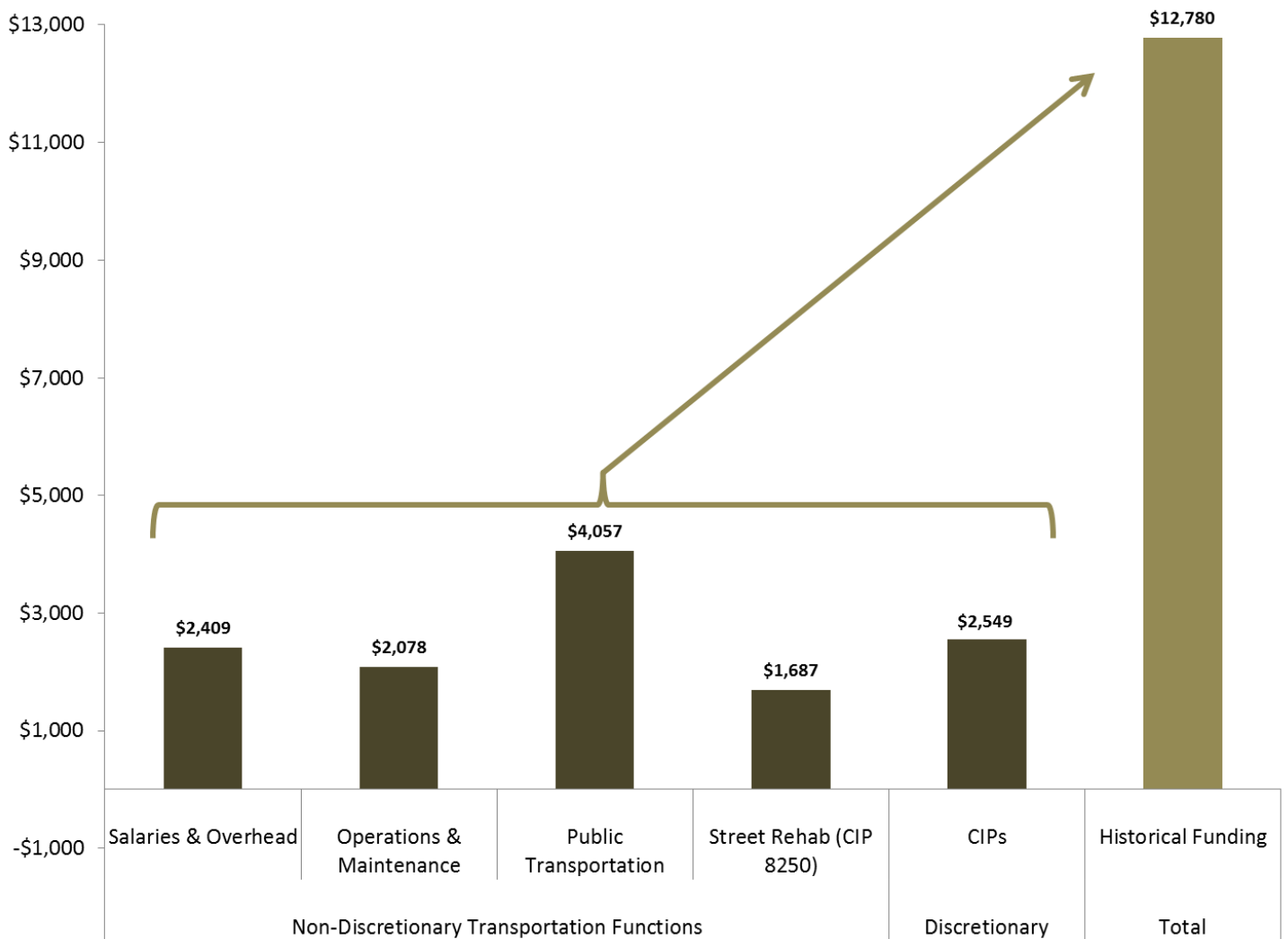
Each year, the above transportation funding sources are budgeted into the City's standing programs and various capital improvement projects. Importantly, these figures do not necessarily reflect an adequate amount for transportation maintenance and improvements, but rather, the amount of funding the City has been able to budget toward these programs. Maintenance of the existing transportation system is currently substantially underfunded due to insufficient revenue streams, the recent recession, and city budget cuts.

Maintenance and operations of the existing infrastructure is the City's primary transportation obligation. As such, standing transportation programs have historically received the largest amount of available funding. Discretionary projects (i.e. larger CIPs) are generally advanced as

¹ Source: City of Davis Finance Department. All chart figures: x \$1,000.

funding availability allows. The below chart illustrates the five-year annual average of transportation budgeting across several categories.

Figure 5: Five-Year Annual Average Expenditures (by functional area)¹



The chart above illustrates that 80% of the City's transportation budget *cannot be used for discretionary improvements to the transportation system*. Twenty percent, or approximately \$2.5 million per year, has historically been available to pursue new transportation capital projects. This includes external grant funding the typically has received over the five year period. Moving forward, the TIP currently assumes historical budget allocations will continue. It will also strive to build in adequate funding amounts for standing transportation maintenance programs.

¹ Source, City of Davis Finance Department. All chart figures: x \$1,000.

TRANSPORTATION PROJECTS

The TIP consists of approximately 160 capital projects, planning projects, and programs. In the Appendix of The Beyond Platinum: Bicycle Action Plan are approximately 200 “Infrastructure Enhancements” for local streets and intersections to improve the comfort, safety, and convenience for bicycling. Because they are generally minor in nature, the Infrastructure Enhancements are not included in the TIP projects list as individual projects but rather grouped and considered a single, ongoing project. An objective of many bicycling Infrastructure Enhancements projects is to “bundle” them with other larger projects or implement independently as opportunities allow. As a result, the Infrastructure Enhancements are included in the TIP projects map for illustration purposes as collectively, they represent desired forthcoming improvements to the transportation infrastructure.

TIP projects are coded many ways for categorization purposes. The two most important categories for organizing data are explained in this section.

Project Category. All projects fall into one of three basic project categories: Capital, Planning and Policy, and Programs as described below.

Capital Projects: Transportation-related construction projects.

Planning and Policy:

- Standing transportation planning and engineering-related programs.
- The project requires advance planning and results in a tangible document upon completion (e.g. streetscape improvement plan, parking master plan, circulation plan, bicycle plan, wayfinding signage plan, etc.). Or...
- The project will likely result in a change in City policy and/or Municipal Code.

Programs: These include the City’s standing transportation programs, other projects continuous in nature, or projects without a tangible product or defined completion date (e.g. transportation safety outreach, bicycle education, etc.)

Project Status. TIP projects receive additional coding designating their status. This coding helps organize the TIP project list and separate current from future costs.

In Progress: Project currently in development by City staff or for which staff has received Council direction to pursue. Some projects may be on hold due to funding or staffing constraints while others are actively advancing toward completion.

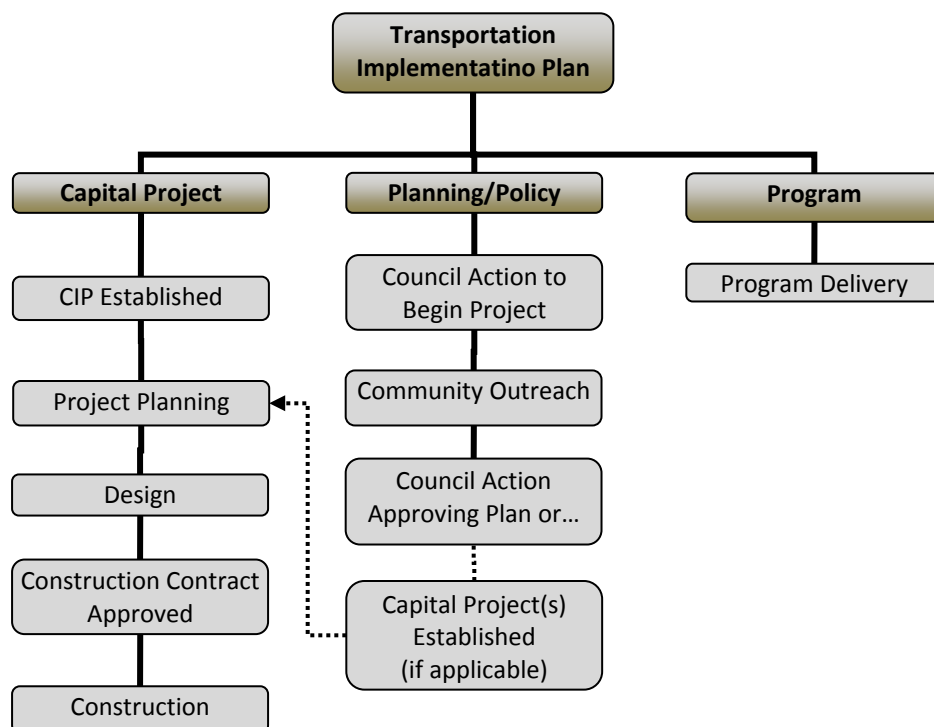
Ongoing: Ongoing capital improvement programs and also program-like activities performed by City staff as regular everyday job duties.

Prioritized: Projects which have not started but are scored and prioritized by the TIP. These projects provide guidance for which projects will advance in the future.

“Parking Lot” projects: Projects which were filtered from scoring/prioritization due to vague project descriptions, project feasibility, and/or lack of competitiveness with other projects. In some circumstances, Parking Lot projects may be “bundled” with other projects if an opportunity exists and funding allows.

The TIP serves as a tool for planning future transportation investments within a 5-year timeframe. The Capital Improvement Program (CIP) is the City’s mechanism for advancing an individual capital project from planning through design and construction (or completion if a planning effort or program). Figure 6 illustrates how TIP projects are typically delivered.

Figure 6: Typical TIP Project Delivery Flow Chart



The following section identifies all projects assumed in the five-year TIP, organized by status. Importantly, project delivery is subject to evolving community priorities, available staffing, and funding availability. Additional information for the TIP projects can be located in the Appendix.

In Progress Projects

The following projects are currently In Progress and at various stages of completion by City staff:

Table 2: In Progress Projects

Category	ID	Project Name
Capital	22	Bike Share System Implementation
	25	California Street Bridge Replacement
	33	Citywide Bicycle Wayfinding: Davis Bikeways
	51	Downtown Parking Management Plan Implementation: Phase 1
	90	L Street Improvements
	95	Mace Blvd Complete Street - Cowell Blvd to Blue Oak Pl
	135	Richards Blvd Gateway Study*
	152	Traffic Signal Pre-Emption for Transit
	155	Third Street Improvements
	159	Train Depot FTA Grant Project
	178	Street Light Conversion
	179	H Street Improvements / H Street Tunnel
	194	Mace Blvd Left Turn Pocket
	195	Citywide Structural Assessment
Planning / Policy	17	Bicycle World's Fair
	68	Establish Charging Stations for Electric Vehicles
	73	Fare-Free Transit Study
	106	Nishi-UC Davis Access Alternatives Study
	182	Railway Realignment Study
	193	Richards Blvd Interchange Reconfiguration Project Study Report
Program	13	Bicycle Friendly Business (BFB) Program
	99	Minimize Yard Waste in Bicycle Lanes
	143	Safe Routes to School / Street Smarts Program: Education & Encouragement

Status	Total Cost	External Funds	Local Funds	Total Funds	Funding Gap
In Progress Total (x \$1,000)	\$19,598	\$14,806	\$2,702	\$17,508	-\$2,090

The City is currently carrying over \$19 million in projects, over \$14 million of which is made possible by grants or other external sources. While most projects are fully funded, funding gaps exist for a few projects totaling over \$2 million for the next fiscal year. For reference, if funded projects are not delivered within the anticipated timeframe, their funding is typically carried over into the following fiscal year until complete.

Ongoing Projects

Ongoing projects typically maintain the existing transportation infrastructure or reflect traffic engineering and transportation planning activities. Since these activities are continuous, their funding and expenditures are presumed to match each year. The historical five-year annual average is used to derive the figures in the table below.

Table 3: Ongoing Projects

Category	ID	Project Name
Capital	7	Annual Concrete Contract
	15	Bicycle Action Plan: Infrastructure Enhancements Projects
	26	Capital Improvement Administration
	137	Road Rehabilitation
Planning / Policy	183	Program 7234: Transportation Planning
	187	Program 7251: Bicycle / Pedestrian Transportation
	192	Program 7654: Traffic Engineering
Program	49	Development Impact Fees
	147	Program 7256: Signing and Striping Program
	148	Program 7257: Street Lighting Program
	157	Program 7258: Traffic Signals Program
	170	Zipcar Program Management
	186	Program 7249: Haz Mat Cleanup
	188	Program 7252: Street Maintenance and Repair
	189	Program 7253: Street Sweeping and Cleaning
	190	Program 7259: Sidewalk / Gutter / Curb Maintenance
	191	Program 7263: Public Transportation

Status	Total Cost	External Funds	Local Funds	Total Funds	Funding Gap
Ongoing Total (x \$1,000)	\$12,193	\$0	\$12,193	\$12,193	\$0

All Ongoing activities are funded through local sources. In some cases, projects with a road rehabilitation focus can be funded through regional grant programs. However, these typically require other infrastructure improvements as well. As a result, these projects are assigned a unique CIP number and coded as “In Progress”. In circumstances where no funds are assigned to an activity, those costs (or staff time) are assigned to an existing program to prevent double-counting costs.

Prioritized Projects

Projects for future transportation improvements scored and prioritized based on the following City Council-approved evaluation criteria¹:

Table 4: Prioritized Projects Evaluation Criteria

Criterion #	Criterion	Origin
1	Travel Choices	General Plan Transportation Element Goals
2	Sustainability	
3	Complete Streets	
4	Bicycling	
5	Fiscal Stability	City Council Goals
6	Economic Development	
7	Downtown	
8	Community Strength and Effectiveness	
9	Infrastructure	
10	Safety	Stand-Alone Criteria
11	Competitiveness for Grant Funding	
12	Staff Time	

The maximum possible project score is 60 points. The criteria are equally weighted with each criterion reflecting a possible score of five points. Additionally, evaluation guidance is provided to translate into a transportation context. The scores provided for projects in the TIP are used for overall guidance of relative importance for funding over a five-year period. Per City Council direction, the Prioritized projects were scored by City staff and then averaged. Given the TIP scoring system is qualitative in nature and given the wide range of projects, project types, and costs, readers should not place excessive emphasis on individual project scores.

The table below reflects a subset of the transportation infrastructure, plans, and programs the community would like the City to pursue in the future. The estimated sum of these projects is approximately \$48 million with most projects unfunded. The TIP assumes a scenario where all Prioritized projects are delivered within a five-year timeframe and associated costs. This is unlikely to transpire due to funding constraints described in the following section. However, understanding the aggregated costs from the itemized project list assists with prioritization and budgeting over the next five years. In general, a TIP objective is to program higher scoring projects earlier in earlier years. Yet several variables affect planned programming including project costs, length of time required to deliver project, and available funding sources.

¹ See Appendix for more details.

Table 5: Prioritized Projects¹

Category	ID	Score	Project Name	Anticipated Start Year				
				FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Capital	11	49.3	Bicycle / Pedestrian Crossing at Depot Study*	✓				
	110	47.3	Olive Drive Corridor Plan*	✓				
	6	45.0	Anderson Road Plan - Russell Blvd to Covell Blvd*		✓			
	59	41.7	East Covell Corridor Plan Implementation: Phase 2			✓		
	72	41.3	Fifth Street Corridor (L Street to Pole Line Rd)	✓				
	57	40.0	E Street Corridor Plan - First Street to Third Street			✓		
	136	39.7	Richards Blvd Interchange Reconfiguration					✓
	28	39.3	Chavez E.S. High Priority Projects*	✓				
	69	39.3	F Street Plan - Fifth Street to E. 14th Street			✓		
	139	39.0	Russell Blvd Corridor Plan: A Street to West City Limit				✓	
	23	38.7	Birch Lane E.S. High Priority Projects*	✓				
	40	37.3	Covell Blvd Plan - State Route 113 to west city limit			✓		
	77	36.0	Holmes J.H.S. High Priority Projects	✓				
	94	35.7	Loyola Drive Traffic Calming*		✓			
	120	35.5	Pioneer E.S. High Priority Projects*			✓		
	63	35.0	Emerson J.H.S. High Priority Projects			✓		
	117	35.0	Patwin E.S. High Priority Projects			✓		
	45	34.7	Cowell Blvd / Chiles Rd Roundabout		✓			
	75	34.5	Harper J.H.S. High Priority Projects				✓	
	47	33.7	Davis - Woodland Bike Path					✓
	173	33.0	Willet E.S. High Priority Projects				✓	
	105	31.0	North Davis E.S. High Priority Projects*		✓			
	46	30.7	D Street Bicycle Improvements				✓	
	153	30.7	Traffic Calming Plan and Program		✓			
	103	28.3	Montgomery E.S. High Priority Projects*		✓			

¹ Asterisked projects either have grant applications pending or will be pursued for grant funding in the calendar year.

Category	ID	Score	Project Name	Anticipated Start Year				
				FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20
Planning / Policy	53	26.3	Downtown Parking Structure					✓
	87	24.7	J Street Traffic Calming		✓			
	198	22.0	Korematsu E.S. High Priority Projects		✓			
	177	45.5	Travel Data Collection: General	✓				
	133	40.0	Street Design Standards Update	✓				
	119	38.7	Pedestrian Master Plan	✓				
	36	38.0	Core Area Bicycle Circulation Plan					✓
	85	36.5	Intercity Bicycle Connections Plan					✓
	166	34.0	Universal Transportation Pass			✓		
	70	31.5	Multi-Modal LOS Standard			✓		
	55	27.3	Downtown Streetscape Improvement Plan			✓		
	176	27.0	ADA Upgrade Master Plan			✓		
	156	24.3	Traffic Signal Timing Study		✓			
Program	61	22.5	E-bike Regulations		✓			
	175	15.0	Street Light Photometric Analysis				✓	
	140	33.0	Safe Routes to School / Street Smarts Program: Enforcement		✓			
	141	30.5	Safe Routes to School / Street Smarts Program: Evaluation		✓			
	163	26.5	Transportation Demand Management Program				✓	

Status	Total Cost	External Funds	Local Funds	Total Funds	Funding Gap
Prioritized Total (x \$1,000)	\$48,267	\$0	\$1,227	\$1,227	-\$47,040

“Parking Lot” Projects¹

This project list is located in the Appendix. Projects are deferred until circumstances warrant promotion for inclusion in the Prioritized Projects list. For reference, the “Parking Lot” list totals over \$17 million in unfunded projects².

¹ All table figures: x \$1,000

² “Parking Lot” list costs are excluded from the TIP five-year calculations.

FIVE-YEAR TIP BUDGET: FY 2015/16 – 19/20

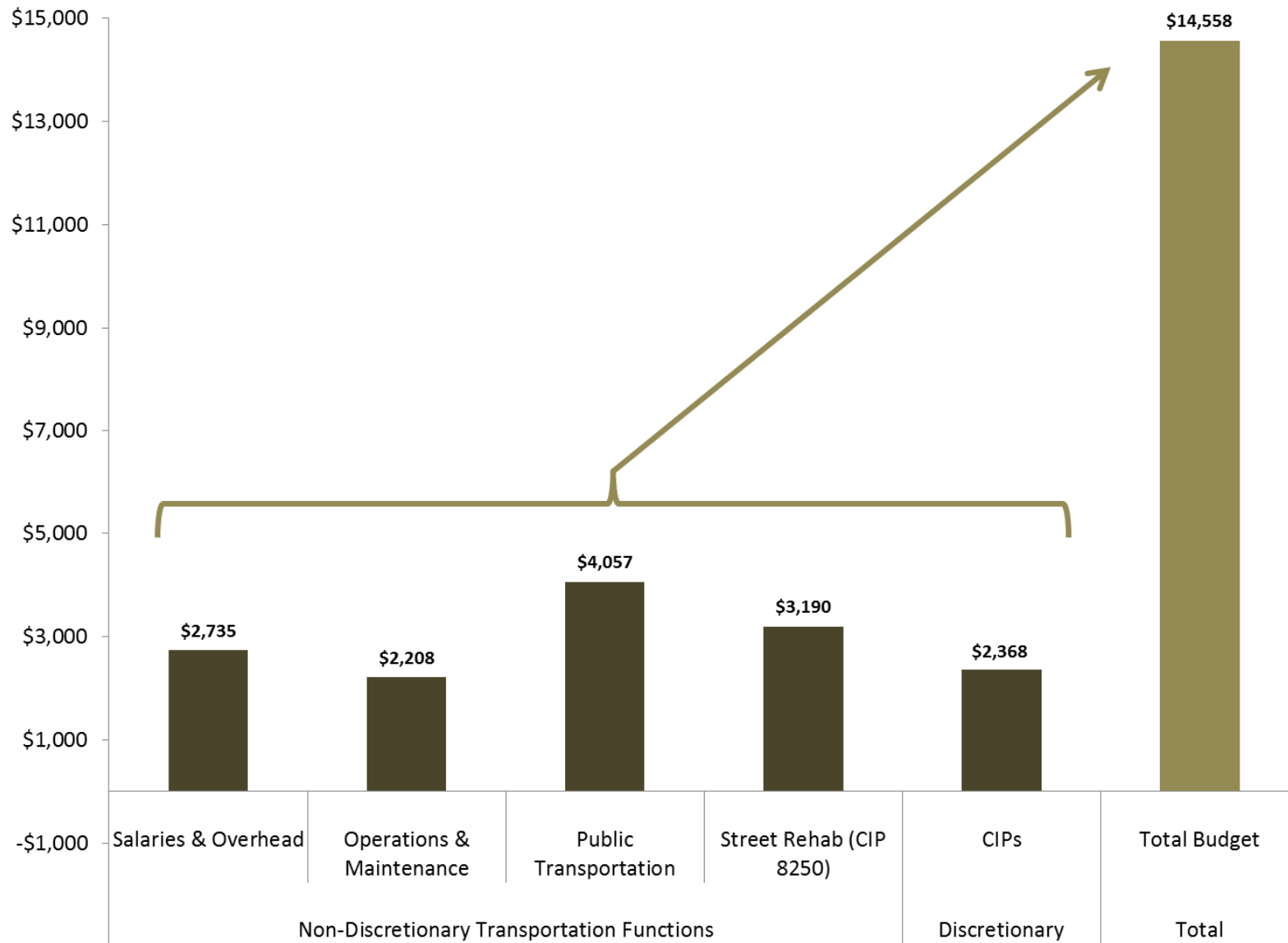
A TIP objective is to anticipated funding and expenditures over the five-year timeframe, providing an overall framework of the City's capabilities toward maintenance / development of the transportation infrastructure. The tables below consolidate figures from the preceding tables into an overall five-year budget, organized by Project Category. Following the tables are charts graphically illustrating the financial outlook.

Table 6: Summary of Projects (by project category)¹

Category	Status_1	Total Cost	External Funds	Local Funds	Total Funds	Funding Gap	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	Total (FY 15/16-19/20)
Capital	In Progress	\$18,165	\$13,770	\$2,314	\$16,084	-\$2,081	\$1,992	\$100	\$0	\$0	\$0	\$2,092
	Ongoing	\$3,209	\$0	\$3,209	\$3,209	\$0	\$3,209	\$3,209	\$3,209	\$3,209	\$3,209	\$16,045
	Prioritized	\$46,717	\$0	\$1,227	\$1,227	-\$45,490	\$864	\$1,029	\$4,816	\$3,723	\$10,010	\$20,442
Capital Total		\$68,091	\$13,770	\$6,750	\$20,520	-\$47,571	\$6,064	\$4,338	\$8,025	\$6,932	\$13,219	\$38,578
Planning / Policy	In Progress	\$847	\$459	\$388	\$847	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Ongoing	\$784	\$0	\$784	\$784	\$0	\$784	\$784	\$784	\$784	\$784	\$3,922
	Prioritized	\$1,275	\$0	\$0	\$0	-\$1,275	\$375	\$125	\$500	\$125	\$150	\$1,275
Planning / Policy Total		\$2,906	\$459	\$1,172	\$1,631	-\$1,275	\$1,159	\$909	\$1,284	\$909	\$934	\$5,197
Program	In Progress	\$586	\$577	\$0	\$577	-\$9	\$9	\$0	\$0	\$0	\$0	\$9
	Ongoing	\$8,200	\$0	\$8,200	\$8,200	\$0	\$8,200	\$8,200	\$8,200	\$8,200	\$8,200	\$41,000
	Prioritized	\$275	\$0	\$0	\$0	-\$275	\$0	\$0	\$0	\$25	\$0	\$25
Program Total		\$9,061	\$577	\$8,200	\$8,777	-\$284	\$8,209	\$8,200	\$8,200	\$8,225	\$8,200	\$41,034
Grand Total		\$80,058	\$14,806	\$16,123	\$30,928	-\$49,130	\$15,433	\$13,448	\$17,510	\$16,066	\$22,353	\$84,810
Annual Budget							\$14,558	\$14,558	\$14,558	\$14,558	\$14,558	\$72,790
Difference							-\$875	\$1,110	-\$2,952	-\$1,508	-\$7,795	-\$12,020

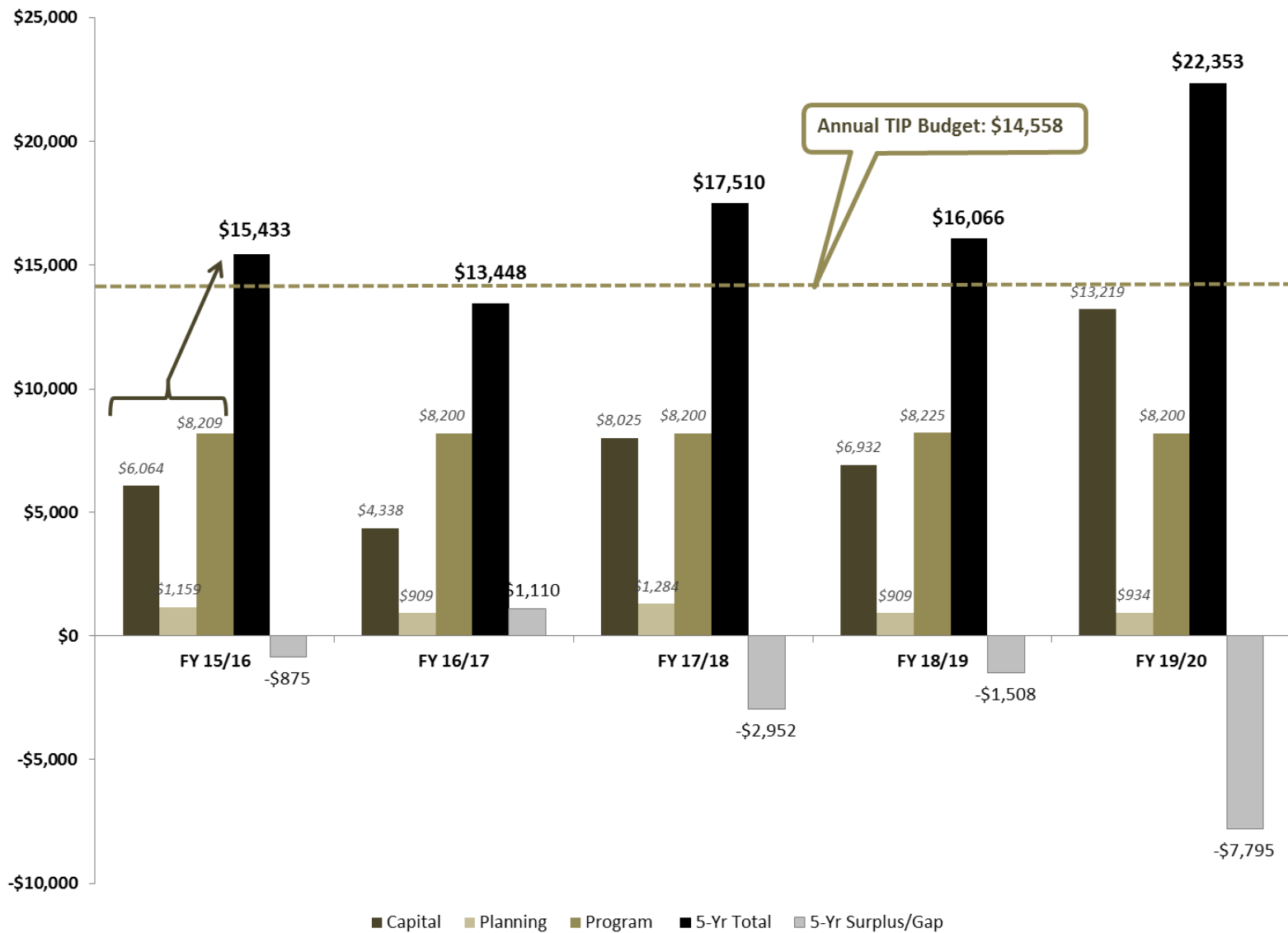
¹ Table figures: x \$1,000

Figure 7: TIP Annual Budget (FY 15/16 - 19/20)¹



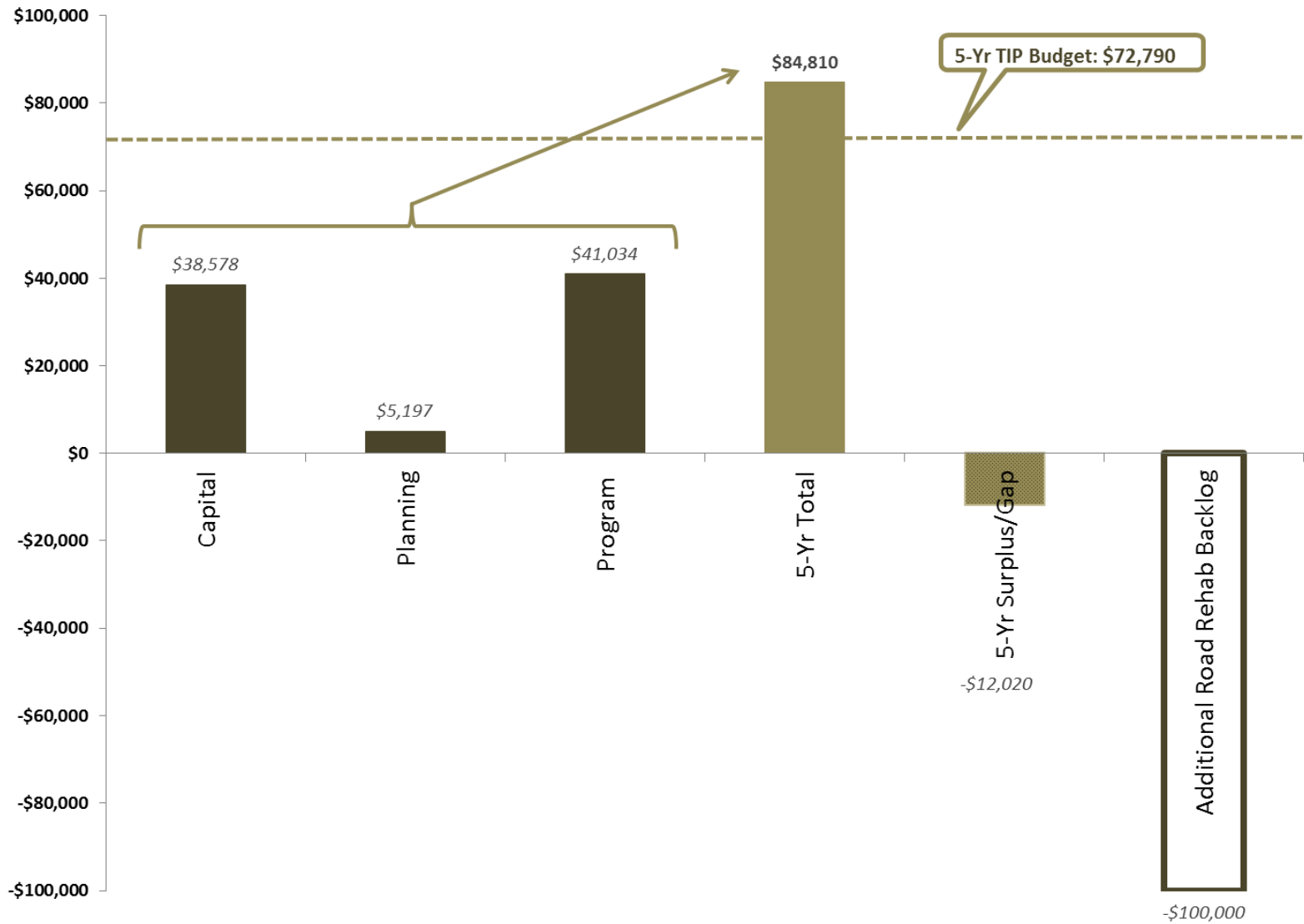
¹ All chart labels: x \$1,000

Figure 8: TIP Annual Expenditures vs. Budget (FY 2015/16 – FY 2019/20)¹



¹ All chart labels: x \$1,000

Figure 9: TIP Five-Year Total Expenditures (FY 2015/16 – FY 2019/20)¹



¹ All chart labels: x \$1,000

One of the City's major challenges is addressing the infrastructure's declining condition. The City has a backlog of unmet transportation maintenance needs, and, combined with a long list of desired transportation improvements funding is simply inadequate to meet all the needs of the transportation system. Additionally, the 2011 statewide dissolution of redevelopment agencies – including the Davis Redevelopment Agency (RDA) - has eliminated millions of dollars otherwise eligible for transportation infrastructure within the previous RDA boundary (downtown and much of south Davis).

An August, 2014 presentation to the Finance and Budget Commission showed an average pavement condition index (PCI) of 59 on a 100 point scale, with a score of 55 for the City's bike paths, with conditions declining 2-3 points per year. As pavement conditions decline, maintenance/repair costs increase up to ten-fold for the most damaged street segments. With well over \$100 million in deferred pavement maintenance, the City Council has established a budget priority to allocate approximately \$3 million annually for street rehabilitation versus the five-year historical annual average of less than \$1.7 million. Despite the additional funding, local streets will continue to deteriorate over time.

In addition to deteriorating pavement conditions, other areas of the City's transportation infrastructure are deteriorating. Standing programs including Signing & Striping, Traffic Signals, Street Maintenance and Repair, and Sidewalk/Curb/Gutter maintenance, are minimally funded causing backlogs in needed maintenance.

More Projects Than Available Funding

A second challenge facing the City is the community's desire to continue improving the transportation system. With minimal discretionary funding available, future improvements need to be reconciled with expected funding. Thus, for new transportation-related projects, the TIP establishes a rolling, order-of-magnitude, five-year budget based on the five-year historical annual average to anticipate future expenditures.

Despite an anticipated \$72 million of funding, desired transportation improvements from the Prioritized projects list raises total TIP expenditures to nearly \$85 million, excluding "Parking Lot" projects. Because existing transportation funding sources have limited spending flexibility and are largely allocated toward Public Transportation, Operations & Maintenance, and Street Rehabilitation, minimal funding remains for *new capital improvements or upgrades* to the transportation system. It is in this category where most of the City's approximately \$12.4 million funding gap resides. To remain within the City's historical transportation budget the TIP conservatively budgets about \$1,359,000 annually toward Prioritized projects based on historical trends, or, approximately \$6.8 million over five years. To deliver all In Progress, Ongoing, and Prioritized projects would require nearly \$2.5 million annually, during the five-year timeframe.

Given the funding deficit, the importance of prioritizing improvements to the transportation system is apparent. Thus, the TIP prioritizes transportation system improvements within the

limited annual budget available for these types of projects. However, any combination of the following may occur that could affect project delivery and/or the overall budget deficit of the Prioritized projects:

- Some projects may be transferred from the Prioritized to the “Parking Lot” list due to shifting priorities.
- Some projects on the Prioritized may not be delivered during the five-year timeframe.
- External grant programs may fund some projects, resulting in a reduction of the overall funding deficit.
- New local funding sources or increased state / federal funding could emerge to fill some of the five-year funding gap.
- The budget deficit may change in either direction due to changes in project cost assumptions as more information becomes available, new projects are added to the “Prioritized” list, or other factors.

TRANSPORTATION OUTLOOK FOR FY 2015/16

Fiscal Year 2015/16 should be a busy year for the City’s Transportation and Engineering Divisions. The section below highlights some key transportation-related activities expected in the next fiscal year:

Capital

- Bicycle Wayfinding Project (ID #33): This SACOG Bike/Ped grant-funded project should build momentum next year and will be managed by the new Active Transportation Coordinator.
- Bikeshare System Implementation (ID #22): Davis’ train depot bikeshare station as part of the regional bikeshare system managed by SACOG should be installed within the next fiscal year.
- H Street Improvements (ID #179): This project will consist of resurfacing H Street between Eighth Street and the Covell Blvd overpass. Improvements will be made to vehicle / bicycle circulation and parking adjacent to the little league baseball fields. Improvements to the west side of the H Street tunnel are also assumed.
- L Street Improvements (ID #90): This project will consist of resurfacing between Claremont Drive and Eighth Street, including improved striping for bicycle lanes. Largely funded by the SACOG Regional / Local grant program, construction is expected to begin in Spring / Summer 2016.
- Mace Blvd Complete Street (ID #95): This project will consist of resurfacing between Cowell Blvd and Blue Oak Place, including “complete street” upgrades to improve

walking and bicycling conditions. Largely funded by the SACOG Regional / Local grant program, construction is expected to begin in Spring / Summer 2016.

- Richards Blvd Interchange Reconfiguration Project Study Report (ID #136): This project consists of preliminary planning / studies for reconfiguring the Richards / I-80 interchange to improve circulation and safety. The PSR will be completed within FY 15/16.
- Road Rehabilitation Program (ID #137): \$3 million is budgeted for road rehabilitation in Fiscal Year 2015/16. 2014/15 funds were used for high priority collector and arterial street segments. Staff expects 2015/16 funds to focus on local residential streets. Specific street segments are not known at this time.
- Street Light Conversion (ID #178): After some initial challenges with converting the City' streetlights from high pressure sodium to LED technology, this project will be completed within Fiscal Year 2015/16.
- Third Street Improvements (ID #155): Construction is expected to begin in Summer of 2015 and will require take approximately 10-11 months to complete. This project is largely funded by the SACOG Community Design grant program.
- Traffic Signal Pre-Emption for Transit (ID #152): This UC Davis-led project for Transit signal priority systems on Russell Blvd to extend green time for approaching buses should be complete by the end of the FY 15/16 fiscal year.
- Train Depot FTA Grant (ID #159): This federally funded project should close out in Fiscal Year 2015/16, the last major deliverable of which is to install new, short-term bike lockers.

Planning/Policy:

- Downtown Parking Management Plan Phase 1 (ID #51): Significant progress is expected to occur on this project, particularly with upgrades to the Police Department's enforcement equipment and parking citations / collections software. Progress on several other Phase 1 recommendations from the Downtown Parking Task Force are expected as well.
- Establish Charging Stations for Electric Vehicles (ID #68): Davis received a grant from the California Energy Commission to study appropriate locations for electric charging stations. This study should be completed within the next fiscal year.
- Nishi-UC Davis Access Alternatives Study (ID #105): As a component of the Nishi Innovation Center development application, completion is expected within the next fiscal year.

- Railway Realignment Study (ID #182): This study is expected to be completed in Summer 2015.

Program:

- Bicycle Friendly Business (BFB) Program (ID #13): This 2014 grant-funded project should see substantial progress in fiscal year 2015/16.
- Safe Routes to School / Street Smarts Program: Education & Encouragement (ID #139): This grant-funded project following up on the Walk Bike Audit Report will allow the City to establish a formal Safe Routes to School program with adequate staffing and support. Significant progress should occur in fiscal year 2015/16.

Grant Applications / New Projects for FY 2015/16:

In addition to delivering the preceding projects, the City will submit several grant applications which, if funded, will initiate several new efforts. If funded, City staff anticipates beginning the following projects in the new Fiscal Year. If some projects are not awarded funding, a determination will be made whether to advance a subset in FY 15/16 with local funding.

- Anderson Road Corridor Plan (ID #6): A grant application to SACOG's Community Design program will be submitted to fund design and construction of streetscape improvements to Anderson Road between Russell Blvd and Covell Blvd. Project objectives include traffic calming; improved safety; and improved transit, bicycling, and walking facilities.
- Bike / Ped Grade-Separated Crossing at Cannery (ID #59, "Parking Lot" list): A grant application will be submitted to SACOG's Community Design Program for design funds toward a grade-separated crossing at a to-be-determined location. This project is part of the East Covell Corridor Plan Implementation: Phase 2.
- E. Fourteenth Street (IDs #15, #105): A grant application will be submitted to SACOG's Regional / Local program to resurface E. Fourteenth Street between Oak Ave and F Street, and possibly farther west. Complete Street upgrades are expected for this street segment.
- Loyola Drive Traffic Calming (ID #94): A grant application will be submitted to SACOG's Regional / Local program to resurface Loyola Drive between Pole Line Road and Monarch Drive as well as design and construction of improved bicycling and traffic calming facilities.
- Olive Drive Corridor Plan (ID #111): A grant application has been submitted to Caltrans to develop a streetscape plan and improved connections for the east Olive Drive

neighborhood. If grant funding is awarded, this project will formally begin and be completed in fiscal year 2015/16.

- Pole Line Road (ID #122 “Parking Lot” list): A grant application will be submitted to SACOG’s Regional / Local program to resurface Pole Line Road between Covell Blvd and the City limit. The project will also seek funding for “complete street” upgrades for bicycles and pedestrians.
- Walk Bike Audit Report High Priority Projects (IDs below): A grant application for the following high priority projects from the Walk Bike Audit Report will be submitted to the State / Regional Alternative Transportation Program (ATP). These projects will improve bicycle and pedestrian safety around Davis elementary schools
 - Chavez E.S. (ID #28)
 - Birch Lane E.S. (ID #23)
 - Montgomery E.S. (ID #103)
 - Pioneer E.S. (ID #120)
 - North Davis E.S. (ID #105)

APPENDIX

Figure 10: TIP Projects Map

Transportation Implementation Plan Projects

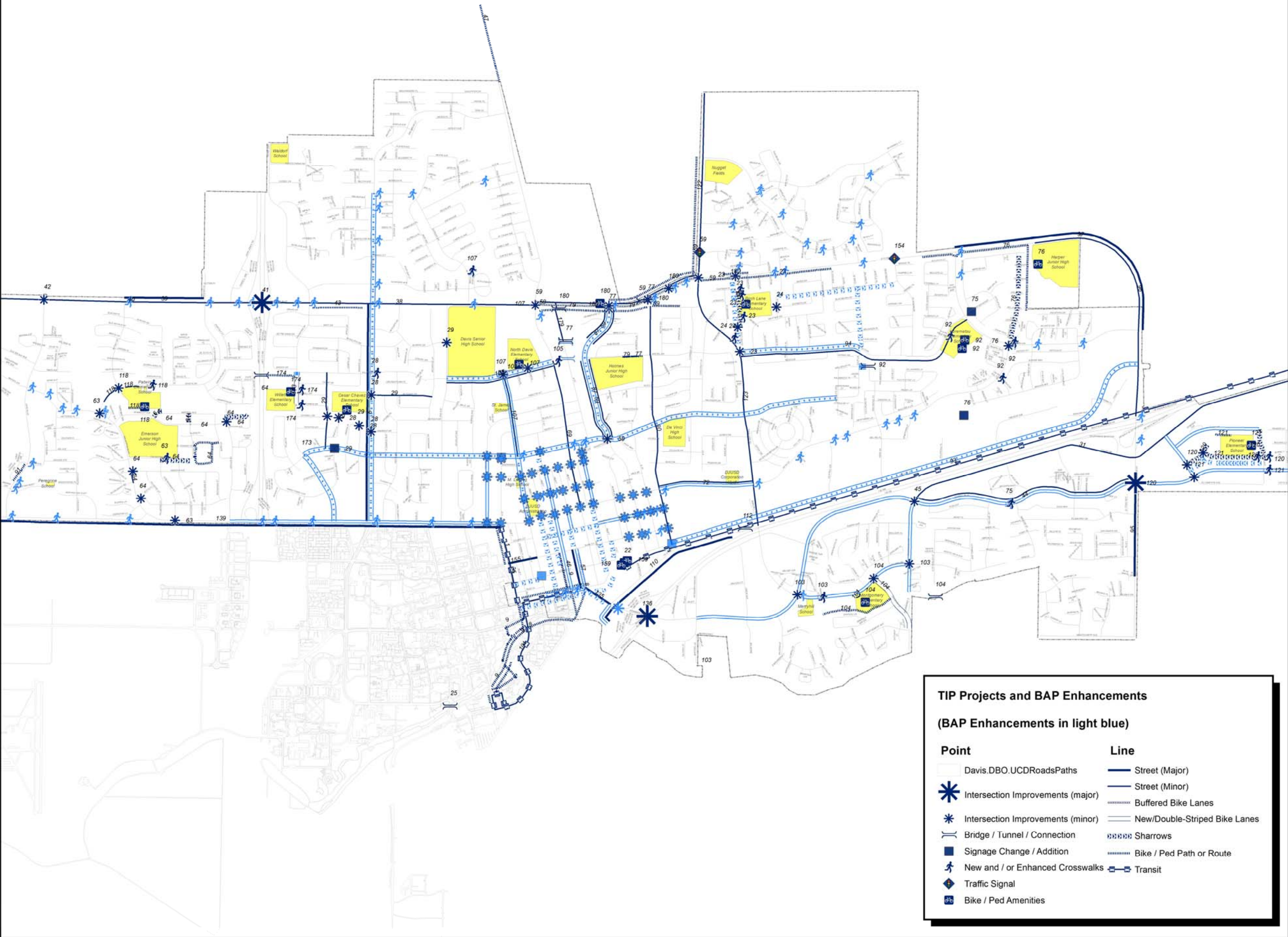
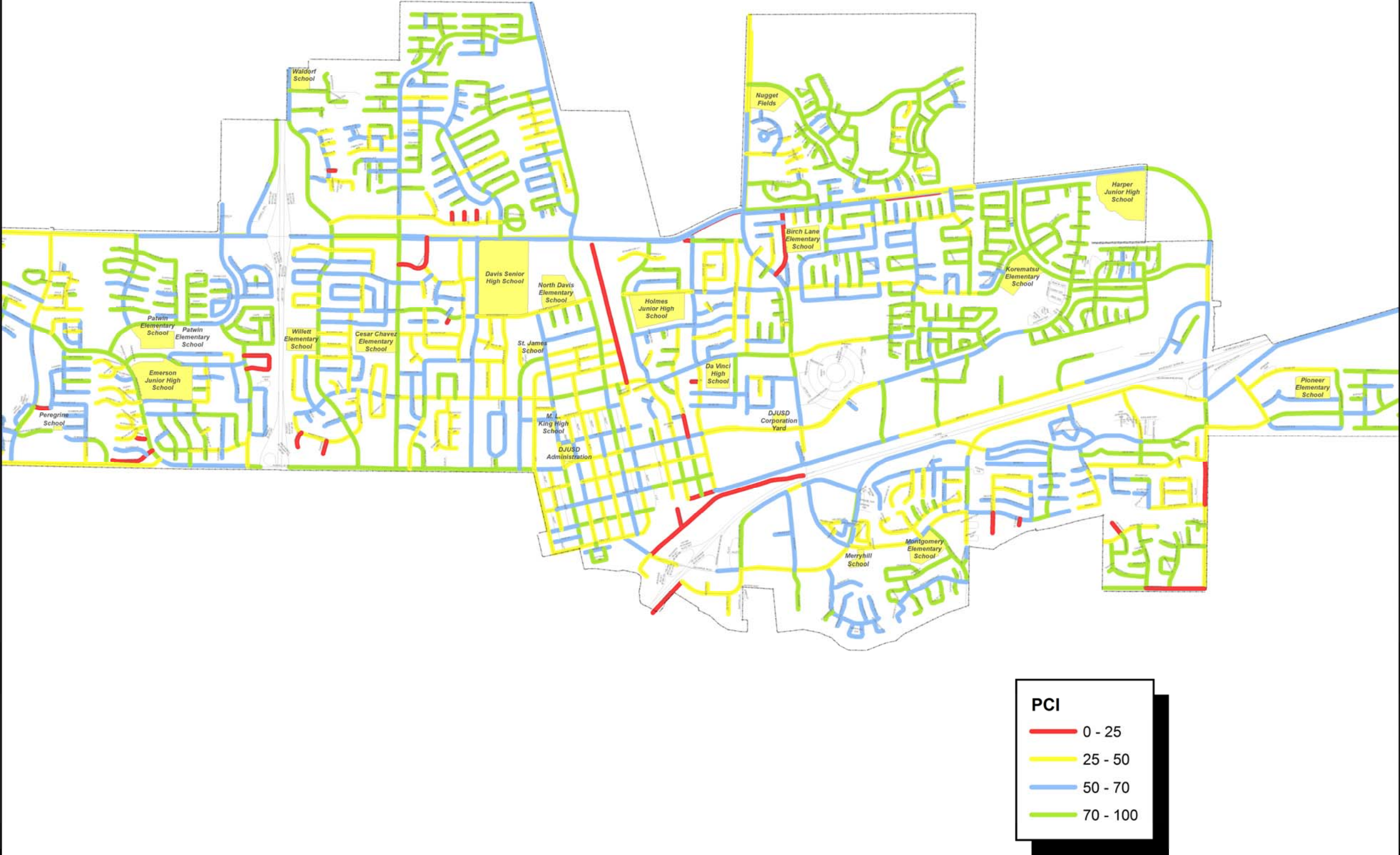


Figure 11: Citywide Pavement Condition Index Map (2013)

Citywide Pavement Condition Index (PCI)

(0 = Poor Condition; 100 = Excellent Condition)



Street Segments with Non-Compliant Speed Limits

Figure 12: Non-Compliant Speed Limit Street Segments Map (as of March, 2015)



TIP Project List

The below table provides additional information on TIP projects. Included in the table is a “Total Cost” estimate. In some cases, project costs (In Progress, Ongoing, some Prioritized projects). However, in many cases, a project is not defined enough for accurate cost estimates. In these cases, projects were placed into a “cost category”, reflecting a cost range within which they would most likely fall. For the purposes of calculating TIP costs, the project’s cost range mid-point was used and is displayed in the table¹.

Table 7: TIP Project List

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
In Progress	Capital	22		\$25	Bike Share System Implementation		Regional system of rental bikes at key locations (transit, campuses, shopping centers). Subscription options will include annual, monthly, weekly, single and multi-day options. The system will track user demand and usage.	Beyond Platinum - Bicycle Action Plan
		25		\$4,311	LaRue Rd Bridge Replacement		Pass through project to UC Davis.	SACOG MTIP (2020)
		33		\$214	Citywide Bicycle Wayfinding: Davis Bikeways	Citywide Bicycle Wayfinding: Davis Bikeways	Designated bicycling thoroughfares that connect neighborhoods and/or activity centers with supportive infrastructure enhancements.	Walk and Bike Audit Report
						Develop Network of Secondary Bicycle Connectors	Develop Network of Secondary Bicycle Connectors	General Plan Transportation Element
							Designated bicycling thoroughfares that connect neighborhoods and/or activity centers with supportive infrastructure enhancements.	Beyond Platinum - Bicycle Action Plan Core Area Specific Plan Downtown - Campus Connections Concepts and Implementation Plan General Plan Transportation Element SACOG MTIP (2015)
							Install shared-use path etiquette signage to educate to bicyclists and pedestrians of using audible signal before passing on the left, keep right except to pass, and bicycle slow zones.	Beyond Platinum - Bicycle Action Plan
		51		\$484	Downtown Parking Management Plan Implementation: Phase 1	Collect Quarterly Parking Occupancy and Turnover Data	Parking occupancy rates. Parking duration and turnover data requires LPR technology.	Downtown Parking Management Plan
						Develop Transportation and Parking Alternatives Campaign	Campaign to provide parking information and alternatives to driving. Benefits from LPR technology.	Downtown Parking Management Plan
						Downtown Delivery Vehicle Parking Policy	Address conflicts between downtown delivery vehicles, bicycles, pedestrians, and vehicle circulation.	Core Area Specific Plan
						Eliminate On-Street Green Waste	Work with DWR to discontinue on-street pickup service in downtown. Followed by ordinance.	Downtown Parking Management Plan
						Establish a Tiered-Fine Citation System: \$43/\$86/\$129 & thereafter	Ordinance.	Downtown Parking Management Plan
						Explore Voluntary Private Shared-Parking District.	Use of underutilized private / city lots during peak parking hours.	Downtown Parking Management Plan

¹ All table figures: x \$1,000

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
						Increase Downtown Employee Parking Options	X permit parking in Fourth & G garage, Regal Lot, First & F structure.	Downtown Parking Management Plan
						Increase Downtown Employee Permit Fees and Streamline Employee Parking to Single "X" Permit	Increase fees, discontinue sales of D permits.	Downtown Parking Management Plan
						Invest in Electronic Information Systems	Web-/Mobile-based parking availability applications. Requires LPR technology.	Downtown Parking Management Plan
						Parking In-Lieu Fee Program	In-lieu program allows developers pay a fee in exchange for providing on-site parking for the retail component of the development.	Core Area Specific Plan
						Re-examine Parking In-Lieu Fees and Procedures	Research appropriate in-lieu fees that balances parking impacts with potential effects of private investment in the downtown.	Downtown Parking Management Plan
						Replace E-Street Plaza Multi-Space Meters	Replace multi-space meters in E Street Plaza parking lot (aging & frequent malfunctioning).	Downtown Parking Management Plan
						Restrict Delivery Vehicle Double-Parking between the hours of 12 to 1:30 p.m. between	Ordinance.	Downtown Parking Management Plan
						Shift Parking Enforcement to 10:00 a.m. – 8:00 p.m.	Shift downtown parking enforcement hours. Requires license plate recognition technology.	Downtown Parking Management Plan
						Upgrade Parking Enforcement Technology.	License Plate Recognition (LPR) equipment and parking management software.	Downtown Parking Management Plan
							Vehicular wayfinding project to help downtown visitors find off-street parking.	City Staff Work Program
		90		\$1,548	L Street Improvements		Resurfacing and restriping between Fifth Street and Covell Blvd	General Plan Transportation Element SACOG MTIP (2018)
		95		\$2,160	Mace Blvd Complete Street - Cowell Blvd to Blue Oak Pl		Streetscape improvement project: Resurfacing, restriping, cycle track, lane reduction, signal enhancements between Cowell Blvd and Blue Oak Pl.	General Plan Transportation Element SACOG MTIP (2019)
		135		\$25	Richards Blvd Gateway Study		Streetscape design plan	City Council Goals 2012-14 Core Area Specific Plan General Plan Transportation Element
		155		\$4,384	Third Street Improvements		Streetscape improvement and stormwater drainage project of the two-block segment of Third Street between A Street and B Street at the eastern entrance to the UC Davis campus.	Capital Improvement Projects Core Area Specific Plan Downtown - Campus Connections Concepts and Implementation Plan SACOG MTIP (2018)
		159		\$198	Train Depot FTA Grant Project	Introducing the Brompton Dock	Each solar-powered Brompton Dock comes equipped with 40, 20, or 10 folding bikes. Members check out and return bikes via text message. Annual membership and daily use options.	Beyond Platinum - Bicycle Action Plan
						Shared E-Lockers	E-lockers can be shared between 5 and 7 users that rent locker time with an electronic activation key.	Beyond Platinum - Bicycle Action Plan

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
						Short-Term Parking at Train Depot	Improved and additional bike parking options at Amtrak station.	Beyond Platinum - Bicycle Action Plan
						Train Depot Bike Station	Bike sharing/rental station for visitors and residents.	General Plan Transportation Element
							Program-level effort to maintain and improve traffic signals.	Core Area Specific Plan
							Federal grant project to improve station facilities and approaches including, improved pedestrian ways, bicycle storage, transit real-time signage, and safety/security improvements.	Beyond Platinum - Bicycle Action Plan General Plan Transportation Element
		178		\$20	Street Light Conversion		Street Light Conversion CIP	City Staff Work Program
		179		\$476	H Street Improvements / H Street Tunnel		Street redesign and resurfacing between H Street tunnel and Covell Blvd underpass. Includes improvements to H Street tunnel.	City Staff Work Program
		180		\$4,091	East Covell Corridor Plan Implementation: Phase 1	Birch Lane Shared Use Path - North Side of Covell Blvd at Birch Ln.	Parallel shared-use path directly adjacent to Covell Blvd.	East Covell Corridor Plan
						Covell Blvd Transit Plaza at Cannery Site Frontage	Transit Plaza	East Covell Corridor Plan
						E. Covell Blvd Cycle Track	Install two-way cycle track along south side of E. Covell Blvd between J Street and Pole Line Rd.	Mobycon Report
						J Street & Covell Intersection Improvements	Dutch junction (per City Council 10/7/14), removed channelized right turns and install crosswalks.	Mobycon Report
						L Street & Covell Intersection Improvements	Dutch junction (per City Council 10/7/14), L Street signalization, intersection enhancements, removal of channelized right turns.	Mobycon Report
						Oak Tree Plaza Driveway Enhancements	Raised crossings at driveways, L Street signalization, westbound acceleration lane, high visibility markings at shared-use path.	East Covell Corridor Plan
						Southwest Grade Separated Pathway Beneath Covell Blvd (Cannery)	Grade separated path connecting west side of Cannery site to share-use path on south side of Covell.	East Covell Corridor Plan
		193		\$160	Richards Blvd Interchange Reconfiguration Project Study Report		Study to estimate and program the capital outlay support cost necessary to complete the studies and work needed during the Project Approval and Environmental Document phase for the Richards / I-80 interchange reconfiguration.	CIP 8730
		194		\$230	Mace Blvd Left Turn Pocket		Second left turn lane from northbound Mace Blvd onto westbound Second Street.	CIP 8246
	Planning / Policy	17		\$0	Bicycle World's Fair		Showcase Davis to the international community with demonstrations of new bike facilities, keynote speakers, artistic events, educational seminars and workshops, and lot of bike rides!	Beyond Platinum - Bicycle Action Plan
		68		\$240	Electric Vehicle Charging Station Study		Establish Charging Stations for Electric Vehicles	City Council Goals 2012-14 General Plan Transportation Element
		106		\$204	Nishi-UC Davis Access Alternatives Study		Streetscape design plan	SACOG MTIP (2020)
		169		\$110	Traffic Model Update		Citywide trip counts and calibration of 2001 model to SACOG projections.	City Staff Work Program
		182		\$100	Railway Realignment Study		Relocation of California Northern (UP) railway to between the eastern City limits and the causeway.	CIP 8254

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
	Program	195		\$33	Citywide Structural Assessment		Structural assessment of all grade-separated transportation facilities including overpasses, crossings, bike tunnels, soundwalls, etc.	CIP 8264
		13		\$24	Bicycle Friendly Business (BFB) Program	Bicycle Friendly Business Program (BFB)	Improve infrastructure at targeted shopping centers to foster bike-friendly environment for customers.	Beyond Platinum - Bicycle Action Plan
							Provide an advisory role to encourage and support local businesses to submit BFB applications to both the LAB and SACOG.	Beyond Platinum - Bicycle Action Plan
		99		\$0	Minimize Yard Waste in Bicycle Lanes		Consider measures to minimize debris and yard waste interfering with bicycle lanes.	General Plan Transportation Element
		143		\$562	Safe Routes to School Program: Education & Encouragement	Safe Routes to School / Street Smarts Program: Encouragement	Conduct walk/bike audits; vehicle speed feedback signs, save a gallon scan + notify system; website improvements; parent incentive program.	SACOG MTIP (2015)
							Conduct walk/bike audits; vehicle speed feedback signs; save a gallon scan + notify system; website improvements; parent incentive program at schools in the DJUSD.	Major Project Financing Plan
							Determine and publish safe routes to schools	Climate Action and Adaptation Plan Actions Related to Transportation and Circulation
						School Specific Driving Circulation Maps	School Specific Driving Circulation Maps	Walk and Bike Audit Report
						Student Bicycle Traffic Safety Education	Student Bicycle Traffic Safety Education	Walk and Bike Audit Report
						Suggested Walking and Biking Routes to School Maps	Suggested Walking and Biking Routes to School Maps	Walk and Bike Audit Report
						Youth Biking Program	Afterschool program and summer camp about bike safety, maintenance, and the fun and responsibility of independent exploration. Local LCIs and city staff will support and train volunteers and camp counselors.	Beyond Platinum - Bicycle Action Plan
							Develop Transportation Safety Program with DJUSD	General Plan Transportation Element
Ongoing	Capital	7		\$193	Annual Concrete Contract		Public Works program to repair/replace damaged sidewalk, curb, and gutter.	Capital Improvement Projects General Plan Transportation Element
		15		\$16	Bicycle Action Plan: Infrastructure Enhancements Projects		Bicycle enhancements to existing streets to improve comfort and safety for all bicycling skill levels. Typically "piggybacks" on Road Rehabilitation projects or helps inform larger capital projects / corridor plans.	Beyond Platinum - Bicycle Action Plan
		26		\$0	Capital Improvement Administration		Administration of Capital Improvement Program	Major Project Financing Plan
		137		\$3,000	Road Rehabilitation	Bike Path & Street Rehabilitation	Program-level effort to maintain the City's off-street bike path facilities.	Beyond Platinum - Bicycle Action Plan Capital Improvement Projects General Plan Transportation Element
						Eighth Street - B Street to Pole Line Road (B-F; J-L)	Streetscape design plan	General Plan Transportation Element
						Lillard Drive Corridor Plan –	Streetscape design plan	General Plan Transportation

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
						Cowell Blvd to Drummond Avenue		Element
							Program-level effort to maintain the City's streets and sidewalks.	Capital Improvement Projects City Council Goals 2012-14 SACOG MTIP (ongoing)
	Planning / Policy	183		\$215	Program 7234: Transportation Planning	Grant Writing	Program-level effort in which applications are submitted for external funding sources to pursue priority transportation projects.	City Staff Work Program
						Reduce GHGs from Transportation	Use Adopted Policy Documents as Tools to Reduce GHGs from Transportation	General Plan Transportation Element
						Senior / Disabled Travel Training Program	Develop and maintain a travel training program oriented towards seniors and those with disabilities.	General Plan Transportation Element
						Senior Travel Training Courses	Training sessions with presentations, practice rides, and Q&A sessions to teach seniors how to ride bicycles, utilize transit options.	Beyond Platinum - Bicycle Action Plan
						Senior Travel Training Field Excursions	Scheduled, guided bus and bike tours to specific destinations in and around Davis.	Beyond Platinum - Bicycle Action Plan
						Zipcar Program Management	Management of Zipcar contract and performance.	City Staff Work Program
							Program 7234: Transportation Planning	Program 7234
		187		\$205	Program 7251: Bicycle / Pedestrian Transportation	Active Transportation Program: Education Resources, Outreach, & Training	Continue to support and inform the public about the availability of public transportation services to the junior and senior high school campuses.	General Plan Transportation Element
							Focus of gender equity by having a balance of men and women bike ambassadors, at bike safety stations, etc.. Develop historical presentations, invite bicycling authors, host public events on women and cycling.	Beyond Platinum - Bicycle Action Plan
							Fund, staff and conduct bicycle and pedestrian education programs to increase bicycling and walking.	General Plan Transportation Element
							Hold an annual forum to educate the public on the facets and benefits of the bicycle program, and solicit input on possible improvements to the program.	General Plan Transportation Element
							Maintain and expand the City's outreach program to: promote the use of bicycles as a viable and attractive alternative to cars.	General Plan Transportation Element
							Offer opportunities for residents to see bike infrastructure on fields trips abroad. Host seminars in which practitioners, academics, students, and public entities can learn about best practices in planning and design.	Beyond Platinum - Bicycle Action Plan
							Work with UC Davis officials to develop a required bicycle safety education program.	General Plan Transportation Element
					Active Transportation Program: General Coordination		Activities carried out by the City's Active Transportation Coordinator.	Major Project Financing Plan
							Maintain a commission to oversee implementation of the Bicycle Plan.	General Plan Transportation Element
							Maintain adequate staffing to administer implementation of the Bicycle Plan.	General Plan Transportation Element
					Bicycle Ambassador Program		Provide regularly scheduled tabling and safety clinics at campus locations. City staff and bike ambassadors perform bike safety checks, provide safety materials, register bikes, and answer questions.	City Council Goals 2012-14

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
							Tiered, train-the-trainers program with four levels of ambassador opportunities that will empower, train and coordinate efforts of community volunteers.	Beyond Platinum - Bicycle Action Plan
						Bicycle Educational Campaigns and Incentive Programs	Work with local bike shops to promote e-bike test rides; promote e-bikes for longer commutes via BFB program	Beyond Platinum - Bicycle Action Plan
						Bicycle Parking Facilities	Program-level effort to ensure adequate bicycle facilities are available throughout the city.	Beyond Platinum - Bicycle Action Plan Capital Improvement Projects
						Bike Light Giveaway	Provide free bike lights to cyclists without head lights.	Beyond Platinum - Bicycle Action Plan
						Bike Theft Reduction	Deter theft through improved community awareness and education.	Beyond Platinum - Bicycle Action Plan
						Integrated Approach to Increase Bicycling / Walking Safety	Implement an on-going program to identify and eliminate hazardous conditions to cyclists and conflicts between cyclists, pedestrians, and other transportation modes.	General Plan Transportation Element
						Investigatory Data Collection	Install temporary automated bicycle counters at various locations to collect data on bicycles and extrapolate trends from permanent counter data.	Beyond Platinum - Bicycle Action Plan
						League of American Bicyclists League Certified Instructor Program	Additional LCIs in Davis will increase the frequency of bike safety education classes and projects.	Beyond Platinum - Bicycle Action Plan
						Mainstream Marketing Approach for Bicycling	A branded, one-stop shop for all your biking needs in Davis.	Beyond Platinum - Bicycle Action Plan
						Ongoing Safety Outreach	Coordinate with Caltrans regarding highway corridor planning for segments that are within or may affect those within the Davis city limits	General Plan Transportation Element
							Provide regularly scheduled tabling and safety clinics at campus locations. City staff and bike ambassadors perform bike safety checks, provide safety materials, register bikes, and answer questions.	Beyond Platinum - Bicycle Action Plan
						Travel Data Collection: Bicycles	Use automated counting technology, intercept surveys, and bicycle crash analyses to better understand cyclist behavior and determine most effective upgrades.	Beyond Platinum - Bicycle Action Plan
							Program-level effort to ensure adequate bicycle facilities are available throughout the city.	Core Area Specific Plan
		192		\$364	Program 7654: Traffic Engineering	Intergovernmental Coordination	Staff-level coordination with local, regional, and state governmental entities.	Climate Action and Adaptation Plan Actions Related to Transportation and Circulation General Plan Transportation Element
						Program-Level Effort Coordinated with Active Transportation Program to Increase Bicycling and walking to school as well as traffic safety.	Program-level effort coordinated with Active Transportation Program to increase bicycling and walking to school as well as traffic safety.	Walk and Bike Audit Report
						Regional and National Coordination of Safe Routes to School Program	Provide child and family education and training; serve as conduit for prioritizing and applying for future infrastructure grant projects that support biking and walking.	Beyond Platinum - Bicycle Action Plan
						Safe Routes to School / Street Smarts Program: General	Program-level effort coordinated with Active Transportation Program to increase bicycling and walking to school as well as traffic safety.	General Plan Transportation Element

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
	Program					Coordination		
							Work with DJUSD to encourage safe and convenient bicycling and walking for students in consultation with City Commissions, advocacy groups, and neighborhood committees, as appropriate.	General Plan Transportation Element
							Work with DJUSD to ensure adequate, secure bicycle parking facilities are provided on all campuses.	General Plan Transportation Element
							Work with DJUSD to improve travel safety and traffic mitigation, especially related to student commutes and arrival/departure times at school sites.	General Plan Transportation Element
		49		\$0	Development Impact Fees		Fees incurred by new development to cover their fair share costs of needed infrastructure improvements.	General Plan Transportation Element
		147		\$634	Program 7256: Signing and Striping Program	Corridor and Intersection Improvements	Coordinate with the roadway rehabilitation / pavement maintenance program to implement new bicycle facilities in conjunction with roadway resurfacing.	Beyond Platinum - Bicycle Action Plan
							Improved infrastructure markings and striping to help instruct all path users on proper travel lanes.	Beyond Platinum - Bicycle Action Plan
							Program-level effort to maintain and improve street lights.	Major Project Financing Plan
							Program-level effort to maintain and improve street pavement striping.	Major Project Financing Plan
		148		\$709	Program 7257: Street Lighting Program	Parking Lots: Lighting and Energy Efficiency	Retrofit of off-street parking lots with energy efficient (LED) light fixtures.	Major Project Financing Plan
							Program-level effort to maintain and improve street lights.	City Council Goals 2012-14
		157		\$333	Program 7258: Traffic Signals Program		Program-level effort to maintain and improve traffic signals.	City Council Goals 2012-14
								Major Project Financing Plan
		184		\$64	Program 7244: Corporation Yard Facility		Program 7244: Corporation Yard Facility	Program 7244
		191		\$4,248	Program 7263: Public Transportation	Paratransit Service	Transportation service provided by the City for the disabled.	General Plan Transportation Element
		197		\$0	Street Smarts Program		Education campaign for traffic safety in the city of Davis.	City Staff Work Program
Prioritized	Capital	6	45.0	\$350	Anderson Road Plan - Russell Blvd to Covell Blvd		Streetscape design plan	General Plan Transportation Element
		11	49.3	\$719	Bicycle / Pedestrian Crossing at Depot Study	Olive Drive Grade Separated Crossing	Develop options for a bicycle and pedestrian crossing of the UP railroad tracks in the vicinity of the AMTRAK Depot to provide a safe crossing.	Capital Improvement Projects
							Provide a grade-separated crossing between the Olive Drive neighborhood and the Amtrak station.	General Plan Transportation Element
		23	38.7	\$467	Birch Lane E.S. High Priority Projects	Birch Lane at Chapman Place	• Restripe existing crosswalk with yellow high-visibility crosswalk, install curb ramps at both ends	Walk and Bike Audit Report
						Birch Lane at Denison Drive	<ul style="list-style-type: none"> • Designate Denison Drive from Pole Line Rd to Poplar Lane as an enhanced bikeway with traffic calming treatments • Construct curb extensions in southwest and southeast corners of Birch Ln at Denison Dr • Stripe high-visibility yellow crosswalk on south leg • Install Assembly A signage southbound on Birch Lane 	Walk and Bike Audit Report
						Birch Lane at East Covell Blvd/	• Permit bike access from northeast access point	Walk and Bike Audit Report

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
						Denison Drive	<ul style="list-style-type: none"> • Create a gentler grade at entry for southbound bicycle crossing across Covell Blvd • Provide wayfinding from and to path • Restripe and add bike intersection markings with green • Restripe “KEEP CLEAR” stencil on Birch Ln, couple with bike lane at intersection to better position bicyclists • Restripe crosswalk in east leg as high-visibility yellow • Construct CA HDM-compliant pedestrian refuge in crosswalk between East Covell Boulevard and Denison Dr • Increase signal time for bicycle phase; Increase signal time for pedestrian phase to 3.5ft per second • Ensure bicycle detection working for all directions 	
						Birch Lane Mid-Block Crossings	<ul style="list-style-type: none"> • Install Assembly D signage in advance of mid-block crosswalks on Birch Lane. • Refresh existing “SLOW SCHOOL XING” markings • Restripe both crosswalks as high-visibility yellow • Construct curb extensions both crosswalks • Repaint red curbs along east side of Birch Lane with non-slip paint • City to consider funding and training all crossing guards to provide standardized crossing guard training according to best practices 	Walk and Bike Audit Report
						Pole Line Rd at Clara Lane/Loyola	<ul style="list-style-type: none"> • Install wayfinding • Construct curb extension in northeast corner with 8-foot wide southern curb ramp • Reconfigure bicycle push buttons at northeast corner • Restripe existing crosswalks as high-visibility white • Replace existing “No Right Turn on Red” sign with brighter LED sig 	Walk and Bike Audit Report
		28	39.3	\$271	Chavez E.S. High Priority Projects	Access to Redwood Park – Linden Lane and Cornell Drive	<ul style="list-style-type: none"> • Restripe crosswalks (2) as high-visibility yellow • Install ADA compliant curb ramps at both ends of both crosswalks • Update Assembly B signage and install Assembly D signage • Linden Lane: expand path at park entrance 	Walk and Bike Audit Report

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
							<ul style="list-style-type: none"> • Cornell Drive: stripe red curb on either end of curb ramps 	
						Anderson Road	<ul style="list-style-type: none"> • Enhance bike lane with markings and green paint along loading zone • Long-term, consider roadway reconfiguration that may include a road diet, travel lane width reduction, buffered bike lanes, curb extensions, or other treatments as recommended by the forthcoming Anderson Road Corridor Improvements Plan 	Walk and Bike Audit Report
						Anderson Road at Amherst	<ul style="list-style-type: none"> • Construct curb extensions into parking lane on both ends of crosswalk • Expand pathway for direct line of travel to crosswalk • Stencil 'STOP' and stripe stop bar at Amherst 	Walk and Bike Audit Report
						Anderson Road at Rutgers Dr	<ul style="list-style-type: none"> • Construct vertical curb on the sidewalk south of the intersection where the school closed a parking lot driveway • Construct curb extension along western side of intersection in the parking lane • Restripe crosswalks as high-visibility yellow and install tactile domes • Construct continuous curbing between sidewalk and parking lot 	Walk and Bike Audit Report
						Anderson Road at Villanova Road	<ul style="list-style-type: none"> • Conduct analysis of moving southbound 2-to-1 merge north of Villanova Drive with the outside southbound lane converted to right-turn only • Restripe crosswalks as high-visibility yellow • Consider adding adult crossing guard at this intersection 	Walk and Bike Audit Report
		40	37.3	\$125	Covell Blvd Plan - State Route 113 to west city limit		Streetscape design plan	General Plan Transportation Element
		45	34.7	\$693	Cowell Blvd / Chiles Rd Roundabout		Roundabout	Capital Improvement Projects
		46	30.7	\$25	D Street Bicycle Improvements		Design and sign D Street as a bicycle friendly street to provide more opportunities to travers downtown from Third Street to the Arboretum and destinations on campus.	Downtown - Campus Connections Concepts and Implementation Plan
		47	33.7	\$9,000	Davis - Woodland Bike Path		Designated bicycle path connecting Davis and Woodland.	Other Potential Projects and Programs
		53	26.3	\$15,370	Downtown Parking Structure		<ul style="list-style-type: none"> Improve entrance to Amtrak Depot and parking lot, provide additional parking, construct bike/ped crossing of the railroad tracks, and improve service by increasing the frequency of bus service. Proposed mixed-use parking structure bounded by the Third, Fourth, E, and F (3/4/E/F) Street block and related topics. 3/4/E/F project has been tabled with some resources diverted to the Downtown Streetscape Enhancements. 	SACOG MTIP (2030) Capital Improvement Projects Core Area Specific Plan
		57	40.0	\$125	E Street Corridor Plan - First Street to Third Street		A public outreach and streetscape design concept plan to created a shared community vision for the aesthetics and function of the downtown public realm. streets and sidewalks.	General Plan Transportation Element
		59	41.7	\$10,230	East Covell Corridor Plan Implementation: Phase 2	Claremont Drive Cycle Track	Cycle track on north side of Claremont to Oak Tree Plaza.	East Covell Corridor Plan
						Covell Blvd Shared Use Path -	Shared-use path on north side from J Street to Pole Line Rd.	East Covell Corridor Plan

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
						North Side - J Street to Pole Line Road		
						Covell Corridor Signal Optimization and Implementation	Traffic signal optimization on Covell Blvd corridor.	East Covell Corridor Plan
						East Covell Blvd Buffered Bike Lane	Reduce both travel lanes from 12' to 11' and to provide a buffered bike lane with the remaining 10' of pavement. This would accommodate a 7' bike lane with a 3' "buffer".	East Covell Corridor Plan
						East Covell Corridor Plan Preliminary Engineering and Design	Engineering and Design of East Covell Corridor Plan as a single project.	East Covell Corridor Plan
						Eighth and J Signal	Traffic signal at Eighth Street and J Street	East Covell Corridor Plan
						F Street Intersection Improvements	Remove channelized right turn, install right-out from Art Center parking lot, extend Art Center sidewalk to SE corner, shared use path at NE corner.	East Covell Corridor Plan
						Grade Separated Crossing of Covell Blvd Between J and L Streets	Grade Separated Crossing of Covell Blvd Between J and L Streets	East Covell Corridor Plan
						H / F Street Bicycle Tunnel and Corridor Enhancements	Construction of flared headwalls on the western side of the crossing to replacing the existing tunnel with a proper structure. Retaining wall along H Street.	East Covell Corridor Plan
						J Street Complete Street Striping	Striping between Eighth Street and Covell Blvd)	East Covell Corridor Plan
						Median Improvements Along Covell Blvd	Plant low maintenance, low water ground cover and trees in the existing medians to provide a continuous aesthetic along the entire corridor.	East Covell Corridor Plan
						Pole Line / Picasso Signal	Traffic signal at Pole Line Rd and Picasso Ave	East Covell Corridor Plan
						Pole Line Road & Covell Intersection Improvements	Removed channelized right turns and install two-stage bike boxes.	East Covell Corridor Plan
						Pole Line Road Shared Use Path - West Side - Covell Blvd to Moore Blvd	Shared-use path from Covell Blvd to Moore Blvd	East Covell Corridor Plan
		63	35.0	\$263	Emerson J.H.S. High Priority Projects	Arlington Blvd at Shasta Drive & the Path	<ul style="list-style-type: none"> • Restripe existing crosswalks as yellow high-visibility crosswalks, install tactile domes • Evaluate prohibiting right turns on red • Install wayfinding signage to help bicyclists stay on the shared use path • Pave space between crosswalks in the south e 	Walk and Bike Audit Report
						Arlington Blvd, Russell Blvd at Eisenhower Street	<ul style="list-style-type: none"> • Install wayfinding • Sign the connector from Arlington Boulevard bike lanes onto Russell Boulevard bike path as one-way southbound • Restripe all three crosswalks as high visibility white • Repave all three path connectors • Conduct a study to evaluate Russell Boulevard, Lincoln Highway, Arlington Boulevard intersection reconfiguration, consider standard intersection design • Conduct analysis to see if HAWK, RRFB or other treatment is warranted at Russell Boulevard and Eisenhower Stree 	Walk and Bike Audit Report

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
						Calaveras Avenue at Eisenhower Street	<ul style="list-style-type: none">• Restripe existing crosswalks as highvisibility yellow• Install Assembly D signage in advance of the crosswalks on Calaveras Avenue• Prohibit parking and stripe red curb on the north leg and adjacent to all curb ramps	Walk and Bike Audit Report
						Emerson J.H.S. School Grounds	<ul style="list-style-type: none">• Upgrade bike parking to meet current City parking type and spacing standards; provide a minimum of 330 bicycle parking spaces• Pave bicycle parking area• Provide visitor bicycle parking near the office• Construct pathway around and to east of the tennis courts• Construct a pathway from Arlington Boulevard north of parking lot• Connect parking lot sidewalk to Calaveras Ave at the parking lot entrance and exit• Install speed humps in loading loop• Stripe loading lane marking at north end of loading loop• Stripe high visibility crosswalk from parking area across loading loo	Walk and Bike Audit Report
						Arlington Blvd at Calaveras Ave	<ul style="list-style-type: none">• Construct curb extensions in all corners• Stripe advance stop lines on all four legs• Restripe all crosswalks (4) as high visibility yellow• Install 2-stage left turn boxes on Arlington Boulevar	
		69	39.3	\$125	F Street Plan - Fifth Street to E. 14th Street		Streetscape design plan	General Plan Transportation Element
		72	41.3	\$125	Fifth Street Corridor (L Street to Pole Line Rd)		Streetscape design plan	General Plan Transportation Element
		75	34.5	\$29	Harper J.H.S. High Priority Projects	Arena Drive at Conquistador Drive	<ul style="list-style-type: none">• Conduct stop sign analysis to determine if stop signs are warranted	Walk and Bike Audit Report
						Cowell Blvd Crossing at Willowcreek Park	<ul style="list-style-type: none">• Trim vegetation <p>Option A</p> <ul style="list-style-type: none">• If pedestrian crossings warrant, move existing crossing to Ohlone Street. Stripe a high-visibility crosswalk with a large curb ramp• Install crossing signage• Install Rapid Rectangular Flashing Beacon (RRFB) <p>Option B</p>	Walk and Bike Audit Report

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
							<ul style="list-style-type: none">• Pave space around the north end of the existing crossing and provide directional striping to assist bicycles in making wide turns• Provide wayfinding signag	
						Oceano Drive	<ul style="list-style-type: none">• Stencil green backed Shared Lane Markings on Oceano Drive from Alhambra Drive to Arena Drive• Install wayfinding• Restripe crosswalk at Ascada Place high visibility yellow	Walk and Bike Audit Report
		77	36.0	\$0	Holmes J.H.S. High Priority Projects	Holmes J.H.S. School Grounds	<ul style="list-style-type: none">• Upgrade bike parking to meet current City parking type and spacing standards, provide a minimum of 550 bicycle parking spaces• Expand visitor bicycle parking near the office• Construct a shared use pathway with curb ramp from street to western bicycle	Walk and Bike Audit Report
						H Street/J Street Train Tunnel	<p>Short-Term</p> <ul style="list-style-type: none">• Ensure pathway maintenance is conducted on a regular basis• Repair storm drain so it is level with pathway• Install mirror at tunnel intersection to improve sightlines• Install bi-directional signage for vehicles on H street, alerting drivers to the likely presence of bikes• Restripe crosswalks across H Street as high-visibility yellow and install crossing signage <p>Long-Term</p> <ul style="list-style-type: none">• Study feasibility of reconfiguration of western end of tunnel to improve bicycle access, reduce conflict, and improve sight line	Walk and Bike Audit Report
						East Covell Boulevard at J Street	<p>As part of the Cannery Project/E Covell Blvd Corridor Project, consider the following recommendations for the reconstruction of this intersection:</p> <ul style="list-style-type: none">• Reconfigure pedestrian crossing time to 3 or 3.5 feet per second• Ensure that intersection design enables bicyclists to safely and easily transition from the path on East Covell Blvd to the bike lanes on J St, including left turn movements that may be challenging for student	Walk and Bike Audit Report
						East Covell Boulevard at L Street & Claremont Drive	<ul style="list-style-type: none">• Evaluate impacts to closing the right-turn slip lanes and installation of standard intersection• Extend L Street bike lanes north from Claremont Drive to East Covell Boulevard• Construct a sidewalk western side of L Street between E Covell Boulevard and Claremont Drive	Walk and Bike Audit Report

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
		87	24.7	\$200	J Street Traffic Calming		Traffic calming project between Eighth Street and Covell Blvd.	Capital Improvement Projects
		94	35.7	\$125	Loyola Drive Traffic Calming	Loyola Drive Corridor Plan	Streetscape design plan	General Plan Transportation Element
							Traffic Calming to improve safety and function of the corridor.	Other Potential Projects and Programs
		103	28.3	\$285	Montgomery E.S. High Priority Projects	Erma Lane at Path	<ul style="list-style-type: none"> • Study the feasibility of constructing a path connection from Erma Lane 	Walk and Bike Audit Report
						Lillard Drive at Cowell Blvd	<ul style="list-style-type: none"> • Evaluate impacts to closing the right-turn slip lanes to auto traffic, allow through traffic for turning bicyclists • Restripe all crosswalks as high-visibility white, move back to accommodate two-stage turn boxes • Install two stage turn boxe 	Walk and Bike Audit Report
						Lillard Drive at Danbury Street	<ul style="list-style-type: none"> • Trim vegetation 	Walk and Bike Audit Report
						Lillard Drive at Drummond Avenue	<ul style="list-style-type: none"> • Restripe crosswalk as high-visibility • Stencil STOP and stripe stop bars at all stop signs • Construct curb extension on all four corner 	Walk and Bike Audit Report
						Lillard Drive at Farragut Circle	<ul style="list-style-type: none"> • Replace existing white transverse crosswalks with high-visibility white • Install tactile domes on all three curb ramps • Install pedestrian crossing signage • Install Rapid Rectangular Flashing Beacon (RRFB) 	Walk and Bike Audit Report
		105	31.0	\$269	North Davis E.S. High Priority Projects	East Fourteenth Street	<ul style="list-style-type: none"> • Provide green bike lane striping alongside loading zones • Install buffered bike lanes from Oak Ave to F Street • Long term: consider streetscape and corridor improvements to reduce roadway width with elements such as landscaped median 	Walk and Bike Audit Report
						East Fourteenth Street at B Street	<ul style="list-style-type: none"> • Construct sidewalk extension in parking lane on the north side of the street extending east, construct connector with adjacent bike path • Restripe existing crosswalks as yellow high-visibility yellow • See recommendation for corridor improvement considerations including landscaped median • Construct ramp from upgraded bike lane to widened sidewalk • Install wayfinding signage to guide bicyclists to the path / to use western crosswalk as an alternative to shifting out of the bike lane and into the left turn lane 	Walk and Bike Audit Report
						East Fourteenth Street at Cedar Place	<ul style="list-style-type: none"> • Refresh existing high-visibility yellow crosswalk 	Walk and Bike Audit Report

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
							<ul style="list-style-type: none">• Construct curb extension on north side of the street in parking lane• Construct raised pedestrian refuge in center lane• Provide tactile dome strips for all curb ramps• Install Assembly D signage in both direction	
						F Street at E. 14th Street	<ul style="list-style-type: none">• Replace existing crosswalks with high-visibility yellow• Shift bicycle lane on east leg to curb, provide queuing area for left-turning bicyclist on northeast corne	
		110	47.3	\$143	Olive Drive Corridor Plan		Streetscape design plan	General Plan Transportation Element
		117	35.0	\$77	Patwin E.S. High Priority Projects	Arlington Blvd at Shasta Drive & the Path	<ul style="list-style-type: none">• Restripe existing crosswalks as yellow high-visibility crosswalks, install tactile domes• Evaluate prohibiting right turns on red• Install wayfinding signage to help bicyclists stay on the shared use path• Pave space between crosswalks in the south end of the intersection for bicycle travel, with directional stencils and loop detection (requires moving signal pole)• Stencil “PED ONLY” at curb ramps for accessing the crosswalk	Walk and Bike Audit Report
						Shared Use Path at Shasta Drive	<ul style="list-style-type: none">• Trim vegetation at path exit on sidewalk• Install convex mirror facing path to improve pedestrian cross-traffic visibility• Stencil “LOOK” pavement markings with directional arrows on path in advance of exit• Install path wayfinding signag	Walk and Bike Audit Report
		120	35.5	\$691	Pioneer E.S. High Priority Projects	Cowell Blvd Crossing at Willowcreek Park	<ul style="list-style-type: none">• Trim vegetation <p>Option A</p> <ul style="list-style-type: none">• If pedestrian crossings warrant, move existing crossing to Ohlone Street. Stripe a high-visibility crosswalk with a large curb ramp• Install crossing signage• Install Rapid Rectangular Flashing Beacon (RRFB) <p>Option B</p> <ul style="list-style-type: none">• Pave space around the north end of the existing crossing and provide directional striping to assist bicycles in making wide turns	Walk and Bike Audit Report

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
							<ul style="list-style-type: none"> • Provide wayfinding signage 	
						El Cemonte Ave at Swingle Drive	<ul style="list-style-type: none"> • Restripe crosswalks (2) as high-visibility white • Shift southern crosswalk south to remove conflict with driveway • Construct curb extensions into the parking lane on El Cemonte Ave • Construct pedestrian refuge for southern crosswalk, stripe left turn pocket at northern crosswalk • Install pedestrian crossing signage 	Walk and Bike Audit Report
						Hamel Street at Schmeiser Avenue	<ul style="list-style-type: none"> • Conduct stop sign analysis to determine stop sign is warranted for northbound travel • Restripe crosswalks as high-visibility yellow 	Walk and Bike Audit Report
						Mace Blvd at Cowell Blvd	<ul style="list-style-type: none"> • In addition to draft City recommendations, set the north and south crosswalks back from the intersection to accommodate two-stage left turn boxes 	Walk and Bike Audit Report
						Mid-Block Crosswalk on Hamel Street	<ul style="list-style-type: none"> • Relocate crosswalk to align with path • Restripe crosswalk as high-visibility yellow • Construct curb ramp on both ends • Stipe advance yield lines • Stencil "SLOW SCHOOL XING" 	Walk and Bike Audit Report
						Pioneer E.S. Bikeway Improvements	<ul style="list-style-type: none"> • Glide Drive: Install double striped bike lanes El Cemonte Ave to Schmeiser Ave • Swingle Drive: Install shared lane markings El Cemonte Ave to Pioneer Park • Schmeiser Avenue: Install shared lane markings Glide Driveto Cowell Blvd • Hamel Street: Install green backed shared lane markings Swingle Drive to Schmeiser Ave • Cowell Boulevard: Install buffered bike lanes from Washoe Street to Schmeiser Avenue • El Cemonte Avenue: Install double striped bike lane 	Walk and Bike Audit Report
		136	39.7	\$6,600	Richards Blvd Interchange Reconfiguration		Redesign interchange to improve circulation/safety for cars, bicycles, and pedestrians.	General Plan Transportation Element SACOG MTIP (2022)
		139	39.0	\$125	Russell Blvd Corridor Plan: A Street to West City Limit		Streetscape design plan	General Plan Transportation Element T.E. Survey
		153	30.7	\$125	Traffic Calming Plan and Program	Miller Drive / A Street Traffic Calming	Traffic calming measures on A Street and Miller Drive between Russell Blvd and Eighth Street.	Fifth Street Corridor Plan Outreach
						Old East Davis Traffic Calming	Traffic calming measures in Old East Davis.	Fifth Street Corridor Plan Outreach
						Old North Davis Traffic Calming	Traffic calming measures in Old North Davis.	Fifth Street Corridor Plan Outreach

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
							Develop comprehensive traffic calming plan and program to improve bike path/street interfaces and improve safety.	Capital Improvement Projects General Plan Transportation Element
		173	33.0	\$133	Willet E.S. High Priority Projects	Sycamore Lane at Eighth Street	• Stripe white high-visibility crosswalks in all intersection legs of the intersection	Walk and Bike Audit Report
						Sycamore Lane at Purdue Drive	<ul style="list-style-type: none"> • Trim vegetation • Restripe existing transverse yellow crosswalks as high-visibility yellow • Outfit curb ramps with tactile domes • Relocate Assembly D & B signage to improve visibility • Install “No U-Turn” signs on southeast and southwest corners, facing Sycamor 	Walk and Bike Audit Report
						Sycamore Lane Villanova Drive to Purdue Drive	• Enhance bike lane with markings and green paint along loading zone and at park near school	Walk and Bike Audit Report
						Sycamore Lane, North of Villanova Drive	<ul style="list-style-type: none"> • Relocate Assembly A sign to the north of Villanova Drive • Install wayfinding signage before Brown Lane for southbound bicyclists headed to the Park Brown Lan 	Walk and Bike Audit Report
		198	22.0	\$25	Korematsu E.S. High Priority Projects	Loyola Drive at Santa Cruz	<ul style="list-style-type: none"> • Replace existing crosswalks as high-visibility yellow • Trim vegetation from existing Assembly B signage. • Install Assembly D signage in both directions • Stripe red curb within the intersection • City to consider funding and training all crossing guards to provide standardized crossing guard training according to best practices 	Walk and Bike Audit Report
	Planning / Policy	36	38.0	\$25	Core Area Bicycle Circulation Plan		Examine ways to improve bicycle circulation to and within the Core Area.	Core Area Specific Plan
		55	27.3	\$125	Downtown Streetscape Improvement Plan		Streetscape improvement plan to enhance downtown ambiance.	City Council Goals 2012-14 Core Area Specific Plan SACOG MTIP (2020)
		61	22.5	\$0	E-bike Regulations	Appropriate E-Bike Regulations	Change regulations to permit e-bikes on class I bike paths, either permanently or via a temporary pilot program to observe potential safety concerns	Beyond Platinum - Bicycle Action Plan
		70	31.5	\$125	Multi-Modal LOS Standard		Establish Multi-Modal LOS Standard	General Plan Transportation Element
		85	36.5	\$125	Intercity Bicycle Connections Plan		Bicycle route connections plan between Davis and neighboring jurisdictions	General Plan Transportation Element
		119	38.7	\$125	Pedestrian Master Plan		Create and implement a Pedestrian Plan to improve connectivity for pedestrians, including the disabled.	Core Area Specific Plan General Plan Transportation Element

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
		133	40.0	\$125	Street Design Standards Update		Revise street design standards to reflect pedestrian and bicycle-friendly policies.	City Council Goals 2012-14 General Plan Transportation Element
		156	24.3	\$125	Traffic Signal Timing Study		Citywide traffic signal timing study to improve traffic flow, safety, and access.	Other Potential Projects and Programs
		166	34.0	\$125	Universal Transportation Pass		Universal transportation pass to seamlessly allow access to a wide range of transportation services.	Other Potential Projects and Programs
		175	15.0	\$125	Street Light Photometric Analysis		Photometric analysis of street lights to determine extent of compliance with street lighting standards and any necessary improvements.	City Staff Work Program
		176	27.0	\$125	ADA Upgrade Master Plan		Study and plan to identify sidewalks and curb ramps out of ADA compliance and strategy to bring into compliance.	City Staff Work Program
		177	45.5	\$125	Travel Data Collection: General	Transit Survey	Survey residents to understand obstacles to riding transit.	General Plan Transportation Element
							Transportation data regarding travel behavior of Davis residents to track progress toward Performance Objectives in the General Plan Transportation Element.	General Plan Transportation Element
	Program	140	33.0	\$125	Safe Routes to School Program: Enforcement	Crossing Guard Program	Crossing Guard Program	Walk and Bike Audit Report
						Diversion Program	Ticket Diversion Program	Walk and Bike Audit Report
						Reduced School Zone Speed Limits	Conduct an analysis of applicable streets and consider an ordinance or resolution to reduce school zone speed limits.	Walk and Bike Audit Report
						School Crosswalk Stings/Enforcement Campaigns	School Crosswalk Stings/Enforcement Campaigns	Walk and Bike Audit Report
						Speed Feedback Signs	Speed Feedback Signs	Walk and Bike Audit Report
		141	30.5	\$125	Safe Routes to School Program: Evaluation	High School Audits	Walk audits be expanded to public high schools in a way that engages high school students as active participants. The City and School District should develop a walk audit curriculum that may be part of a larger educational program focused on urban plannin	Walk and Bike Audit Report
						Parent Surveys	Parent Surveys	Walk and Bike Audit Report
						Student Walking and Biking Counts	Student Walking and Biking Counts	Walk and Bike Audit Report
		163	26.5	\$25	Transportation Demand Management Program	Coordinate with employers compliance with Transportation Demand Management requirements	Establish a transportation demand management (TDM) program to reduce peak-hour work trips generated by local employers (some ongoing coordination with Yolo TMA already occurring)	General Plan Transportation Element
						Encourage Existing Parking Lot Owners to Allow Transit Riders and Ride Sharers to Park in their Parking Lots	Encourage Existing Parking Lot Owners to Allow Trnasit Riders and Ride Sharers to Park in their Parking Lots	General Plan Transportation Element
						Encourage Ridesharing and Staggered Work Hours for all Employees in Davis	Encourage Ridesharing and Staggered Work Hours for all Employees in Davis	General Plan Transportation Element
						UC Davis Transportation Systems Management Coordination	Coordinate parking and TDM programs with UC Davis to reduce transportation impacts to City streets and neighborhoods.	Core Area Specific Plan General Plan Transportation Element

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
Parking Lot	Capital						Coordinate with Employers Compliance with TDM Requirements	General Plan Transportation Element
							Establish a transportation demand management (TDM) program to reduce peak-hour work trips generated by local employers (some ongoing coordination with Yolo TMA already occurring)	General Plan Transportation Element
		1		\$125	A Street Bicycle Access		Widened, multi-use sidewalk on west side of A Street between First and Third Streets	Downtown - Campus Connections Concepts and Implementation Plan
		8		\$125	Arboretum Science and Arts Walk		Project linking the Arboretum and downtown. Recommended improvements include: <ul style="list-style-type: none"> • Pedestrian-level lighting • New path paving • Furnishings, signage, etc. • Discourage bicycle use on pedestrian walkways • Public art 	Downtown - Campus Connections Concepts and Implementation Plan
		9		\$350	Arts District - Downtown Pedestrian Route		Connects the downtown and the Mondavi Center District / Core Campus Arts District. Recommended improvements include: <ul style="list-style-type: none"> • New sidewalks, accessible ramps, bulb outs, etc. • Street furnishings, signage, etc. • Public art • New street tree plantings 	Downtown - Campus Connections Concepts and Implementation Plan
		24		\$387	Birch Lane E.S. Low/Med Projects	Baywood Lane at Clemson Dr	<ul style="list-style-type: none"> • Reduce turning radii at north and south east corners • Stripe high visibility yellow crosswalks on north and east legs of intersection • Stripe advance Stop bar on north leg of intersection • Stencil 'STOP' on east and south legs of intersection • Strip 	Walk and Bike Audit Report
						Birch Lane - Chapman to Clara	<ul style="list-style-type: none"> • Stencil green backed Shared Lane Markings on Birch Lane from Chapman Place to Clara Lane; place markings to provide southbound wayfinding to Clara Lane 	Walk and Bike Audit Report
						Birch Lane at Clara Lane	<ul style="list-style-type: none"> • Construct curb extension on northern corner, retain adjacent driveway access • Stripe high-visibility yellow crosswalks with curb ramps • Stripe red curb at south corner and prohibit parking to improve pedestrian visibility • Repave Birch Lane/Clara Lan 	Walk and Bike Audit Report
						Birch Lane at Pole Line Rd	<ul style="list-style-type: none"> • Restripe crosswalks as high-visibility yellow and install tactile domes • Install Assembly D signage in advance of crossing 	Walk and Bike Audit Report
						Birch Lane E.S. School Grounds	<ul style="list-style-type: none"> • Upgrade to meet current City bike parking type and spacing standards, provide a minimum of 310 bicycle parking spaces, and provide visitor bicycle parking • Add 25-30 skate and scooter racks • Construct sidewalk extension from northern crosswalk to sout 	Walk and Bike Audit Report
		29		\$240	Chavez E.S. Med/Low Projects	Caesar Chavez E.S. School Grounds	<ul style="list-style-type: none"> • Upgrade bike parking to meet current City parking type and spacing standards, provide a minimum of 320 bicycle parking spaces • Provide visitor bicycle parking near office • Restripe walkways in the parking lot as highvisibility yellow • Stripe a high-v 	Walk and Bike Audit Report
						Oak Avenue at Scripps Dr	<ul style="list-style-type: none"> • Consider raised crosswalk 	Walk and Bike Audit Report

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
						Pine Lane at Cornell Dr	<ul style="list-style-type: none"> • Conduct stop sign analysis to determine if all-way stop signs are warranted • Install curb ramps on all 4 corners • Stencil 'STOP' and stripe stop bars at all stop signs • Stripe a white high-visibility crosswalk at northern leg • Provide wayfinding and 	Walk and Bike Audit Report
						Pine Lane Enhanced Bikeway	• Designate Pine Lane, Villanova Drive to West 8th Street, as an enhanced bikeway with traffic calming treatments	Walk and Bike Audit Report
						Rutgers Dr	• Designate Rutgers Drive as an enhanced bikeway with traffic calming treatments	Walk and Bike Audit Report
						West Eighth Street at Hawthorn Lane	• Conduct stop warrant analysis	Walk and Bike Audit Report
		31		\$125	Chiles Road - Drummond Ave to East City Limit		Streetscape design plan	General Plan Transportation Element
		32		\$350	Chip Seal Resurfacing		Street resurfacing using recycled tires which will prolong the life of streets for 7-15 years.	Capital Improvement Projects
		34		\$25	Citywide Truck Routes and Signage Plan		Develop a truck routes plan that: <ul style="list-style-type: none"> • Minimizes truck traffic into the Core Area • Diverts trucks from the Covell Blvd / Pole Line Rd intersection • Improves truck route signage • Directs trucks away from residential areas and other sensitive uses • Provide 	Core Area Specific Plan
		35		\$125	Convert A Street to Transit-Only Access		Cooperate with Unitrans and UC Davis to study this important transit linkage to the Core Area (southbound A Street transit-only access)	Core Area Specific Plan
		38		\$25	Covell Blvd - F Street to State Route 113		Streetscape design plan	General Plan Transportation Element
		39		\$2,300	Covell Blvd - Shasta Drive to Denali Drive		Widen four lanes from Shasta Drive to Denali Drive including bike lanes and a center median.	SACOG MTIP (2022)
		41		\$1,000	Covell Blvd @ Hwy 113		Add turn lanes for access-egress to Hwy 113 including the overcrossing structure.	SACOG MTIP (2025)
		42		\$350	Covell Blvd @ Lake Blvd		Traffic signalization at Lake Blvd & Covell Blvd	SACOG MTIP (2022)
		43		\$350	Covell Blvd: Sidewalk on South Side Between Sycamore and Anderson		Fill sidewalk gap on south side of Covell Blvd between Sycamore Lane and Anderson Road.	Other Potential Projects and Programs
		44		\$125	Cowell Blvd - Mace to Drummond Ave		Streetscape design plan	General Plan Transportation Element
		52		\$1,300	Downtown Parking Management Plan Implementation: Phase 2	Convert Amtrak Parking Lot to Paid Parking	Parking kiosk.	Downtown Parking Management Plan
						Establish Paid Parking in the Southeast Quadrant of Downtown	Metered parking between First Street, Third Street, D Street, and Railroad tracks.	Downtown Parking Management Plan
						Expand Parking Supply	Study of feasible downtown parking structure locations (possibly including further development of 3/4/E/F concept).	Downtown Parking Management Plan
						Human Resources	Police Services Specialist position as long term solution for shift in enforcement hours.	Downtown Parking Management Plan
						Improve Transit Options	Work with Unitrans to determine feasible route changes through downtown.	Downtown Parking Management Plan
						Provide Van-Accessible Disabled Parking Upon Resurfacing and/or	Only required with meterd parking.	Downtown Parking Management Plan

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
						Metering		
						Streetscape Improvements	Streetscape improvement plan to enhance downtown ambiance.	Downtown Parking Management Plan
		64	10.7	\$611	Emerson J.H.S. Low/Med Projects	Alameda Avenue & Amador Avenue Access to Arlington Blvd	• Construct curb ramps on either end of both connector paths	Walk and Bike Audit Report
						Arlington Blvd Corridor	• Conduct a speed survey • Relocate School Zone Speed Limit signage to more visible location • Restripe approach to Bucklebury Road to continue bike lane and right turn lane to right of bike lane	Walk and Bike Audit Report
						Arthur Avenue at Humboldt Avenue	• Reduce curb radii on northwest and southwest corners • Stripe high visibility white crosswalk with yield lines on southern leg • Install pedestrian crossing signage and pavement markings on Arthur Avenue • Install wayfinding and sharrows to connect Arth	Walk and Bike Audit Report
						Emerson J.H.S. Bikeway Improvements	• Install shared lane markings on Calaveras Avenue between Eisenhower Street and Barkley Street • Install shared lane markings on Imperial Avenue between Humboldt Avenue and path access • Install share lane markings on Barkley Street between Imperial Aven	Walk and Bike Audit Report
						Highway 113 Bicycle and Pedestrian Bridge	• Expand the paved area at the path intersection with the bicycle bridge to allow broader turning movements • Provide directional striping on all approaches to the intersection • Consider either signage or stencil striping, advising users on how to share	Walk and Bike Audit Report
						Humboldt Avenue	• Conduct a speed survey • Restripe existing crosswalks at Humboldt Avenue and Imperial Avenue as high visibility yellow • Stripe new high visibility yellow crosswalks (2) across Humboldt Avenue & Barkley Street, install Assembly D & B signage • Install w	Walk and Bike Audit Report
							• Install path crossing signage	Walk and Bike Audit Report
						Westwood Park Shared Use Path	• Trim vegetation • Consider low level lighting for path	Walk and Bike Audit Report
		71		\$25	Facilitate Infrastructure for Sustainable Transportation Fuels		Facilitate Infrastructure for Sustainable Transportation Fuels	General Plan Transportation Element
		76		\$1,035	Harper J.H.S. Low/Med Projects	Alhambra Drive at Fifth Street	• Evaluate impacts of closing the right-turn slip lanes to auto traffic, allow through traffic for turning bicyclists • Reduce turning radii on northeast corner, align crosswalk • Restripe existing white transverse crosswalks as high-visibility yellow • I	Walk and Bike Audit Report
							• Straighten crosswalk and realign curb ramps • Restripe crosswalk as high visibility white	Walk and Bike Audit Report
							• Study traffic calming options	Walk and Bike Audit Report
						David Pelz Bike Bridge	• Install signage to encourage students to keep moving	Walk and Bike Audit Report

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
						East Covell Blvd Path	<ul style="list-style-type: none"> • Repave East Covell Blvd path • Prioritize maintenance of existing bike path • Ensure that when the property to the east is developed, the bike path is extended to meet the bike path on Alhambra Drive 	Walk and Bike Audit Report
						Harper J.H.S. School Grounds	<ul style="list-style-type: none"> • Upgrade bike parking to meet current City parking type and spacing standards, provide a minimum of 470 bicycle parking spaces • Provide visitor bicycle parking near the office • Widen pathway • Construct path intersection roundabout to encourage predict 	Walk and Bike Audit Report
						Harper J.H.S. Shared Use Path	<ul style="list-style-type: none"> • Refresh red curb at bike path access points (6) • Refresh existing high-visibility yellow crosswalk across Oceano Drive • Trim vegetation along path • Consider widening pathway, including a DG-pathway for pedestrian use beside the existing pathway, prov 	Walk and Bike Audit Report
						Oceano Drive	<ul style="list-style-type: none"> • Stencil green backed Shared Lane Markings on Oceano Drive from Alhambra Drive to Arena Drive • Install wayfinding • Restripe crosswalk at Ascada Place high visibility yellow 	Walk and Bike Audit Report
		79		\$882	Holmes J.H.S. Low/Med Projects	Auburn Drive	<ul style="list-style-type: none"> • Encourage parents to use Auburn Drive as a remote drop-off point 	Walk and Bike Audit Report
						Covell Boulevard at Community Park Path	<ul style="list-style-type: none"> • Trim landscaping to improve sight lines 	Walk and Bike Audit Report
						Drexel Drive at School	<ul style="list-style-type: none"> • Restripe curb white 	Walk and Bike Audit Report
						East Covell Boulevard Path	<ul style="list-style-type: none"> • Conduct repairs along path to root damage • Repair path transitions to driveways 	Walk and Bike Audit Report
		92		\$1,060	Korematsu E.S. Low/Med Projects	Alhambra Drive at Fifth Street	<ul style="list-style-type: none"> • Evaluate impacts of closing the right-turn slip lanes to auto traffic, allow through traffic for turning bicyclists • Reduce turning radii on northeast corner, align crosswalk • Restripe existing white transverse crosswalks as high-visibility yellow • I 	Walk and Bike Audit Report
							<ul style="list-style-type: none"> • Stripe all four legs with high-visibility yellow crosswalks • Outfit all curb ramps with tactile domes 	Walk and Bike Audit Report
						Fifth Street at Entrada Drive	<ul style="list-style-type: none"> • Stripe high visibility white crosswalk in eastern leg of intersection with yield lines • Install pedestrian crossing signage • Resurface 5th St at protruding manhole cover 	Walk and Bike Audit Report
						Korematsu E.S. School Grounds	<ul style="list-style-type: none"> • Upgrade bike parking to meet current City parking type and spacing standards, provide a minimum of 280 bicycle parking spaces • Provide visitor bicycle parking near the office, use asphalt pad at eastern end of school for additional bicycle parking, Scr 	Walk and Bike Audit Report
						Loyola Drive at Santa Cruz	<ul style="list-style-type: none"> • Replace existing crosswalks as high-visibility yellow • Trim vegetation from existing Assembly B signage. • Install Assembly D signage in both directions • Stripe red curb within the intersection • City to consider funding and training all crossing gua 	Walk and Bike Audit Report

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
						Mace Ranch Park	<ul style="list-style-type: none"> • Provide wayfinding signage at decision and entrance points • Repair path pavement • Trim trees in park near school and at path intersections where visibility is limited 	Walk and Bike Audit Report
						Tulip Lane Shared Use Path	Study the following options to improve connectivity between the path and neighborhoods west of Tulip Lane.	Walk and Bike Audit Report
		96		\$125	Mace Blvd Corridor Plan – Harper Junior High to I-80		Streetscape design plan	General Plan Transportation Element
		97		\$2,300	Mace Curve Widening		Widen Mace from Alhambra Dr. to Alhambra Dr. from 2 to 4 lanes, provide bike lanes, a landscaped median, and turn lanes.	SACOG MTIP (2025)
		104		\$264	Montgomery E.S. Low/Med Projects	Danbury Street	<ul style="list-style-type: none"> • Refresh bike lane markings • Trim hedge at parking lot exit 	Walk and Bike Audit Report
						Danbury Street at Lillard Drive	<ul style="list-style-type: none"> • Restripe crosswalks as high-visibility yellow • Install curb ramp • Relocate stop sign outside bike lane 	Walk and Bike Audit Report
						Montgomery E.S. School Grounds	<ul style="list-style-type: none"> • Upgrade bike parking to meet current City parking type and spacing standards, provide a minimum of 210 bicycle parking spaces • Provide visitor bicycle parking near the office • When bicycle parking is upgraded, provide a dismount zone on school grounds 	Walk and Bike Audit Report
						Path Behind Montgomery E.S.	<ul style="list-style-type: none"> • Add striping and signage to path at Danbury St/ Putah Creek Crossing • Mark conflict points at path intersections • Create ‘bicycle slow zone’ near school bike parking area • Install wayfinding 	Walk and Bike Audit Report
						Putah Creek Crossing	• Study the feasibility of constructing a formal crossing of Putah Creek	Walk and Bike Audit Report
						Walnut Park Parking Lot	• Refresh existing white curb in loading zone	Walk and Bike Audit Report
		107		\$391	North Davis E.S. Low/Med Projects	B Street (Eighth Street to Fourteenth Street)	• Remove temporary bike lanes and transition street into an enhanced bikeway with additional traffic calming treatments	Walk and Bike Audit Report
						Catalina Drive at Shared Use Path	<ul style="list-style-type: none"> • Restripe crosswalk as high-visibility yellow, add yield lines • Re-stencil “Bike X-ing” stencil • Consider raised crossing • Install RRFB 	Walk and Bike Audit Report
						E Covell Blvd at F Street	<ul style="list-style-type: none"> • Evaluate impacts to closing the right-turn slip lanes to auto traffic, allow through traffic for turning bicyclists at East Covell Blvd • Study removal of 2-to-1 southbound merge on F Street in favor of only one southbound travel lane south of East Cove 	Walk and Bike Audit Report
						East Fourteenth Street at B Street	<ul style="list-style-type: none"> • Construct sidewalk extension in parking lane on the north side of the street extending east, construct connector with adjacent bike path • Restripe existing crosswalks as yellow high-visibility yellow • See recommendation for corridor improvement consid 	Walk and Bike Audit Report
						North Davis E.S. School Grounds	<ul style="list-style-type: none"> • Upgrade bike parking to meet current City parking type and spacing standards, provide a minimum of 300 bicycle parking spaces • Provide visitor bicycle parking near the office • Close parking loop during drop-off and pick-up, with a movable barrier to a 	Walk and Bike Audit Report
		112		\$400	Olive Drive to Pole Line		Bike/Ped connection between Olive Drive and the Pole Line Road overcrossing.	Other Potential Projects and

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
					Road Connection Study			Programs
		114		\$25	Painted Intersections	Painted Intersections	Consider expanding on its first pilot painted intersection project and work with the community to identity additional intersections and additional funding sources for implementation.	Walk and Bike Audit Report
		118		\$605	Patwin E.S. Low/Med Projects	Denali Drive at Shasta Drive	<ul style="list-style-type: none"> • Restripe existing crosswalks as high visibility yellow • Stripe stop bars at all stop signs • Install curb ramp on southwest corner • Install curb extension at southeast corner 	Walk and Bike Audit Report
						East of Patwin E.S. Frontage Midblock Crossing	<ul style="list-style-type: none"> • Restripe existing crosswalk as highvisibility yellow add yield lines • Replace white curb east of the school with green curb 	Walk and Bike Audit Report
						Patwin E.S. School Frontage	• Restripe the green curb fronting the parking loop as white curb	Walk and Bike Audit Report
						Patwin E.S. School Grounds	<ul style="list-style-type: none"> • Upgrade bike parking to meet current City parking type and spacing standards, provide a minimum of 300 bicycle parking spaces • Provide visitor bicycle parking near the office • Close parking loop during drop-off and pick-up, with a movable barrier to a 	Walk and Bike Audit Report
						Patwin E.S. Shared Use Path	<ul style="list-style-type: none"> • Trim vegetation on path between Patwin Elementary and Shasta Drive • Stencil share the path messaging • Provide wayfinding signage at decision and entrance points • Create 'bicycle slow zone' near school area • Install signs indicating that path along e 	Walk and Bike Audit Report
						Shasta Drive: Denali Drive to 275 ft. north of Arlington Blvd	• Construct median between Denali Drive and 275ft north of Arlington Blvd	Walk and Bike Audit Report
		121		\$461	Pioneer E.S. Low/Med Projects	Cowell Blvd at El Cemente Avenue	<ul style="list-style-type: none"> • Construct curb extensions on all four corners on to Cowell Blvd • Restripe crosswalks (4) as high-visibility white • Stripe advance stop bars on all legs • Trim vegetation 	Walk and Bike Audit Report
						Cowell Blvd at Schmeiser Avenue	<ul style="list-style-type: none"> • Restripe crosswalks (4) as high-visibility yellow • Stripe advance stop bars on west and east legs 	Walk and Bike Audit Report
						Pioneer E.S. School Grounds	<ul style="list-style-type: none"> • Move bicycle parking to front of school • Upgrade bike parking to meet current City parking type and spacing standards, provide a minimum of 270 bicycle parking spaces • Provide visitor bicycle parking near the office • Restripe white and red curbs • Re 	Walk and Bike Audit Report
						Pioneer Park Path	• Construct path from Swingle Dr through park to NW corner of school	Walk and Bike Audit Report
						Swingle Drive at Hamel Street	<ul style="list-style-type: none"> • Restripe existing crosswalk with yellow high-visibility crosswalk, stripe high visibility yellow crosswalk on southwest leg • Install curb ramps at southwest and southeast corners 	Walk and Bike Audit Report
		122		\$125	Pole Line Road Corridor Plan – Covell Blvd to north city limit		Streetscape design plan	General Plan Transportation Element
		123		\$125	Pole Line Road Corridor Plan – I-80 to Covell Blvd (upgrades)		Streetscape design plan	General Plan Transportation Element

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
		127		\$0	Provide Car-Free Street(s)		Provide convenient bike, pedestrian, and public transportation access through areas where cars are or may be prohibited, where applicable.	General Plan Transportation Element
		134		\$370	Richards / Research Park Lane Addition (formerly Cowell Blvd Medians)		Add a second southbound through lane from the I-80 interchange through the Research Park Drive intersection. Additional space will be created by modifying the existing median and intersection at Research Park Drive to allow more cars in the left turn poc	Major Project Financing Plan
		154		\$125	Traffic Signal at Monarch and Covell		Traffic Signal at Covell Blvd and Monarch Lane intersection.	Other Potential Projects and Programs
		162		\$125	Transit Stop Amenities and Conflict Identification / Mitigation Plan		Citywide plan to identify comfort, safety, and information needs at transit stops in Davis.	General Plan Transportation Element
		167		\$125	Vehicular Wayfinding Program		Create and implement a vehicular wayfinding program to direct those who work and visit in Davis to downtown from themajor entrances from I-80 and Highway 113.	General Plan Transportation Element
		174		\$400	Willet E.S. Low/Med Projects	Highway 113 Bicycle and Pedestrian Bridge	<ul style="list-style-type: none"> Expand the paved area at the path intersection with the bicycle bridge to allow broader turning movements Provide directional striping on all approaches to the intersection Consider either signage or stencil striping, advising users on how to share 	Walk and Bike Audit Report
						Mid-Block Crosswalk on Sycamore Lane at Bucknell Dr	<ul style="list-style-type: none"> Construct curb extension on east side of Sycamore Lane at end of crosswalk Refresh existing high-visibility yellow crosswalk 	Walk and Bike Audit Report
						Pine Lane at Cornell Dr	<ul style="list-style-type: none"> Conduct stop sign analysis to determine if all-way stop signs are warranted Install curb ramps on all 4 corners Stencil 'STOP' and stripe stop bars at all stop signs Stripe a white high-visibility crosswalk at northern leg Provide wayfinding and 	Walk and Bike Audit Report
						Pine Lane Enhanced Bikeway	<ul style="list-style-type: none"> Designate Pine Lane, Villanova Drive to West 8th Street, as an enhanced bikeway with traffic calming treatments 	Walk and Bike Audit Report
						Sycamore Lane at Purdue Drive	<ul style="list-style-type: none"> Trim vegetation Restripe existing transverse yellow crosswalks as high-visibility yellow Outfit curb ramps with tactile domes Relocate Assembly D & B signage to improve visibility Install "No U-Turn" signs on southeast and southwest corners, fac 	Walk and Bike Audit Report
						Sycamore Park Shared Use Path	<ul style="list-style-type: none"> Construct a bicycle roundabout at the 4-way shared path intersection in the park. Ensure design retains and protects existing tree Install wayfinding Consider widening the path to accommodate higher user volumes 	Walk and Bike Audit Report
						Willet E.S. School Grounds	<ul style="list-style-type: none"> Upgrade bike parking to meet current City parking type and spacing standards, provide a minimum of 260 bicycle parking spaces Provide visitor bicycle parking near the office Stripe dismount zone on school grounds for traffic from both Sycamore Lane 	Walk and Bike Audit Report
	Planning / Policy	4		\$25	Amend Figure 5 Multi-Level Parking Concept in Core Area Specific Plan		Figure relates to Multilevel Parking concept. Should display ground level retail instead of parking.	Core Area Specific Plan
		5		\$0	Amend MPFP for Consistency with CASP		Amend the Major Projects Financing Plan and smaller-scale Public Works improvements to be consistent with the Core Area Specific Plan.	Core Area Specific Plan

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
		48		\$25	Develop Destination-Oriented Trails		Develop destination-oriented trails.	General Plan Transportation Element
		50		\$25	Downtown Access Study		Conduct a study to improve access for residents and visitors to the downtown in a safe, efficient, and equitable manner	General Plan Transportation Element
		56		\$25	Downtown Traffic Signals Study	Allowable Locations for Downtown Traffic Signals	Traffic Signals Program are permitted at the following Core Area intersections: Fourth and F, First and B, First and D, and Second and B (Figure 14).	Core Area Specific Plan
							Study the need for Traffic Signals Program at the following intersections: First and F, First and C, and Second and F.	Core Area Specific Plan
		58		\$125	Downtown Urban Circulator Study		Evaluate the potential for an urban circulator in Davis if it appears they may have merit given the demographics required for a successful system.	General Plan Transportation Element
		67		\$25	Environmental Mitigations Standards for Bicycle Facilities		Work with adjacent jurisdictions and the general public to establish standards minimize bicycle impacts to sensitive land uses.	General Plan Transportation Element
		81		\$0	Implement I-80 / CA-113 Corridor Plan		Work with Caltrans, other affected agencies and developers to implement the Interstate 80/Highway 113 Corridor Plan through public and private projects in these corridors	General Plan Transportation Element
		86		\$25	Intercity Multi-Modal Access Study		Coordinate with Yolo County, Solano County, and UC Davis to improve multi-modal access and connectivity between major intercity destinations.	General Plan Transportation Element
		93		\$0	Light Rail Extension to Davis		Continue to support cooperative efforts to bring light rail into Yolo County and Davis and include this policy in any regional transportation plan for the Davis area.	Core Area Specific Plan
		108		\$25	Off-Street Parking Design Guidelines		Establish off-street parking design guidelines.	General Plan Transportation Element
		109		\$25	Old North Davis Parking District Revisions		Modifications to parking district to generate revenue for neighborhood's desired infrastructure and traffic calming measures.	City Staff Work Program
		124		\$0	Preserve Rights of Way for Future Transportation Use		Preserve Rights of Way for Future Transportation Use.	General Plan Transportation Element
		126		\$125	Provide Bike Carrying Racks on all Transit Vehicles		Encourage transit fleet conversions to include bike carrying racks on all vehicles.	General Plan Transportation Element
		129		\$0	Replace Eliminated Downtown On-Street Parking Supply		Develop replacement parking supplies if spaces are lost due to the creation of a public space, when applicable.	Core Area Specific Plan
		131		\$25	Review and Update the Davis Alternative Transportation Task Force Final Report (March, 1996)		Review and Update the Davis Alternative Transportation Task Force Final Report (March, 1996)	General Plan Transportation Element
		132		\$25	Review Core Area / Citywide Minimum Automobile Parking Requirements		Downtown development application review process to mitigate traffic and parking impacts to the downtown.	Core Area Specific Plan
							Review City's minimum parking requirements to: <ul style="list-style-type: none"> • Determine if they reflect actual demand for parking • Encourage utilization of transit, Low -carbon vehicles, other modes, and shared parking opportunities. 	Core Area Specific Plan
								General Plan Transportation Element

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
		161		\$25	Transit Scheduling Study		Conduct a study to comprehensively integrate local transit service provider service and schedules with ridership demand to/from major origins and destinations in Davis and adjacent communities.	Core Area Specific Plan
		164		\$125	Transportation Funding Strategy		Develop new funding sources to accelerate implementation of the TIP and develop methodology to equitably allocate existing funding sources.	General Plan Transportation Element
	Program	10		\$0	Balance Downtown Delivery Vehicle Needs with Bicycle and Pedestrian Safety		Balance Downtown Delivery Vehicle Needs with Bicycle and Pedestrian Safety	General Plan Transportation Element
		18		\$25	Bicycling Citation Diversion Program	Diversion Program	Collaborate with DPD and UC Davis, to explore the feasibility of creating a bicycle ticket diversion program in Davis.	Beyond Platinum - Bicycle Action Plan
		19		\$0	Bike Drives		Develop a program to collect and distribute used youth and adult bikes and serve as a model for smart resource management and reuse.	Beyond Platinum - Bicycle Action Plan
		30		\$25	Child Development Corporation (CDC) Bike Training		Formalized program through local Child Development Corporation (CDC) providing comprehensive after-school bike training.	Beyond Platinum - Bicycle Action Plan
		65		\$0	Enhance the Pedestrian Environment Near Existing Activity Centers		Enhance the pedestrian environment within a quarter-mile of existing activity centers.	General Plan Transportation Element
		73		\$500	Fare-Free Transit		Establish fare-free transit for Unitrans service.	General Plan Transportation Element
		78		\$25	High School Cycling League		Work with NorCal High School Cycling League to recruit more riders in areas where no teams currently exist.	Beyond Platinum - Bicycle Action Plan
		80		\$25	Implement Alternative Transportation Incentives		Implement Alternative Transportation Incentives	General Plan Transportation Element
							Provide Incentives to Promote Ridesharing Among Davis Residents	General Plan Transportation Element
		82		\$0	Implement Transit Plans		Implement the Davis portion of applicable local, county and regional transit plans	General Plan Transportation Element
		83		\$0	Improve Transit for Olive Drive		Improve transit connectivity, and/or service between the Olive Drive neighborhood and other neighborhoods, including the Core Area.	General Plan Transportation Element
		89		\$25	Junior High/High School Mentorship Program		Encourage experienced high school students to teach junior high school students the basics of bicycling as well as the responsibility of an increased freedom found through cycling.	Beyond Platinum - Bicycle Action Plan
		100		\$0	Medium-Speed NEV program (35 mph)		Develop medium-speed NEV program (35 mph).	General Plan Transportation Element
		101		\$125	Mondavi Center - Downtown Shuttle		Free bus shuttle between the Mondavi Center and downtown for patrons of entertainment events.	Downtown - Campus Connections Concepts and Implementation Plan
		125		\$25	Promote Junior Cycling Program with the Davis Bike Club		DBC mission: give aspiring junior cyclists access to racing at both the local and national level; develop an active, lifelong healthy lifestyle in their athletes; and create well-rounded community minded individuals.	Beyond Platinum - Bicycle Action Plan
							Preserve Rights of Way for Future Transportation Use.	General Plan Transportation Element

Status_1	Category	ID1	Score	Total_Cost	Project Name	Project_Name2	Project_Summary	Source
		130		\$25	Require Residential Development to Pre-Install Wiring Necessary to Support Electric Vehicle Charging		Require Residential Development to Pre-Install Wiring Necessary to Support Electric Vehicle Charging	General Plan Transportation Element
		149		\$25	Student Orientation Bike Safety Information		Coordinate with the registrar's office to verify feasibility of requiring a bike education component at incoming student orientation.	Beyond Platinum - Bicycle Action Plan
		151		\$25	Support Regional Rail Improvements and Freight Rail Realignment		Support planned regional rail improvements along the Capitol Corridor and freight realignment in Yolo County that removes freight rail from F Street.	General Plan Transportation Element
		160		\$25	Transit Information		Include transit information in promotional materials for community events hosted by, or in partnership with, the City of Davis.	General Plan Transportation Element
		196		\$125	Safe Routes to School Program: Education & Encouragement (Unfunded)	Back-to-School Encouragement Marketing	Back-to-School Encouragement Marketing	Walk and Bike Audit Report
						Incentive Programs	Incentive Programs	Walk and Bike Audit Report
						Rainy Day Carpool	Rainy Day Carpool	Walk and Bike Audit Report
						Reaching High School Students for Bicycling	Coordinate with college-age students looking for volunteer experience.	Beyond Platinum - Bicycle Action Plan
						Safe Routes to School / Street Smarts Program: Encouragement	Engages K-8th grade to develop multimodal safety education materials through school poster competitions	Beyond Platinum - Bicycle Action Plan
						Street Smarts Education Campaign	Street Smarts Education Campaign	Walk and Bike Audit Report
						Student Pedestrian Traffic Safety Education	Student Pedestrian Traffic Safety Education	Walk and Bike Audit Report
						Weekly Walk and Bike to School Days	Weekly Walk and Bike to School Days	Walk and Bike Audit Report
						Youth Biking Program	Afterschool program and summer camp about bike safety, maintenance, and the fun and responsibility of independent exploration. Local LCIs and city staff will support and train volunteers and camp counselors.	City Council Goals 2012-14