



Transportation Implementation Plan

Annual Report

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2020

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BACKGROUND

Transportation plays an essential 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 describe processes for future decision-making.

At a 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”. That 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. Local governments have historically been responsible for the maintenance and development of local 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 accessibility, safety, traffic congestion, air quality, climate change, and public health. For improvements in these areas, Davis transportation policies support a system that accommodates many modes of transportation, with an

orientation towards active transportation (i.e. walking and bicycling).

PURPOSE

Davis has an extensive road, sidewalk, and multi-use path infrastructure with 167 miles of street, 54 miles of on-street bike lanes, and 58 miles of off-street multi-use paths, 275 miles of sidewalks, 29 grade-separated bike/ped crossings, and over 200 lane miles of striping and pavement markings.

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. However, the community’s transportation-related aspirations should 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 consolidates, organizes, and prioritizes transportation projects from various City-adopted documents and processes.

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. However, the TIP is

¹ Hereafter, “projects”.

not a five-year maintenance plan for the existing infrastructure. While expenditures for maintenance and rehabilitation of existing infrastructure is included in the TIP for informational purposes, the Engineering Division relies on separate documents for street and multi-use path pavement maintenance and rehabilitation.

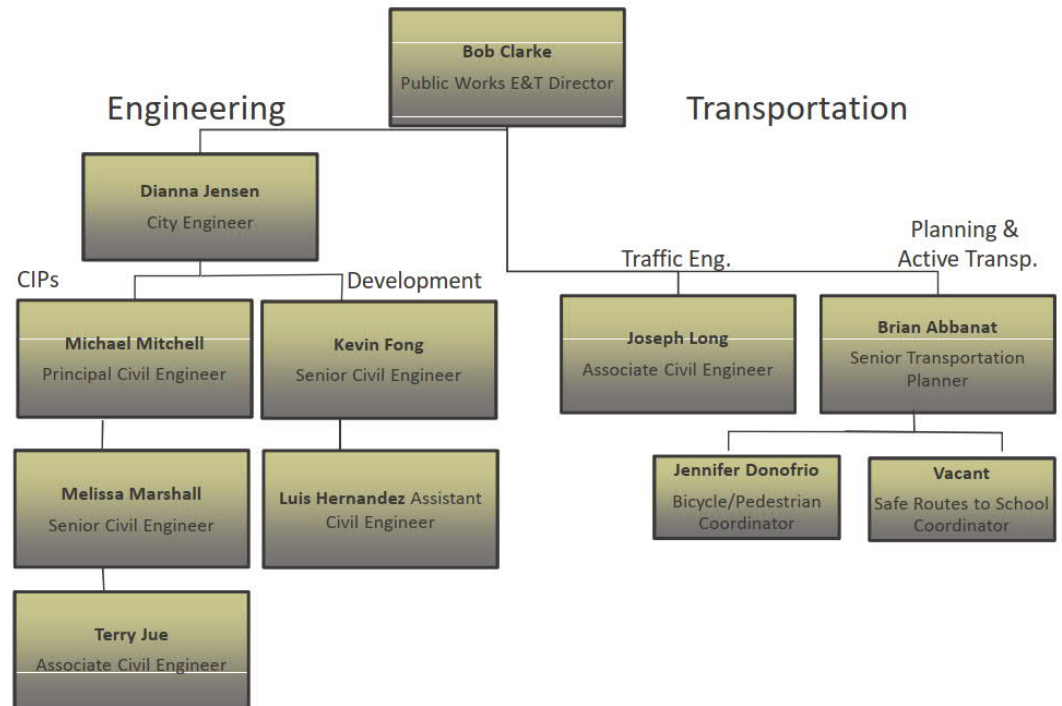
The TIP is a living document; developed and maintained by City Transportation Division staff², with implementation guidance provided by the Bicycling, Transportation, and Street Safety Commission (BTSSC). By design, the TIP framework is flexible. Due to many factors, including introduction of new projects, shifting priorities, and funding source dynamics, the TIP is updated annually in response to the changing civic environment.

CITY TRANSPORTATION FUNCTIONS

It is useful to understand how the City's transportation roles are organized. Historically, transportation activities were performed by the Public Works Transportation Division. However, in FY 19/20 the Public Works Department was split with transportation operations and maintenance functions assigned to the Utilities & Operations Department with planning and most engineering staff assigned to the Engineering & Transportation Department.

The diagram below illustrates the primary transportation functional areas.

Figure 1: Public Works Engineering & Transportation Organization Chart



² Per City Council direction: 3/25/14.

The below table illustrates key transportation-related activities, typical assigned staff, and examples.

Table 1: Key Transportation Activities

Activity	Engineering & Transportation					Operations & Utilities		Examples
	Brian Abbanat	Joseph Long	Jennifer Donofrio	Vacant	CIP Engineering Staff	Art Robles & Field Crew	Eric Spann & Field Crew	
	Senior Transp. Planner	Associate Civil Engineer	Bike/Ped Coord.	SRTS Coord.		Senior Electrician	Senior Public Works Supervisor	
BTSSC Coordination	✓							Agenda/packet, coordination.
Capital Transportation Projects								Richards/I-80 Interchange, Cannery Bike/Ped Undercrossing, Third Street Improvements, L Street Improvements, Mace Blvd Improvements, Pole Line Road/Olive Drive Bike/Ped Connection.
Corridor / Facilities Studies	✓		✓					
Design	✓	✓	✓		✓			
Management	✓				✓			
Delivery					✓			
Development Review		✓	✓		✓			e.g. West Davis Active Adult Community, Lincoln40, Sterling Apartments.
Grant Coordination	✓		✓	✓				Bike/Ped Wayfinding, E. Fourteenth / Villanova, Pole Line Road/Olive Drive Bike/Ped Connection, Train Depot Access Study.
Interagency Coordination	✓		✓	✓ (DJUSD)	✓			YCTD, Cool Davis, Yolo Commute, SACOG, Caltrans, local agencies.
Long Range Transportation Planning & Policy	✓		✓					General Plan Transportation element, Transportation Implementation Plan, Bicycle Action Plan, Walk Bike Audit Report, Anderson Road Improvements.
New Development Traffic Studies		✓						Review traffic studies/analysis for new development.
Parking	✓	✓					✓	Downtown Parking Management Plan, residential preferential parking areas.
SACOG & Caltrans Funding Coordination	✓				✓			SACOG funding, federal approval process, Caltrans project delivery coordination meetings.
Safe Routes to School & Bicycle Education			✓	✓			✓	Walk Bike Audit Report & Implementation, Bike Rodeos, May is Bike Month.
Road Repairs and Resurfacing					✓		✓	Maintenance, annual resurfacing program.
Traffic/Bike/Ped Safety		✓	✓	✓			✓	Crosswalks, stop signs, signing, striping, bike racks, etc.
Traffic Calming		✓			✓		✓	Speed humps, Speed display boards. Stop warrant analysis, sight distance, etc.
Traffic Signals/Street Lights		✓				✓		Maintenance, signal timing optimization.
Transportation Information/Data Collection and Analysis		✓					✓	Crash data, speed surveys, traffic data, GIS/web
Unitrans / UAC Coordination	✓							Staff Liaison to UAC, FTA grant coordinator, bus stops, shelters, red curb at stops, tree trimming, etc. Quarterly Unitrans oversight meetings, and audits.

FY 2019/2020 TRANSPORTATION ACCOMPLISHMENTS

FY 2019/20 was a busy year with many accomplishments worth noting including Safe Routes to School (SRTS), Capital Improvement Projects, standing maintenance programs, studies, grants, and transportation-related events. The Covid-19 pandemic starting in March 2020, required some end-of-year program cancellations. Also, the departure of the SRTS Coordinator at the fiscal year's end, combined with the pandemic's affect on City finances, has required postponing recruitment and hiring a replacement until most likely, fiscal year 2021/22.

Bike / Ped Program & Safe Routes to School:

Bicycle and Pedestrian Program

- Updated Davis Bike Map using Geographic Information Systems technology and printed the 8th addition.
- Conducted a community survey assessing community members satisfaction with JUMP bike share.
- Drafted the League of American Bicycle Friendly Community application for submittal in fall 2020.
- Managed the www.gettingarounddavis.org website where community members can find out how to get around Davis and activities related to transportation.
- Hosted 4 Biking with Confidence, in-person bike education classes between July 2019 and October 2019 Staff . In May 2020, the City began offering free online bike education classes.
- Hosted a bike tour for UC Davis students in July 2019.

- Organized and hosted monthly Bike Party Davis fun Rides from July 2019 to October 2019.
- Taught 4 bike education classes for international students in fall 2019.
- Promoted bike education at the UC Davis fall resource fair.
- Managed the bike valet at Discover Davis in October 2019.
- Participated in the Electric Vehicle at the Farmers' Market promoting electric bikes and bike safety.
- Organized and hosted a pathway clean-up event in October 2019.
- Co-hosted Pedalfest event in November 2019, a bicycle film festival with outdoor activities promoting biking.
- The Bike and Pedestrian Program planned for 79 events in 2020. Only one event occurred, a Light the Night, bike light giveaway in January 2020, where staff gave out 250 bike lights.
- Hosted virtual Bike Month activities which encouraged people to win prizes for taking bike education classes and making bike education videos.
- Staff traveled over 1,000 miles on the electric-assist 5-wheeled bicycle to replace motor vehicle work trips and provide bike tours to visitors.

Safe Routes to School

- Provided free helmets to elementary school students and conducted helmet fittings.
- Attended 5 Back to School events and provided transportation resources to all schools
- Hosted 4 bike rodeos where over 200 students learned about bike safety and practiced and developed their bike riding skills.

- Hosted 1 bike mechanic classes at DJUSD.
- October Bike and Walk to School Day.
- Conducted biennial National Safe Routes to School Teacher Tally recording 11000 school commute trips. The district average for walking trips to school recorded was 11%; biking is 31% and carpooling is 5%.
- Conducted biennial National Safe Routes Parent survey – which 400 parents responded. The survey found that key factor that affect whether parents allow their children to walk or bike to school is the amount of traffic along Route.
- Bike a Kid to School Day Bike Trains with Davis PD 2 events.
- February Polar Pedal recorded 9195 active transportation trip.
- Co-hosted Pedalfest with the Bike Campaign and Bike Davis which 200 community members attended.
- Partnered with the Bike Campaign and Cesar Chavez Elementary to teach 50- 2nd grade students bike skills during class time.
- Supported Active4.me program at all DJUSD elementary school.
- Continued community outreach to all K-12 schools via the Schools Committee and made new connections with Davis Senior High School and Da Vicni High School.
- Hosted virtual May is Bike Month Bingo – where 80 students participated for prizes and T-shirts

SRTS Events Cancelled Due to Covid-19 Pandemic

- Cancelled 4 bike rodeos where over 300 students would have learned about bike safety and practiced and developed their bike riding skills

- Cancelled 2 Bike a Kid to School Day Bike Trains with Davis PD.
- Missed out on over 500 participants and 8 partnership organizations participated in the 11th annual Loopalooza
- Cancelled Longest Bike Train contest was awarded
- Cancelled Golden Wheel Contest
- Bike Rack Challenge Popsicle Party
- Cancelled 16 “Good Earth” assemblies by Bike City Theater Company at DJUSD elementary schools and 3 public performances
- Cancelled Going the Extra Mile Award – for 400 plus kids who biked over 100 trips per school year.
- Missed out on partnership with the Bike Campaign and Cesar Chavez Elementary to teach 50- 2nd grade students bike skills during class time
- Cancelled 1 bike mechanic classes at DJUSD
- Cancelled May Bike to School Day.

Capital Improvement Projects:

- Downtown Parking Management Plan Implementation (CIP 8252):
 - Expanded X-permit parking for downtown employees into Old East Davis, expanded T-permit parking into rest of neighborhood.
 - Completed analysis of technology capabilities for applying paid parking and applying differential pricing for Davis residents in the Train Depot parking lot.
 - Completed analysis of converting a subset of 20-minute parking spaces to 2-hour.

- Completed analysis of removing on-street bike parking corrals and potential off-street replacement bike parking locations.
- Completed construction and installation of downtown parking guidance system.
- Mace Blvd Improvements re-design, Phase (CIP 8257): Conducted community outreach, initiated analysis and design revisions.
- Bicycle/Pedestrian Wayfinding, Phase 2 (CIP 8258): Completed design and issued bids for fabrication and installation.
- Russell Boulevard Bike Path (CIP 8286): Completed design.
- Pole Line Road / Olive Drive Connection / Montgomery ES WBAR Improvements (CIP 8313): Completed design.
- Covell Blvd Multi-Use Path, north side (J Street to Pole Line Rd): Initiated design
- EV Charging Station Infrastructure (CIP 8341): Initiated design.
- Russell Blvd / Lake Blvd Intersection Improvements: Initiated design (via developer)

Capital Projects Defunded Due to Covid-19 Pandemic

- Fourteenth Street / Oak Ave intersection and two-way cycle track between Oak Ave and B Street Demonstration Project (CIP 8282). Completed temporary design.
- Tulip / Ponteverde Multi-Use Path Extension (CIP 8323): Completed design.
- Birch Lane E.S. High Priority Projects (CIP 8297): Initiated design.
- Fifth Street Corridor (L Street to Pole Line Rd) (CIP 8321): Initiated design.

- Downtown Paid Parking (CIP 8314): Paid parking in south G Street, north F Street, train depot parking lots.

Standing Programs:

- Transportation Planning (7234):
 - Staff served as president of Yolo Commute.
 - Coordinated and hosted Travel Training Workshop at New Harmony residential housing.
 - Held 9 Bicycling, Transportation, and Street Safety Commission meetings
 - Held 3 Unitrans Advisory Committee meetings
 - Participated in the selection process for the UC Davis Transportation Services Director.
- Transportation Operations & Maintenance: 993 work orders completed.

Standing Program Activities Cancelled due to Covid-19 Pandemic

- Spring 2020 Annual Travel Training Workshop

Studies/Plans/Policies:

- Developed project scope for the Russell Blvd Corridor Plan in partnership with UC Davis.
- Completed Davis Train Depot Access and Connections Study (CMO office).
- Conducted analysis of potential transit safety improvements at the Third & H intersection.

Grant Funding:

- Anderson Road Improvements (CIP 8298): Initiated coordination with consultants and DJUSD for partnership on SACOG Regional Funding grant application.
- SACOG Civic Lab Train Depot Access Project: Obligated \$344,500 from SACOG.
- I-80 / Richards Interchange / Olive Drive Off-Ramp Closure (CIP 8730): Awarded additional \$2.7 million from SACOG Regional Funding program, raising the total to over \$10.4 million.
- Davis Manor Green Street Project: In partnership with the Davis Manor neighborhood and Parks & Community services, applied for \$955,157 grant from the California Natural Resources Agency for green infrastructure improvements and traffic calming in the neighborhood.
- Safe Routes to School program was awarded a \$15,000 grant for the Education & Idle-Free Schools Campaign from the Yolo Solano Air Quality Management District.
- Electric Buses: Unitrans and the City were awarded \$3.7 million to fund electric buses for the fleet.

BICYCLING, TRANSPORTATION, AND STREET SAFETY COMMISSION (BTSSC)

The 2019/20 fiscal year was busy for the City’s Bicycling, Transportation, and Street Safety commission as well. The below table lists items brought before the commission for review:

Table 2: FY 2019/20 BTSSC Meeting Agendas

BTSSC Meeting	Year	Agenda Items
July	2019	Mace Blvd design revisions update
September	2019	<ul style="list-style-type: none"> • Tulip & Ponteverde Design Revisions • Bicycle-Share Update: Survey Results and Proposed Pilot Project
October	2019	<ul style="list-style-type: none"> • Review of Montgomery Elementary School Walk Bike Audit Report Safety Improvements • Proposed Drexel Drive & Chestnut Lane Intersection Safety Markings • BTSSC/ Council Joint Meeting Debrief
November	2019	<ul style="list-style-type: none"> • Censure of Commission Member • Review of University Commons and Comments on Draft Environmental Impact Report • Review of Draft Downtown Davis Specific Plan
December	2019	<ul style="list-style-type: none"> • Presentation of Amtrak Access and Connections Study • Proposed All-Way Stop at the B and Second Street Intersection • Review of Public Comment from the Last Two Years
January	2020	<ul style="list-style-type: none"> • Russell Blvd Bike Path Design Review CIP No. 8286 • Discussion of Forthcoming Traffic Calming Items • Recommendation of Commissioner Dismissal
February	2020	Meeting Cancelled

BTSSC Meeting	Year	Agenda Items
March	2020	Meeting Cancelled
April	2020	<ul style="list-style-type: none"> • BTSSC Orientation • Aggie Research Campus—Subsequent Environmental Impact Report Traffic and Circulation • Proposed No Parking Restrictions #2
May	2020	<ul style="list-style-type: none"> • E. Covell Blvd Multi-Use Path • Proposed Crosswalk Installations Commission & Staff Communications: Establish ARC Subcommittee
June	2020	<ul style="list-style-type: none"> • Recommendations on Davis Innovation and Sustainability Campus Baseline Transportation Features • BTSSC Subcommittees and Appointments • Discussion of Closed Streets During Pandemic • Dissolve Citywide Parking Minimums Subcommittee

UNITRANS ADVISORY COMMITTEE (UAC)

The Unitrans Advisory Committee meets on a quarterly basis. The below table illustrates topics discussed at the three meetings held during the fiscal year.

Table 3: FY 2019/20 UAC Meeting Agendas

UAC	Year	Agenda Items
July	2019	Meeting cancelled
October	2019	<ul style="list-style-type: none"> • Elect Chair and Vice Chair • General Manager's Report
January	2020	<ul style="list-style-type: none"> • General Manager's Report • 2020-21 Service Change Concepts and Challenges Discussion
May	2020	<ul style="list-style-type: none"> • General Manager's Report • Public Transportation Agency Safety Plan (PTASP) Review • Davis Community Transit Update • 2020-21 Service Change Proposals • 2020 Annual Program of Projects

FY 2017-21 FIVE-YEAR TRANSPORTATION FUNDING

Transportation-related expenditures generally fall into one of two categories: operational programs and capital improvement projects. While adjustments and revisions are made to the City’s budget throughout the fiscal year, this section highlights the five-year historical funding trends for key transportation activities (i.e. operational programs and CIPs).

Transportation Programs

The City’s operational transportation programs are responsible for repairing and maintaining existing transportation infrastructure. Over the past five years

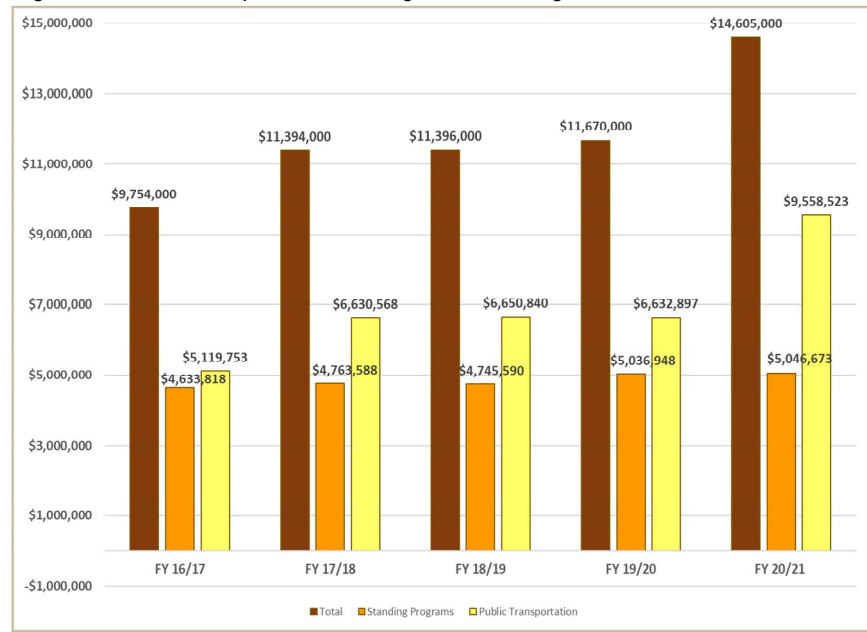
resources for operations and maintenance have remained relatively static, ranging from approximately \$4.6 million in FY 16/17 to \$5.0 million in FY 19/20. The most significant changes over the same timeframe have occurred with federal transit funding, which the City passes through to Unitrans and Yolobus. Fluctuations between years largely reflect differences in capital grant funding awarded to Unitrans for replacement of rolling stock and Unitrans corporation yard infrastructure improvements. With these figures included, total transportation programs funding ranges from \$9.7 million in FY 16/17 to 14.6 million in FY 20/21.

Capital Projects

Transportation capital projects represent new or improved transportation facilities. Over the past year, capital projects activity has increased substantially as several projects, some of which received grant funding in prior years, advanced to design and/or construction. These included:

- EV Charging Station Infrastructure
- Mace Blvd Improvements: Phase 2
- Russell Blvd Bike Path Rehabilitation
- Road & Multi-Use Path Rehabilitation

Figure 2: Five-Year Operational Programs Funding



The chart below illustrates the five-year trends in capital project expenditures, with local and grant funds disaggregated.

FY 2020/21 TIP PROJECTS LIST

The TIP project list consolidates into a single document, all transportation-related activities in the present and planned for the near future. The TIP project list consists of “Ongoing” activities City Transportation and Engineering staff engage in on a daily basis, projects that are “In Progress”, projects that are “Prioritized” for future completion, and “Deferred” projects which are not expected to start within the five-year TIP timeframe.

Ongoing Projects & Programs

The below table illustrates the transportation operational programs and key tasks within functional areas that occur on a regular basis. Many specific functions nest within the larger projects and programs that are not specifically identified in the TIP.

Figure 3: Five-Year Transportation CIP Expenditures (2016/17 - 20/21)

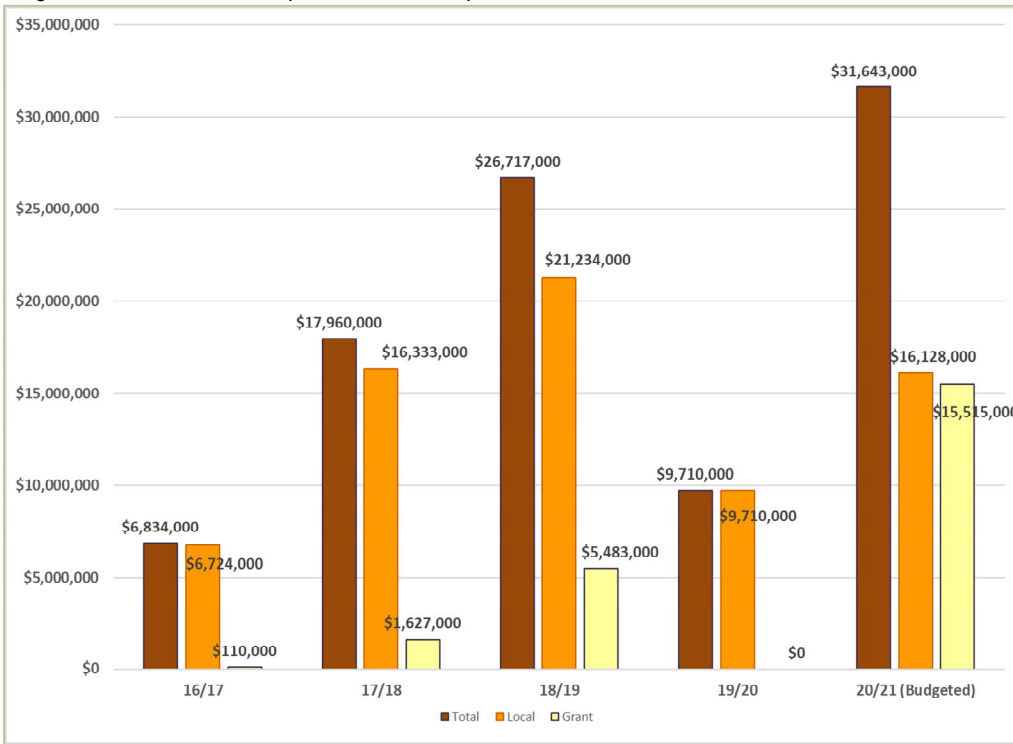


Table 4: Ongoing Projects / Programs

Category	Project/Program
Capital	CIP 8126: ADA Parking and Curb Ramp Compliance CIP 8250: Transportation Infrastructure Rehab CIP 8279: Traffic Signal Improvements Project CIP 8783: Traffic Calming Program
Program	Program 6210: Transportation Management Program 6234: Transportation Planning Program 6251: Bicycle / Pedestrian Transportation Program 6254: Traffic Engineering
Program	Program 6263: Public Transportation Program 6602: Preliminary Engineering Program 7246: Pathway Lighting Maintenance

Category	Project/Program
Program	Program 7248: Surface Parking Lot Maintenance
	Program 7252: Street Maintenance and Repair
	Program 7253: Street Sweeping and Cleaning
	Program 7255: Sign Maintenance
	Program 7256: Striping & Pavement Markings
	Program 7257: Street Lighting
	Program 7258: Traffic Signals
	Program 7259: Sidewalk / Gutter / Curb Maintenance
	Program 7411, 7414: Storm Drain Travel Training Program

In Progress Projects³

In Progress projects are programs, planning efforts, or capital improvement projects that are actively being delivered. Projects without scores either pre-date or were added to the TIP after initiation.

Table 5: In Progress Projects

Category	Score	Project / Program	Project Stage (Sept 2020)	Description	Anticipated Completion
Capital	45	CIP 8298: Anderson Road Improvements / Chavez E.S. High Priority Improvements Phase 1	Preliminary Engineering	Redesign and construction of Anderson Road between Russell and Covell Blvds. Includes Chavez E.S. WBAR infrastructure safety improvements.	Summer 2022
	41	CIP 8313: Pole Line Road - Olive Drive Connection / Montgomery ES High Priority Projects**	100% Design	Bicycle / Pedestrian bridge connecting Pole Line Road overcrossing multi-use path with US 40 multi-use path near Olive Drive.	Winter / Spring 2021
	41	CIP 8286: Russell Boulevard Bike Path	Under Construction	Replace the bike path from 113 to the west City limit with a new PCC path, south of the existing path.	Fall 2020

³ ** = Grant-funded projects.

Category	Score	Project / Program	Project Stage (Sept 2020)	Description	Anticipated Completion
	40	CIP 8730: I-80 / Richards Interchange / Olive Drive Off-Ramp Closure**	60% Design	Redesign interchange to improve circulation/safety for cars, bicycles, and pedestrians.	Summer / Fall 2023
	37	Covell Blvd - State Route 113 to west city limit	90% Design	Multi-modal & safety improvements.	TBD
	30	CIP 8286: Russell / Lake Blvd Intersection Improvements	Under Construction	Improve intersection design for safety.	Fall 2020
	24	CIP 8341: EV Charging Station Infrastructure	Preliminary Engineering	Electric Vehicle (EV) infrastructure implementation, including life cycle cost analysis of EV equipment ownership and maintenance options, EV charging site feasibility and cost analysis, construction documents and other related materials necessary to go to bid for Phase 1 EV charging construction.	Summer 2022
	NA	CIP 8257: Mace Blvd Improvements: Phase 2 Revisions	30% Design	Design revisions to initial project to reduce traffic congestion, simplify some design elements.	TBD
		CIP 8258: Bicycle and Pedestrian Wayfinding & Data Collection Program Phase 2	Out to Bid	Designated bicycling thoroughfares that connect neighborhoods and/or activity centers with supportive infrastructure enhancements.	Fall 2020
		CIP 8282: Fourteenth St/Villanova Dr / North Davis E.S. High Priority Improvements**	60% Design	Resurfacing, restriping, and High Priority improvements for North Davis E.S.	Summer 2022
		Covell Blvd - Shasta Drive to Denali Drive	100% Design	Widen four lanes from Shasta Drive to Denali Drive including bike lanes and a center median.	TBD
		Old East Davis Traffic Calming	Planning	Neighborhood traffic calming.	Summer 2021
Planning / Policy	39	CIP 8342: Russell Blvd Corridor Plan (A Street to West City Limit)	Planning	Streetscape design plan	Fall 2021
	38	Core Area Bicycle Circulation Plan (via Downtown Plan Update)	Planning	Examine ways to improve bicycle circulation to and within the Core Area.	Winter 2021

Category	Score	Project / Program	Project Stage (Sept 2020)	Description	Anticipated Completion
	27	Downtown Streetscape Improvement Plan (via Downtown Plan Update)	Planning	Streetscape improvement plan to enhance downtown ambiance.	Winter 2021
Program	NA	SACOG Civic Lab: First-/Last-Mile Access to Davis Amtrak Station**	Planning	Pilot project to explore smart mobility options to and from the Davis Amtrak station for Davis residents. Partnership with Unitrans, Cool Davis, Capitol Corridor, and UCD-ITS	TBD

On-Hold Projects

The Covid pandemic has substantially affected City revenues. As a result, certain capital improvements projects have been placed on-hold until funding circumstances improve. If recession conditions continue, City staff may look to statewide and regional grant programs as potential funding sources to construct the projects. This could have a carryover effect of delaying applying for grant funding for projects from the Prioritized list.

Category	Score	Project / Program	Description
Capital	41	CIP 8321: Fifth Street Corridor (L Street to Pole Line Rd)	Restripe/Redesign street to fill gap in bicycle network.
	40	CIP 8251: H Street Improvements / H Street Tunnel: Phase 2	H Street tunnel & bike path improvements and resurfacing of H Street between tunnel and Eighth Street
	37	CIP 8323: Tulip / Ponteverde Multi-Use Path Extension	250-foot extension of bike path from Ponteverde to Tulip & Ponteverde Intersection with accompanying intersection improvements.
	35	CIP 8289 (ECCP): Covell Blvd Shared Use Path - North Side - J Street to Pole Line Road (Design)	Shared-use path on north side from J Street to Pole Line Rd.
	23	CIP 8252: Downtown Parking	Downtown parking improvements / revisions (see second table)

Prioritized Projects & Programs

Prioritized projects represent projects of greater community importance that require more resources to deliver than available within the City's transportation operational programs.

Prioritized TIP projects are evaluated and scored based on twelve equally weighted criteria approved by Council in 2014. The below table indicates criteria used for scoring.

Table 7 reflects the Prioritized list of transportation infrastructure, plans, and programs to pursue in the future. Most projects are currently unfunded. The TIP assumes a scenario where all Prioritized projects are delivered within a five-year timeframe and associated costs. This is unlikely to occur due to funding constraints described in the following section. In general, a TIP objective is to program higher scoring projects earlier in earlier years. However, several variables affect project programming including project costs, length of time required to deliver project, available funding sources, and new projects emerging with a high priority than existing projects.

Table 6: Projects Evaluation Criteria

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

The maximum possible project score is 60 points. Additionally, evaluation guidance is used to translate non-transportation criteria 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.

Table 7: Prioritized Projects / Programs

Category	Score	Project / Program	Description
Capital	44	Olive Drive / Train Depot Overcrossing	Grade-separated crossing between the Olive Drive neighborhood and the Amtrak station.
	40	Putah Creek Multi-Use Path Connection	Close .3 mi Putah Creek bike path connection gap between I-80 and Da Vinci Court.
	40	Pole Line Road / Fifth Street Intersection Improvements	Improve intersection design for safety.
	39	F Street - Fifth Street to Covell Blvd	Multi-modal & safety improvements.
	39	Birch Lane E.S. High Priority Projects	WBAR infrastructure safety projects.
	38	Cowell Blvd Restriping (Research Park Drive to Lillard Drive)	Provide improved, multi-modal restriping consistent with new street design standards.
	37	Mace Blvd Corridor Plan – Harper Junior High to I-80	Streetscape design plan
	36	Eighth Street (J Street to Oak Ave)	Improvements to address traffic congestion and potentially other issues including pavement maintenance and striping/markings.
	36	Advisory Bike Lane Demonstration Project	Pilot project of advisory bike lanes on residential bikeway(s) (e.g. Drexel Dr.).
		Holmes J.H.S. High Priority Projects	WBAR infrastructure safety projects.
	36	Loyola Drive Traffic Calming (Pole Line Road to Monarch)	Traffic Calming to improve safety and function of the corridor.
	36	Pioneer E.S. High Priority Projects	WBAR infrastructure safety projects.
	35	ECCP: Covell / Pole Line Road Protected Intersection	Protected intersection at Pole Line Road & Covell Blvd.
	35	Covell Blvd / F Street Intersection Improvements	Address ADA and safety improvements at intersection (highest # of crashes in city).
		Emerson J.H.S. High Priority Projects	WBAR infrastructure safety projects.
		Patwin E.S. High Priority Projects	WBAR infrastructure safety projects.
	35	Harper J.H.S. High Priority Projects	WBAR infrastructure safety projects.
	34	J Street Cycle Track	Two-way cycle track between Covell Blvd and H Street tunnel path.
	33	Willet E.S. High Priority Projects	WBAR infrastructure safety projects.
	28	Downtown Shared Lane Markings	Installation of shared lane markings downtown per the Bicycle Action Plan.
22	Korematsu E.S. High Priority Projects	WBAR infrastructure safety projects.	

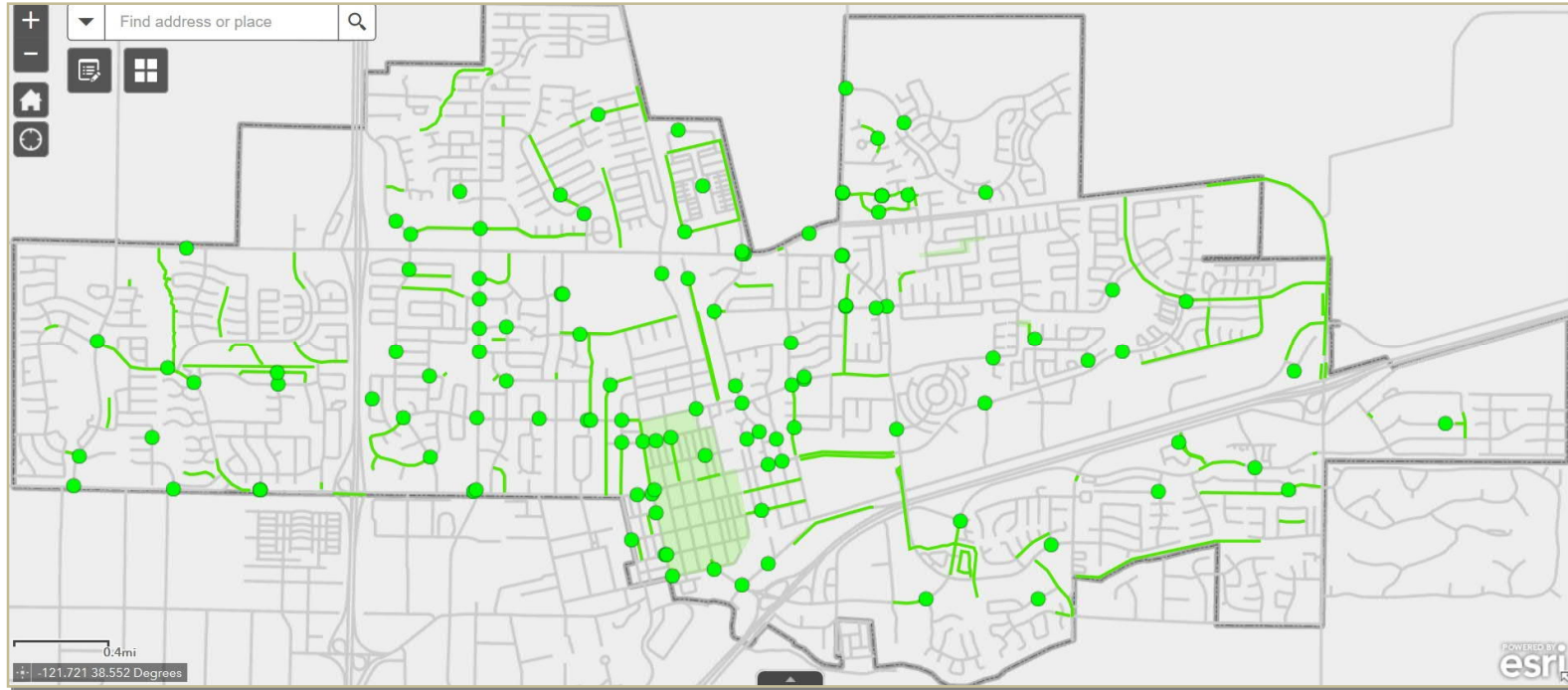
Category	Score	Project / Program	Description
Planning / Policy	50	Second Street Corridor Improvements (L Street to Mace Blvd)	Multi-modal & safety improvements on Second Street between L Street and Femi Pl.
	42	Citywide Network Connectivity Study	Citywide study to identify and prioritize corridors for transportation enhancements, safety, and/or traffic calming needs.
	40	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.
	39	Pedestrian Master Plan	Create and implement a Pedestrian Plan to identify connectivity gaps for pedestrians and ADA improvements prioritizations.
	37	Intercity Bicycle Connections Plan	Bicycle route connections plan between Davis and neighboring jurisdictions
	28	Downtown Transit Services and Utilization Review	Comprehensive review of downtown bus services and utilization.
	27	Transportation Demand Management Plan	Integrated, lifestyle-based transportation demand management program implementation plan organized around facilitating car-free / lite lifestyles.
	24	Traffic Signal Timing Study	Citywide traffic signal timing study to improve traffic flow, safety, and access. Focus areas include no right on red, bike/ped leading interval, pedestrian countdown signals.
	22	Transit Stop Amenities and Conflict Identification / Mitigation Plan	Citywide plan to identify comfort, safety, and information needs at transit stops in Davis including inventory of amenities and assessments of conditions.
Program	28	Travel Data Collection (Streets)	Comprehensive, community-wide multi-modal traffic data at strategic locations.
	26	Travel Data Collection (Household)	Comprehensive household travel data, all trips, modes.
	26	Mace Park & Ride-Downtown Shuttle	Creation of Unitrans express routes, at business peak intervals, from designated periphery locations in East Davis to downtown (and back) that would be graveled (aggregate base).

Reported Traffic Safety Concerns

The Public Works Engineering & Transportation Department tracks all written traffic-related concerns received. Formally submitted concerns - either via e-mail or the City's online Go Davis reporting portal - are entered into a database and mapped into a geographical information system (GIS) layer. These are then overlaid with other layers such as PCI, speed surveys, Walk Bike Audit Report, and

collision layers among others to help determine transportation priorities. This analysis either results in larger TIP projects or, if comparatively minor improvements are possible, can be addressed sooner at the programmatic level, if warranted. The map below illustrates locations where citizens have expressed traffic-related concerns. In some locations, multiple concerns have been expressed at the same location.

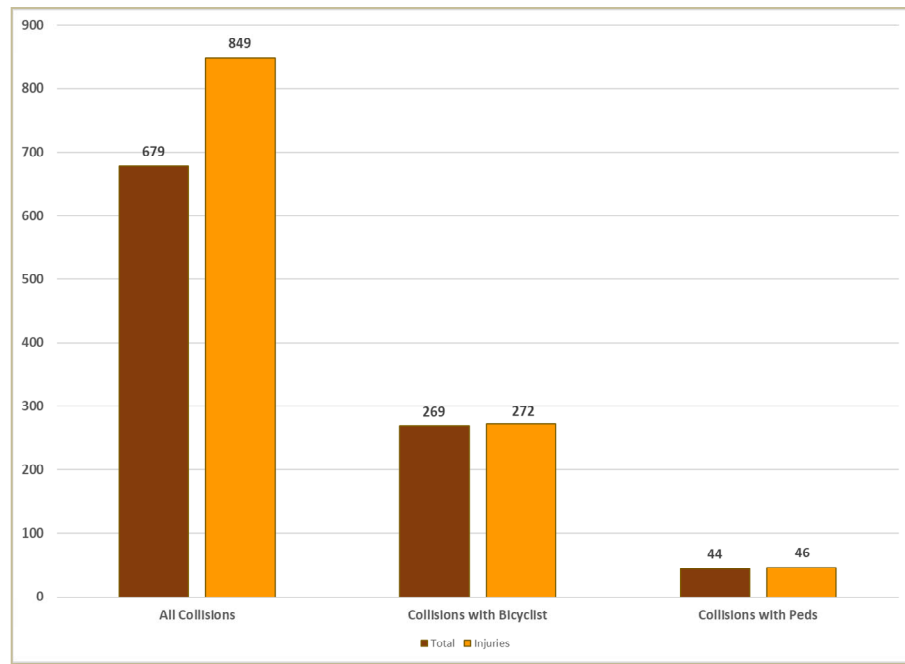
Figure 4: Traffic Concerns Map



Five-Year Transportation Injury Mapping System (TIMS) Results (2015-2019)

The University of California, Berkeley developed the TIMS system to map, geocode, and provide access to crash data from the Statewide Integrated Traffic Records System (SWITRS). The TIMS system enables local agencies to identify areas with high collision rates for consideration of improvements. SWITRS populated with collisions that were significant enough to result in a police report. It does not include collisions with no reportable injuries or minor damage. The below chart illustrates collisions in Davis over the most recent five-year period for which SWITRS records are available.

Figure 5: Davis Collisions, 2015-2019

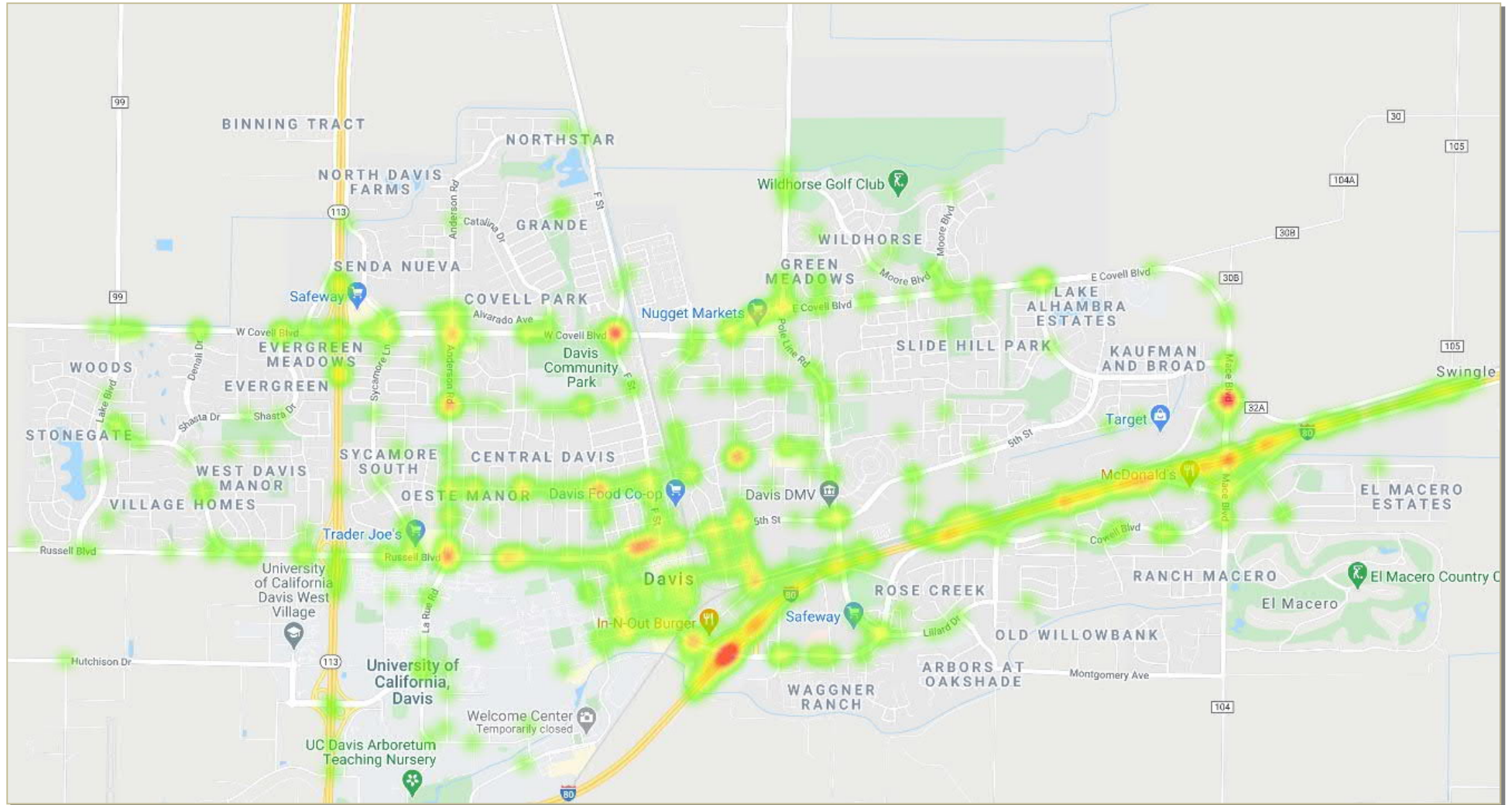


A high percentage of collisions occur at intersections. The below table illustrates the intersections with the highest number of collisions over the 5-year period.

Table 8: Davis Intersections with Most Collisions (2015-2019)

Rank	Intersection	# of Collisions
1	Second Street & Mace Blvd	11
2	Covell Blvd & F Street	9
3	Anderson Rd & Covell Blvd	7
4	Anderson Rd & Villanova Dr	6
	B St & Shepards Ln	6
	Chiles Rd & Ensenada Dr	6
	Olive rive & Richards Blvd	6
8	Covell Blvd & Alhambra	4

Table 9: Davis Collisions Heat Map (2015 – 2019)



APPENDIX

TIP PROJECTS EVALUATION CRITERIA

Table 10: TIP Evaluation Criteria

#	TIP EVALUATION CRITERIA	Eligible Points
TRANSPORTATION ELEMENT GOALS		
1	<p>Travel Choices</p> <ul style="list-style-type: none"> Promotes a range of viable choices among different modes of transportation. <p>Criterion guidance: Project facilitates reaching destinations by bicycle, walking, transit, and automobiles through improved transportation services, education, demand management, connectivity, planning, infrastructure, etc.</p>	5
2	<p>Sustainability (common to City Council goal)</p> <ul style="list-style-type: none"> Transportation Element goal: Improves public health by encouraging clean, active and economically sustainable means of travel. City Council goal: Pursue environmental sustainability. <p>Criterion guidance: Potential for reduced GHG emissions, reduced tailpipe emissions, improved storm water runoff.</p>	5
3	<p>Complete Streets</p> <ul style="list-style-type: none"> Contributes to a Complete Street network that meets the needs of all users. <p>Criterion guidance: Street infrastructure design encourages (not just accommodates) walking, bicycling, and transit alongside of automobiles.</p>	5
4	<p>Bicycling</p> <ul style="list-style-type: none"> Encourages bicycling as a healthy, affordable, efficient, and low-impact mode of transportation. <p>Criterion guidance: Potential to facilitate increased bicycling.</p>	5
CITY COUNCIL GOALS		
5	<p>Fiscal Resilience</p> <ul style="list-style-type: none"> Ensure fiscal resilience <p>Criterion guidance: Extent to which project may contribute directly to or indirectly to net positive City revenue, or conversely, the extent of operations and maintenance costs to the City over the life of the project, if applicable.</p>	5

#	TIP EVALUATION CRITERIA	Eligible Points
6	<p>Economic Vitality</p> <ul style="list-style-type: none"> • Drive innovation and economic vitality. <p>Criterion guidance: Direct, indirect, or synergistic effect in promoting business community well-being. Promotes private investment by improving access and/or mobility.</p>	5
7	<p>Downtown</p> <ul style="list-style-type: none"> • Build and promote a vibrant downtown. <p>Criterion guidance: Project is located in, improves access to, or otherwise benefits the downtown.</p>	5
8	<p>Community</p> <ul style="list-style-type: none"> • Promote community. <p>Criterion guidance: Improves sense of community and/or identity, human interaction, utilizes extensive community engagement/participation, provides recreational opportunities, has cultural value, or beautifies the public realm.</p>	5
9	<p>Infrastructure</p> <ul style="list-style-type: none"> • Fund, maintain, and improve infrastructure. <p>Criterion guidance: Project improves or maintains transportation infrastructure. Consider significance of project including: scale, connectivity, volume of users benefitting, etc.</p>	5
10	<p>Safety and Health</p> <ul style="list-style-type: none"> • Ensure a safe and healthy community. <p>Criterion guidance: Potential to reduce collisions and/or injury. Improves public health and perceptions of safety, comfort.</p>	5
SUPPLEMENTAL CRITERIA		
11	<p>Grant Competitiveness</p> <p>Criterion guidance: Project is eligible and competitive for external grant funding.</p>	5
12	<p>Staff Time</p> <p>Criterion guidance: Staff time required to manage project, as described (0 = significant staff time; 5 = minimal staff time).</p>	5
TOTAL ELIGIBLE SCORE		60

FIVE YEAR TRANSPORTATION GRANT HISTORY: FY 2016/17- FY 2019/20

Table 11: Transportation Grants Applied/Awarded (FY 2016/17 - FY 2019/20)

Year Applied	Project Title	Funding Applied	Funding Awarded	Grant Program	Funding Type
2016	Amtrak Station Electronic Bike Lockers	\$93,295	\$93,295	Caltrans Low Carbon Transit Operations Program	Capital
	Providing Safe Passage: Connecting Montgomery Elementary and Olive Drive	\$3,540,000	\$0	Statewide ATP	Capital
	Go Davis! TDM Program	\$117,600	\$0	Caltrans Sustainable Transportation Planning	Planning
2017	Electrify America Proposal	\$2,300,000	\$0	Electrify America (VW Settlement)	Capital
	City of Davis Community Bicycle Clean Air Grant	\$9,500	\$3,000	YSAQMD Clean Air Fund	Capital
	City of Davis Lights in a Pinch Clean Air Grant	\$10,000	\$5,000	YSAQMD Clean Air Fund	Program
	Unitrans Fare-Free Transit Pilot Program	\$150,000	\$0	SACOG TDM Innovations	Program
	Providing Safe Passage: Connecting Montgomery Elementary and Olive Drive	\$3,540,000	\$3,540,000	Statewide ATP Augmentation	Capital
	Davis Amtrak Station Access and Connections Stu	\$250,000	\$250,000	Caltrans Sustainable Transportation Planning	Planning
	First-/Last-Mile Access to Davis Amtrak Station	\$398,500	\$398,500	SACOG Civic Lab	Program
	Downtown Gateway	\$936,064	\$936,064	Prop 84 Urban Greening	Capital
2018	Richards / I-80 / WB I-80 Olive Drive Off-Ramp Closure	\$7,770,000	\$5,000,000	SACOG Regional/Local	Capital
	Train Depot / Olive Drive Overcrossing	\$5,901,000	\$0	Statewide ATP	Capital
	Davis Manor Green Streets	\$1,415,207	\$0	Prop 84 Urban Greening	Capital
	Electrify Yolo	\$2,911,752	\$2,911,752	SACOG Green Region	Capital
	Train Depot / Olive Drive Overcrossing	\$5,901,000	\$0	SACOG Regional ATP	Capital
	CR 32 Railroad Crossing Relocation PSR-PDS	\$100,000	\$100,000	SACOG Community Design	Capital
	Climate Action, Adaptation, and Resiliency Plan	\$307,100	\$307,100	Caltrans Adaptation Planning	Planning
	Train Depot Access Pilot Project	\$344,500	\$344,500	SACOG Civic Lab	Program
2019	Richards / I-80 / WB I-80 Olive Drive Off-Ramp Closure	\$2,700,000	\$2,700,000	SACOG Flexible Funding Round	Capital
	Davis Manor Green Street Project	\$955,157	\$0	CNRA Green Infrastructure	Capital
	Safe Routes to School Education & Idle-Free Schools Campaign	\$15,000	\$10,000	YSAQMD Clean Air Fund	Program
	Electric Buses	\$3,760,000	\$3,760,000	FTA Bus and Bus Facilities Grant Program	Capital
Total		\$43,425,675	\$20,359,211		

Deferred Projects

The below table lists “Deferred” projects that are not expected to be completed within the five-year TIP timeframe.

Table 12: Deferred TIP Projects

Category	Project / Program	Description
Capital	A Street Bicycle Access	Widened, multi-use sidewalk on west side of A Street between First and Third Streets.
	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.
	Birch Lane E.S. Low/Med Projects	WBAR infrastructure safety projects.
	Chavez E.S. Low/Med Projects	WBAR infrastructure safety projects.
	Chiles Road - Drummond Ave to East City Limit	Streetscape design plan
	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
	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)
	Covell Blvd - F Street to State Route 113	Streetscape design plan
	Covell Blvd @ Hwy 113	Add turn lanes for access-egress to Hwy 113 including the overcrossing structure.
	Covell Blvd @ Lake Blvd	Traffic signalization at Lake Blvd & Covell Blvd
	Covell Blvd Protected Bike Lane (between Hanover and Oak)	2-way protected cycle track on south edge of Covell Blvd providing safer & more direct access to Anderson Plaza shopping for North Davis residents.
	Covell Blvd Shared-Use Path (J to Pole Line, south)	Shared-use path on south side from J Street to Pole Line Rd.
	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.
	Cowell Blvd - Mace to Drummond Ave	Streetscape design plan

Category	Project / Program	Description
	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.
	Davis - Woodland Bike Path	Designated bicycle path connecting Davis and Woodland.
	Downtown Gateway Arch	Downtown gateway arch and bike/ped crossing of Richards Blvd immediately south of the U.P. Railroad bridge.
	Downtown Parking Structure	Third downtown parking structure at unspecified location
	ECCP: Future Projects	Phase 2 capital improvement projects.
	Emerson J.H.S. Low/Med Projects	WBAR infrastructure safety projects.
	F Street / CR 101 Gateway	Gateway improvements to this northern entrance to the City.
	F Street / H Street Bike/Ped Connection	Bike/Ped connection through the Parkside Apartments parking lot between F Street and H Street.
	F Street Multi-Use Path Extension	Extension of multi-use path from Faro Ave to Anderson Road.
	Fifth Street Corridor Improvements: Phase 2	Construction of raised center median and pedestrian refuge islands.
	First & B Street Intersection	Traffic signal.
	Fourth Street Railroad Crossing	Rehabilitation of UP railroad crossing at Fourth Street
	G Street / H Street Corridor Improvements	Bicycle-friendly improvements between Fifth and Eighth Streets, including intersection improvements at H/Sweetbriar/Eighth.
	Grande Ave Traffic Calming (Catalina Drive to F Street)	Traffic Calming to improve safety and function of the corridor.
	Harper J.H.S. Low/Med Projects	WBAR infrastructure safety projects.
	Holmes J.H.S. Low/Med Projects	WBAR infrastructure safety projects.
	Hwy-113 Grade-Separated Crossing (John Jones Drive to Sycamore Lane)	Grade-separated crossing connecting Bretton Woods to Sycamore Lane/Marketplace and north Davis greenbelt
	Korematu E.S. Low/Med Projects	WBAR infrastructure safety projects.
	Mace Blvd Left Turn Pocket	Second left turn lane from northbound Mace Blvd onto westbound Second Street.
	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.
	Miller Drive / A Street Traffic Calming	Neighborhood traffic calming.
	Montgomery E.S. Low/Med Projects*	WBAR infrastructure safety projects.
	North Davis E.S. Low/Med Projects	WBAR infrastructure safety projects.
	Oakenshield/Humboldt Intersection Improvements	Intersection safety improvements.
	Old North Davis Traffic Calming	Neighborhood traffic calming.
	Olive Drive / L Street Connection	Multi-modal, grade separated crossing of Union Pacific railroad tracks connecting Olive Drive and L Street (cost is for overcrossing. Undercrossing = \$61.6 million)
	Olive Drive Bicycle Facility Improvements	Street design improvements.
	Patwin E.S. Low/Med Projects	WBAR infrastructure safety projects.
	Pioneer E.S. Low/Med Projects	WBAR infrastructure safety projects.
	Pole Line Road: Covell Blvd to north city limit	Streetscape design plan
	Pole Line Road: I-80 to Covell Blvd (upgrades)	Streetscape design plan
	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 pocket
	Second & B Street Intersection	Traffic signal.
	Sixth Street / City Hall Bikeway	Bikeway to facilitate safe, convenient access to the UC Campus from areas to it's north and east (via H Street and the multi-use bike/ped path alongside F Street to Faro in north Davis and via the bike/ped path along Covell blvd. to east Davis)
	Traffic Signal at Monarch and Covell	Traffic Signal at Covell Blvd and Monarch Lane intersection.
	Vehicular Wayfinding Program	Create and implement a vehicular wayfinding program to direct those who work and visit in Davis to downtown from the major entrances from I-80 and Highway 113.
	Willet E.S. Low/Med Projects	WBAR infrastructure safety projects.
Planning / Policy	Covell Corridor (Hwy-113 to Mace/Second St)	Study to identify and improve operational and design issues.
	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.
	Environmental Mitigations Standards for Bicycle Facilities	Work with adjacent jurisdictions and the general public to establish standards minimize bicycle impacts to sensitive land uses.
	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.
	Multi-Modal LOS Standard	Establish Multi-Modal LOS Standard
	Off-Street Parking Design Guidelines	Establish off-street parking design guidelines.
	Old North Davis Parking District Revisions	Modifications to parking district to generate revenue for neighborhood's desired infrastructure and traffic calming measures.

Category	Project / Program	Description
	Provide Bike Carrying Racks on all Transit Vehicles	Encourage transit fleet conversions to include bike carrying racks on all vehicles.
	Reverse Stop-Controlled Path/Street Intersections	Study locations where bike path/street interfaces occur and install stop-control for the street.
	Review Core Area / Citywide Minimum Automobile Parking Requirements	Downtown development application review process to mitigate traffic and parking impacts to the downtown.
	Street Light Photometric Analysis	Photometric analysis of street lights to determine extent of compliance with street lighting standards and any necessary improvements.
	Third Street Bicycle Boulevard Study (B Street to G Street)	Conduct study to consider possibilities for improving bicycle access & circulation on this segment of Third Street
	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.
Program	Annual Bicycling Forum	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.
	Autonomous Shuttle Demonstration Project	Public/Private pilot demonstration of Class I autonomous shuttle with two potential routes: 1) UCD campus circulator, and 2) UCD campus to train depot.
	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.
	Cargo Bicycle Promotion/Lease	Bikes owned by and/or loaned to the City would be lent to interested families for a month so they can see how they can be incorporated into its lifestyle.
	Child Development Corporation (CDC) Bike Training	Formalized program through local Child Development Corporation (CDC) providing comprehensive after-school bike training.
	High School Cycling League	Work with NorCal High School Cycling League to recruit more riders in areas where no teams currently exist.
	Improve Transit for Olive Drive	Improve transit connectivity, and/or service between the Olive Drive neighborhood and other neighborhoods, including the Core Area.
	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.
	Mondavi Center - Downtown Shuttle	Free bus shuttle between the Mondavi Center and downtown for patrons of entertainment events.
	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.
	Safe Routes to School Program: Education & Encouragement (Unfunded)	Unfunded components of SRTS program.
	Safe Routes to School: (Unfunded)	Unfunded components of Safe Routes to School Program
	Transit Information	Include transit information in promotional materials for community events hosted by, or in partnership with, the City of Davis.