

THE CITY OF DAVIS MOVING TRANSPORTATION FORWARD PLAN 2025-2030



Adopted by Davis City Council on July 1, 2025.

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THE NEED FOR A TRANSPORTATION MOVING FORWARD PLAN

Travel in the City of Davis is comprised of various modes of travel including: automobile, bicycle, walking and transit. The City strives to accommodate all of these modes and has various projects that are designed to improve the use of active transportation and transit choices as well as improve the overall safety of the transportation network for all users.

The objective of this plan is to support the Climate Action and Adaptation Plan (CAAP), Council Goals, and ultimately the General Plan by better managing traffic in the City (e.g. reduce delays, reduce the number of stops, etc.) and improving safety through innovation and technology. This maximizes efficiency, reliability and sustainability of the road network for all users while reducing impacts on the environment.

TRANSPORTATION MOVING FORWARD PLAN VISION AND GOALS

This plan builds on the successes of a history of Davis being a leader in transportation innovation, and previous transportation projects, to identify new capital projects, tools, and the operational support (such as staff and services) needed to maintain this infrastructure and programs. The proposed projects and initiatives identified within the Plan will support the City's goals and objectives and will emphasize the following specific outcomes:

- Documenting and taking advantage of the lessons learned during the execution and deployment of previous transportation projects.
- Evaluating evolving technologies to traffic management, from wireless communication to advanced sensors to social media.
- Providing a “tool kit” from which activities can be chosen and applied to the unique road contexts around the City.
- Ensuring existing and new transportation infrastructure is resilient in the event of emergencies such as flooding and power failures.
- Strengthening partnerships and information sharing, to improve efficiency and coordination of the City's and region's transportation network.
- Ensuring that all new systems and procedures are adequately supported operationally.

This report provides a general overview of the of City of Davis Transportation planning and operation efforts. Amongst the many projects completed so far, this report highlights the key accomplishments to-date, and the next steps moving forward.

This report will be revised periodically to update the public on the progress on implementing these initiatives and to modify the items based on changes, such as the anticipated General Plan Update.

FISCAL CONSTRAINTS

Projects and initiatives identified in this plan are subject to the availability of funds and most of them will be dependent on securing grant funding to complete them. Over the last 5 years project development and construction costs have increased sharply and are typically 50% more than prior to before the Covid-19 pandemic. See Figure 1 below that shows the California Construction Cost Index between 2021 and 2025.

California Construction Cost Index 2021-2025

Month	2025	2024	2023	2022	2021
January	9911	9680	9246	8151	7090
February		9692	9166	8293	7102
March		9660	9118	8736	7130
April		9688	9026	8903	7150
May		9655	9621	9001	7712
June		9651	9508	8925	7746
July		9646	9526	9110	7892
August		9749	9560	8729	8122
September		9751	9592	8604	7900
October		9785	9654	8712	8080
November		9866	9682	8765	8141
December		9876	9654	8823	8072
Annual % *		2.3%	9.4%	9.3%	13.4%

**Annual Percentage is calculated from December to December.*

Figure 1: California Construction Cost Index showing the increase in construction costs between 2021 and 2025.

PLAN ORGANIZATION

This Plan does not override the General Plan, CAAP or other policy and planning documents approved by the City Council but is meant to help implement the items identified in them.

This plan is organized into five main categories, these are:

- Transportation Planning Efforts
- Capital Improvement
- Traffic Operations

- Ongoing Maintenance and other ongoing activities
- Transportation Programming and Projects

The development and ultimate implementation of a new General Plan will require that this program be updated to incorporate any new policies or programs identified in that process.

TRANSPORTATION PLANNING EFFORTS

Transportation Planning is foundational to our ability to identify problems and needed changes to the City's transportation network and then develop programs and projects to help address them.

RECENTLY COMPLETED PLANS

Local Roadway Safety Plan (LRSP) 2023

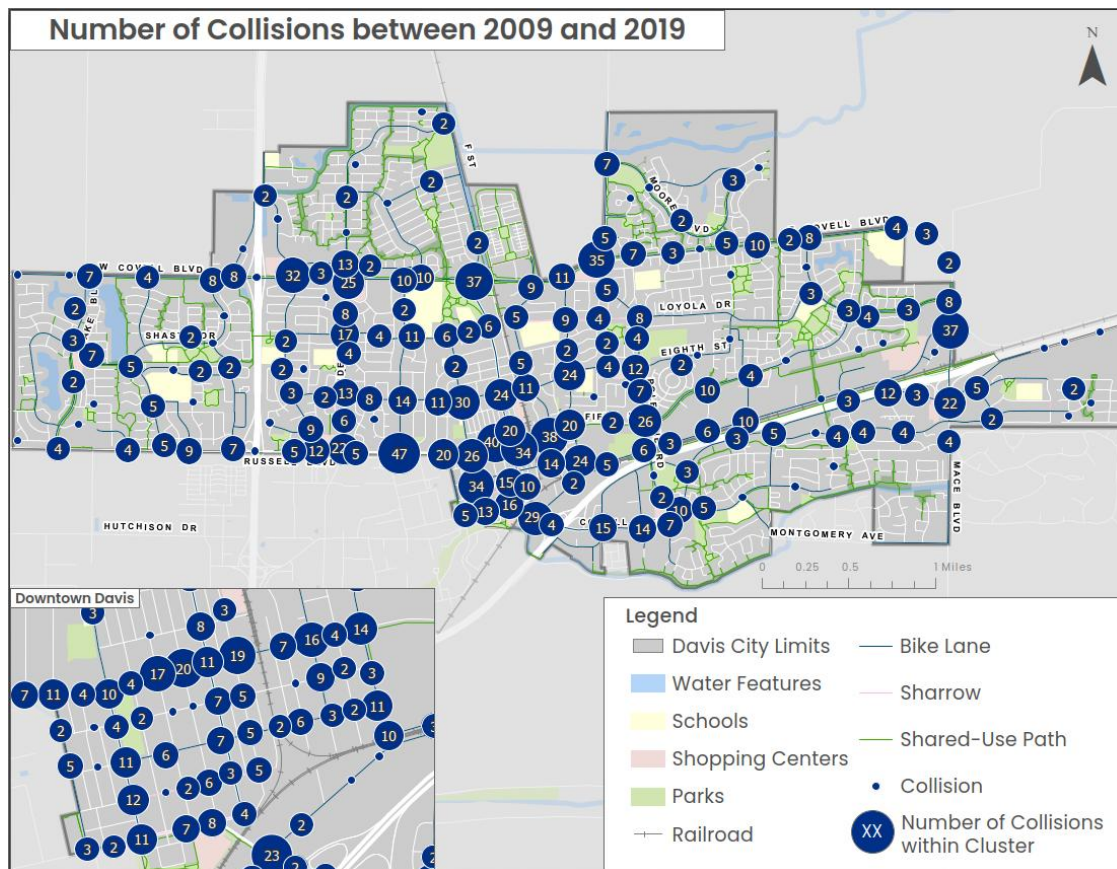


Figure 2: Local Road Safety Plan Map of All Collisions between 2009 and 2019

This plan was developed as a tool for planners, engineers, the Transportation Commission, City Council and the community to understand collision patterns in the

community and determine which transportation projects to prioritize and construct. The LRSP reveals locations where collision trends occur by severity. The high injury network, where severe and fatal collisions are occurring at intersections and along road segments are consolidated, organized and prioritized in this Plan to provide future improvement projects. This information in this Plan may be used to acquire funding, prepare additional documents or spur Capital Improvement Projects. **Error! Reference source not found.** below is a map from the Local Road Safety Plan showing the locations of all collisions between 2009 and 2019.

FUTURE FUNDING OPPORTUNITIES

In fall 2024, the City applied for a Highway Safety Improvement Program (HSIP) grant for crosswalk improvements and striping improvements. We were awarded this grant in February 2025.

CITY GOALS

This plan will support the 2024/25 Council Objective 5: Strategy 5.1 Bullet 1: Examine, prioritize, and put in place metrics for the specific requirements needed to maintain high quality infrastructure (e.g., public safety, parks and recreation, urban forestry, roads, bike paths and related infrastructure, utilities, City buildings, facilities and equipment and IT software and hardware).

PLANS IN PROGRESS

General Plan Update (2028-2038)

While this effort is being led by the City's Community Development Department, the mobility section specifically will require coordination with the Transportation Commission and Public Works Engineering and Transportation (PWET). The General Plan will provide vision and policy for the future needs of the circulation network and will identify both additional planning efforts that are needed, as well as identify some new infrastructure that will be needed to implement the plan's vision.

A scope of services for this project was approved in January 2025 and the plan is expected to be completed in 2027.

CITY GOALS

This plan supports the Council Objective 5: Maintaining High Quality Infrastructure and Services

Short Range Transit Plan (2025-2035)



Figure 3: Public Outreach with UC Davis Students for the Short Range Transit Plan

This plan is a roadmap for improving transit services over the next ten years. The plan's focus is on making Unitrans and Davis Community Transit operate more efficiently and effectively. It includes analyzing current Unitrans and DCT vehicle fleets, costs, funding, routes, schedules, bus stops, and other transit facilities. The plan also includes robust community engagement focused on prioritization of transit desires.

This plan is required for any transit agency to receive federal funding and to receive State Transportation Development Act Funds, both of which are important funding sources for local transit in Davis.

This plan is currently under development and is expected to be completed in late 2025. The development of this Plan is funded 100% by Federal Transit Funds and Unitrans.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal's: Strengthen transit service within Davis and between regional neighbors and reduce single-occupant vehicle use.

FUTURE PLANS NEEDS

Active Transportation Plan

The City's current Bicycle Action plan was approved in 2014 and needs updating to address the changes that have occurred over the last decade. These updates include expanding the plan to cover all modes of active transportation including newer e-devices (e-bikes and e-scooters). The Plan will also include all ages and include programs, plans and policies for the Safe Routes to School Program.

In January 2025, Staff submitted a grant application for a Sustainable Transportation Planning Grant requesting funding the start this project. We were awarded this grant in February 2025.

CITY GOALS

This plan will support the Council Objective 4: Strategy 4.1 Bullet 1: Identify and incorporate evidence-based practices and policies that support the design of City service offerings to ensure they are non-duplicative, responsive, equitable and address the needs of vulnerable populations (e.g., unhoused, disabled, seniors, youth, low income, Black/Indigenous/People of Color, etc.)

- A focus on equity has been central throughout the grant application process. A data-driven approach has identified the communities in need, and the plan will provide actionable steps to achieve a more complete active transportation system.

This plan also supports the Council Objective 2: Strategy 2.2 Bullet 1: Engage all City departments to incorporate CAAP actions into City goal setting, planning processes (e.g., general Plan update, Downtown Specific Plan, etc.), department work plans and work reporting, budgets and daily operations.

- The Active Transportation Plan will focus on a shift away from fossil fueled vehicles and into more sustainable modes like walking and biking.

This plan will support the CAAP Transportation and Land Use Goal's: Increase opportunities for active mobility.

ADA Transition Plan for the Public Right of Way

The City receives between \$200,000 and \$600,000 a year in HUD Community Development Block Grants some of which can be used to improve sidewalks and add accessible pedestrian features such as curb ramps to the City. With the recent adoption of the Public Right-of-Way Accessibility Guidelines (PROWAG) by the Federal Highway Administration, there is a need to evaluate additional elements such as the push buttons at traffic signals to make sure they meet current requirements. This plan would identify the elements need to be brought up to current standards and help prioritize their improvements.

CITY GOALS

This plan will support the Council Objective 4: Strategy 4.1 Bullet 1: Identify and incorporate evidence-based practices and policies that support the design of City service offerings to ensure they are non-duplicative, responsive, equitable and address the needs of vulnerable populations (e.g., unhoused, disabled, seniors, youth, low income, Black/Indigenous/People of Color, etc.)

This plan will support the Council Objective 5: Strategy 5.2 Bullet 5: Add robust digital smart City services that can support different aspects of the City's various and diverse populations.

Safe Routes to School Quick Build Project Toolbox

The City Transportation Commission recommended that the City develop a Safe Routes to School Quick Build Toolbox of design options to improve safety around school sites. This will allow the City to quickly and nimbly make safety improvements near school sites.

CITY GOALS

This plan will support the Council Objective 4: Strategy 4.1 Bullet 1: Identify and incorporate evidence-based practices and policies that support the design of City service offerings to ensure they are non-duplicative, responsive, equitable and address the needs of vulnerable populations (e.g., unhoused, disabled, seniors, youth, low income, Black/Indigenous/People of Color, etc.)

This plan will support the Council Objective 5: Strategy 5.2 Bullet 5: Add robust digital smart City services that can support different aspects of the City's various and diverse populations.

Downtown Curb Management Plan

In 2025, a new daylighting law went into effect that eliminated parking spaces near the approach side of crosswalks though the entire State. While working with various stakeholders prior to implementation, several comments were made about the lack of loading zones in the downtown area. The Curb Management Plan would look at how we utilize the available parking downtown to maximize the benefit to the community. This would look at the time limits on the parking and loading zones, repurposing some areas to bike corrals to increase the available bike parking and evaluate the need for metered parking or incentives to increase turnover of desirable spaces and encourage long term parking to occur in the satellite lots.

In addition, the Downtown Specific Plan, adopted in December of 2023, provides guidelines for the future look of downtown sidewalk, curb, gutter, and parking. Figure 4 shows the different elements of a sidewalk laid out in the plan. Managing the curb parking in conjunction with these elements is important to the vitality of the downtown businesses.

Downtown Specific Plan: Sidewalk Design Elements

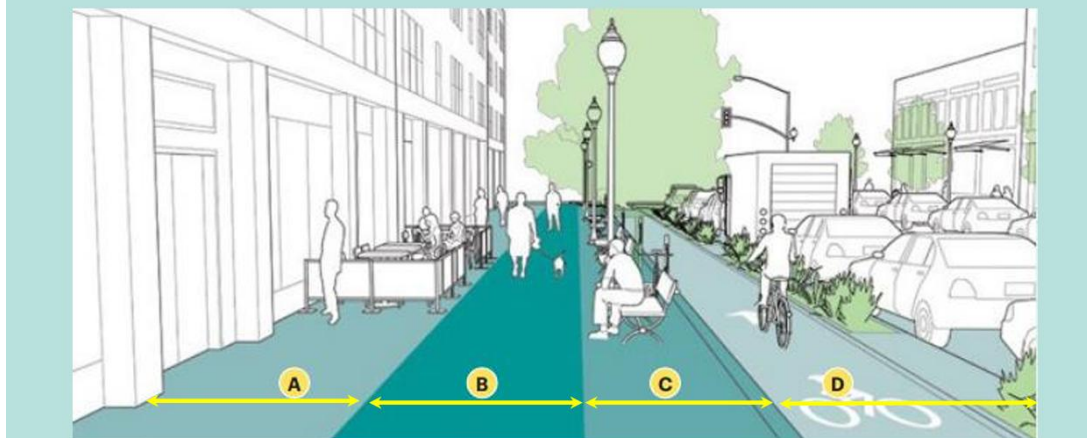


Figure 4: City of Davis Sidewalk Design Elements

CITY GOALS

This plan will support the Council Objective 6: Strategy 6.1 Bullet 15: Business growth in areas that are consistent with City values and existing plans.

- By repurposing and optimizing Downtown parking spaces, the City can drive local economic growth while providing available parking for a range of users, including both vehicles and bikes.

Intelligent Transportation Systems (ITS) Master Plan



Figure 5: Example of ITS signals

ITS is the use of computer and communication technologies to monitor and operate the transportation system and improve safety and efficiency. Currently the City has 63 signalized intersections, 10 pedestrian activated beacons and the downtown parking guidance system that we maintain. Except for the parking guidance system we have no way of remotely monitoring any of these assets or receiving regular reports on their operation.

Additionally, current ITS technologies would allow us to create improved signal timing and bike/pedestrian detection. There is also the opportunity to evaluate concepts such as giving buses priority at signalized intersections.

Additionally, the ITS Master Plan would identify the technologies that the city wants to implement and the necessary infrastructure improvements that would be needed to implement them.

CITY GOALS

This plan will support the Council Objective 5: Strategy 5.2 Bullet 4: Deploy smart street lighting and adaptive traffic management systems to reduce accidents, optimize traffic flow and increase public safety.

Other Power-Driven Mobility Device Plan

The City receives questions regularly about what devices are permitted on the pathways and bikeways. As new electric mobility devices are produced, the City needs to have a policy in place which encourages people to use active modes and at the same time ensure that the pathways and bikeways are safe and comfortable for all users. The purpose of this Plan is to develop a policy with clear criteria about the speed, width and types of electric devices allowed on the pathways and bikeways.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

CAPITAL IMPROVEMENTS

Capital Improvement Projects (CIPs) are the projects that repave existing streets and pathways, upgrade facilities to meet the current standards, or add missing elements to the transportation network. Many of these projects rely on grant funding and can take several years to develop, design and construct.

RECENTLY COMPLETED PROJECTS

2023 Pavement Rehab Project

Annually, the City repaves streets and trails throughout the city based on the recommendations of the Pavement Management Plan. The City recently completed the repaving of Colusa and Juniper Streets and trails in west Davis.

CITY GOALS

This plan will support the Council Objective 5: Strategy 5.1 Bullet 1: Examine, prioritize, and put in place metrics for the specific requirements needed to maintain high quality

infrastructure (e.g., public safety, parks and recreation, urban forestry, roads, bike paths and related infrastructure, utilities, City buildings, facilities and equipment and IT software and hardware).

Traffic Calming



The City Council typically funds the traffic calming CIP program with \$100,000 annually. These funds are primarily used for the installation of speed humps in residential neighborhoods but have also been used for other treatments such as medians or striping. Speed humps were recently installed on Cannery Loop and Temple Drive.

CITY GOALS

This plan supports the Council Objective 5: Maintaining High Quality Infrastructure and Services.

Figure 6: Speed tables on L Street

PROJECTS IN PROGRESS

14th Street Improvements

This project will repave and restripe 14th Street from F Street to Oak Avenue and includes improving ADA access, installing buffered bike lanes, new medians and, modifications the signal at F street. It is expected to be constructed in the summer of 2025.

CITY GOALS

This plan supports the Council Objective 5: Maintaining High Quality Infrastructure and Services.

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Cool Pavement Demonstration Project

The City has received ~\$24 million to reconstruct various roads in the City and implement a Cool pavement pilot program. The City is working with Caltrans and the FHWA on an agreement and expects to begin design in 2025 with the first of 5 years of paving occurring in 2026.



CITY GOALS

This plan will support the CAAP Climate Adaptation Goal: Create a cooler city with more urban forest and green space for people and habitat

Figure 7: Olive Drive Cool Pavement Parking Lot

Cowell Blvd Complete Streets

This project will repave and install a cycle track along Cowell from Research Drive (near the Richards 1-80 interchange) to Valdora Street and Repave from Valdora Street to Research Park Drive (near playfields park). The project is funded through a grant from the SAGOG Maintenance and Modernization program and is expected to begin design in 2025.

CITY GOALS

This plan supports the Council Objective 5: Maintaining High Quality Infrastructure and Services.

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Richards I-80 Interchange Improvements

This project will make improvements to the Richards I-80 interchange including reconstructing the westbound off ramps and signaling the intersection with Richards and adding a separate multi-use path along the south side of Richards connecting the multi-use path crossing under the railroad tracks to the intersection of Richards and Research Park. This project is expected to begin construction in 2026.

CITY GOALS

This plan supports the Council Objective 5: Maintaining High Quality Infrastructure and Services.

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.



Figure 8: Richards I-80 Interchange existing conditions

FUTURE PROJECT NEEDS

5 Year Plan for Capital Improvement Program (PCIP)

This would be an ongoing report program that creates a 5-year Plan for Capital Improvement Program (PCIP). The PCIP would establish a multiyear program which includes forecasts of anticipated capital improvement expenditures, and links the project development process with the City's fiscal planning process. The expenditures shown for the first years of the PCIP comprise the Capital Budget for the upcoming budget period. Subsequent years are also included in the PCIP, although these future years are subject to change as more detailed engineering analyses becomes available, possible changes in priorities, updates or revisions to anticipated revenues, and/or changes in cost and funding projections are identified.

The majority of this information for the PCIP would be drawn from existing sources and consolidated into this plan.

CITY GOALS

This plan will support the Council Objective 5: Strategy 5.1 Bullet 1: Examine, prioritize, and put in place metrics for the specific requirements needed to maintain high quality infrastructure (e.g., public safety, parks and recreation, urban forestry, roads, bike paths and related infrastructure, utilities, City buildings, facilities and equipment and IT software and hardware).

Amtrak ADA



Figure 9: Davis Train Station existing conditions

The Amtrak ADA project and Olive Drive connection is a project that is lead by AMTRAK to make the Davis boarding station ADA compliant. This includes eliminating the at-grade crossing by creating a tunnel that would connect to Olive Drive as well. The City is responsible for providing the funds to connect to Olive Drive and currently have \$2 million committed between a contribution from Lincoln 40/Rider Apartments and a federal earmark from Congressman Thompsons office. The City is applying for additional grants to provide the \$2.5 million still needed to complete the project.

CITY GOALS

This plan will support the Council Objective 4: Strategy 4.1 Bullet 1: Identify and incorporate evidence-based practices and policies that support the design of City service offerings to ensure they are non-duplicative, responsive, equitable and address the needs of vulnerable populations (e.g., unhoused, disabled, seniors, youth, low income, Black/Indigenous/People of Color, etc.)

This plan will support the CAAP Transportation and Land Use Goal's: Strengthen transit service within Davis and between regional neighbors and reduce single-occupant vehicle use.

Russell and Arlington Roundabout

Staff is currently working on design for a roundabout at Arlington Drive and Russell Boulevard. This project is currently funded though the design phase and future funds would need to come from grants.

CITY GOALS

This plan supports the Council Objective 5: Strategy 5.2 Bullet 4: Deploy smart street lighting and adaptive traffic management systems to reduce accidents, optimize traffic flow and increase public safety.

- Roundabouts offer an efficient and safe solution for moving pedestrians, cyclists, and vehicles within a multimodal design

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

TRAFFIC OPERATIONS

Traffic operations is the day to day management of the transportation network. Including monitoring of the street and making minor changes based on identified issues and inquiries from the public.

RECENTLY COMPLETED

Daylighting Phase 1

In January 2025, the City implemented phase 1 of the Daylighting law by marking 53 spaces in downtown Davis as no parking in order to comply with AB 413 which prohibits parking within 20 feet of a crosswalk.

CITY GOALS

This supports Council Objective 5: Maintaining High Quality Infrastructure and Services.

This supports the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

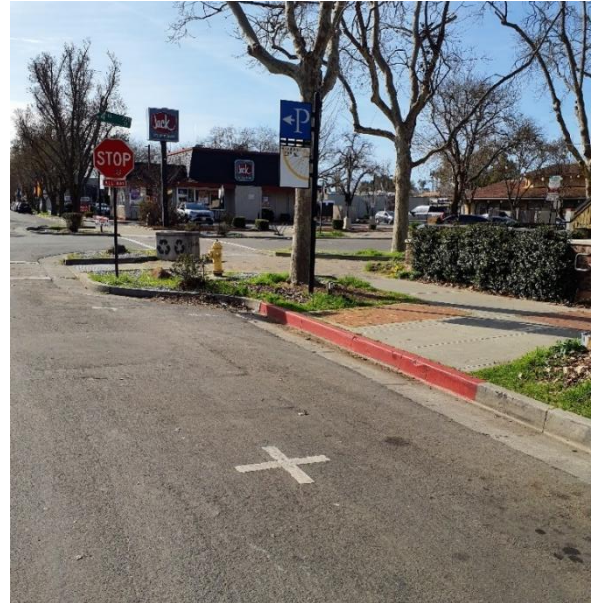


Figure 6: Daylighted Parking Space in Downtown

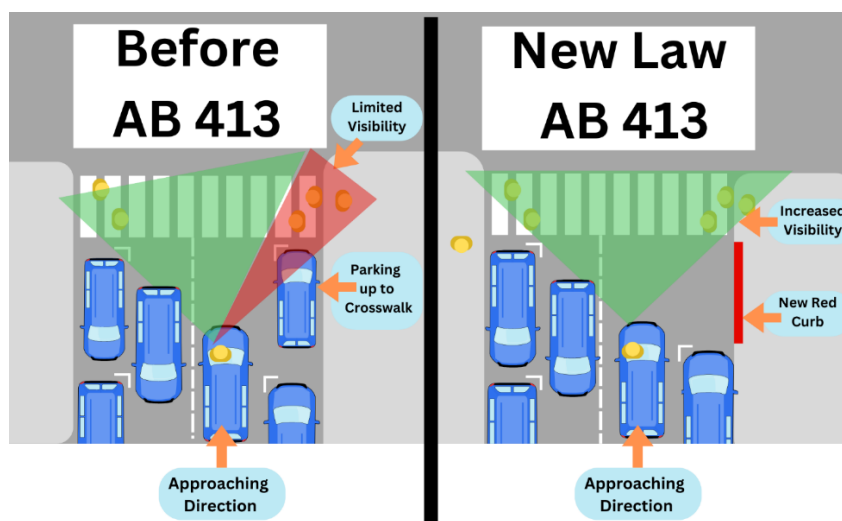


Figure 7: Daylighting law graphic

Interim Traffic Study Guidelines

The interim Traffic Study Guidelines allows both developers and the public to better understand when a private development project would be required to complete a traffic study. These guidelines are meant to provide guidance until the General Plan update is complete at which time they will need to be revised to reflect any changes.

CITY GOALS

This plan supports the Council Objective 5: Maintaining High Quality Infrastructure and Services.

Updated Speed Hump Policy



In 2023 the City Council approved an updated Residential Street Traffic Calming Policy. This policy has been used for the last two cycles of the program and helps streamline the process and make it more transparent for residents that are asking for humps to be installed on their street.

CITY GOALS

This plan supports the Council Objective 5: Strategy 5.2 Bullet 4: Deploy smart street lighting and adaptive traffic management systems to reduce accidents, optimize traffic flow and increase public safety.

Figure 12: Speed humps on Chestnut Lane

Future Daylighting Phases



Figure 8: Bike Parking in Daylighted Space

This expands the evaluating of parking locations to locations in school zones and looks to utilized removed spaces downtown for either bike parking or commercial loading zones as allowed under the law.

CITY GOALS

This plan supports the Council Objective 5: Maintaining High Quality Infrastructure and Services.

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Marked Crosswalk Evaluation

Staff have received several community requests for enhancements at crosswalks. Most typically the request is for installation of rapid rectangular flashing beacons (RRFB) but, can also include enhanced signage, bulb-outs or pedestrian refuge islands.

Unfortunately, funding all of these requests is not something that the City has been able to provide. Staff is evaluating the locations that have been requested as well as looking at midblock crossing locations in town to determine what treatments are recommended and prioritizing them for future grant opportunities.

CITY GOALS



This plan supports the Council Objective 5: Maintaining High Quality Infrastructure and Services.

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Figure 14: Rapid Rectangular Flashing Beacon (RRFB) on F Street

Signal Timing Update

Staff is currently reviewing the timing at all the signalized intersections in town. This review focuses on assuring that there is adequate time for bicycles and pedestrians to cross the street and well reviewing the yellow times. To date 15 of 60 intersection have been reviewed and the project is expected to be complete by this spring.

CITY GOALS

This plan supports the Council Objective 5: Strategy 5.2 Bullet 4: Deploy smart street lighting and adaptive traffic management systems to reduce accidents, optimize traffic flow and increase public safety.

Traffic Control Plan Guidelines

With the increase on construction activities that affect public right of ways there is a need to develop a set of guidelines for developing traffic control plans. This will

emphasize the need to address bicycle traffic and detours, as well as clarify hours of work.

CITY GOALS

This plan supports the Council Objective 5: Maintaining High Quality Infrastructure and Services.

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

FUTURE PROJECT NEEDS

Develop Data Programs

Data is foundational to understanding how and where people travel and prioritize projects as well as measure the impacts these projects have had on the community. There are a variety of data sources available and Staff has been collecting data when possible but the efforts have not been disciplined. This project would be to start developing a data bank with historic information and establish regular data collection intervals for the following:

- Vehicle Average Daily Trips (ADT) and Peak Hour Traffic (PHT) at fixed locations
- Collisions
- Travel time data (for both automobile and bicycle)
- Transit use
- Bicycle and pedestrian counts ADT and PHT at fixed locations
- Before and after project and program data

CITY GOALS

This plan will support the Council Objective 4: Strategy 4.1 Bullet 1: Identify and incorporate evidence-based practices and policies that support the design of City service offerings to ensure they are non-duplicative, responsive, equitable and address the needs of vulnerable populations (e.g., unhoused, disabled, seniors, youth, low income, Black/Indigenous/People of Color, etc.)

Quick Build Program

A Quick build program would allow for the City to test and evaluate proposed roadway changes using low cost materials such as paint and delineators. The intent would be to

allow us to quickly respond to an issue instead of waiting for a more formal design and funding. Potential projects could include:

- Russell Blvd road diet (east of Arthur)
- 5th Street Access management (I though K)
- Covell and Research Roundabout, near Playfields Park.

CITY GOALS

This plan supports the Council Objective 5: Maintaining High Quality Infrastructure and Services.

This plan also supports the Council Objective 4: Strategy 4.1 Bullet 2: Develop and implement criteria to prioritize deployment of City-driven services based on what is achievable given available resources. Emphasize low cost, high impact interventions and activities that align with regional, state and federal efforts to provide support for those needing safety net services



Figure 15: Quick Build Project example in New York City

ONGOING MAINTENANCE AND OTHER ONGOING ACTIVITIES

Ongoing maintenance activities maintain the existing infrastructure and allow us to prioritize and program larger efforts.

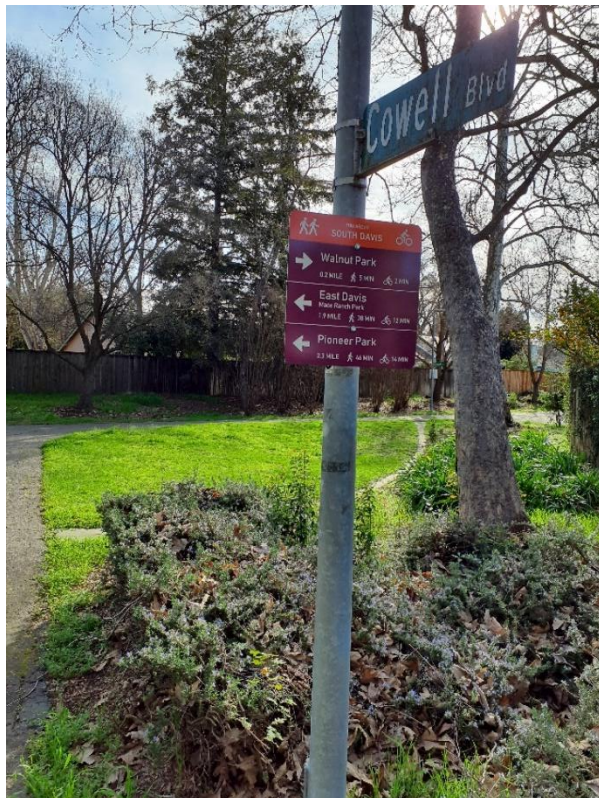
Annual Striping program

The City does not have the staff or equipment to restripe streets internally and relies on contractors to complete this work. Typically, about \$100,000 is spent annually on this effort and is split between designing new striping plans that meet our current standards and contracting with a contractor that performs the work. The next striping contract is currently being prepared and work is expected to begin in the fall of 2025.

CITY GOALS

This supports the Council Objective 5: Maintaining High Quality Infrastructure and Services.

Bicycle and Pedestrian Wayfinding Sign Maintenance



The City currently has over 200 bicycle and pedestrian wayfinding signs in East and South Davis. More than 200 additional signs are being planned for the remainder of Davis. These signs need to be maintained and replaced when vandalized.

CITY GOALS

This supports the Council Objective 5: Maintaining High Quality Infrastructure and Services.

Figure 9: Off-street Wayfinding Sign in South Davis

Maintenance plan for small structures

Caltrans inspects all bridge decks and tunnels in the State that are on public roads and also over 20 feet in length. They do not inspect tunnels or bridges that are part of the trail system. This would create a program that initially hires a consultant to evaluate all of our bridges and tunnels and creates a work plan to help preserve their service life's and reduce the costs associated with their maintenance.

CITY GOALS

This supports the Council Objective 5: Maintaining High Quality Infrastructure and Services.

Pavement Management Plan

The pavement management plan is a 6-year program that identifies pavement condition on both roadways and trails and prioritizes work to help the City maintain and improve pavement conditions throughout the City. When these streets are repaved, they are also brought up to current City striping standards and any necessary ADA improvements are made.

Currently, this plan is being updated and a draft is expected to be ready by the spring of 2025. Additionally, there is a City Council subcommittee that is looking at the funding options for this program.



Figure 10: Covell pathway

CITY GOALS

This plan also supports the Council Objective 5: Strategy 5.1 Bullet 1: Examine, prioritize, and put in place metrics for the specific requirements needed to maintain high quality infrastructure (e.g., public safety, parks and recreation, urban forestry, roads, bike paths and related infrastructure, utilities, City buildings, facilities and equipment and IT software and hardware)

Traffic Signal and Street light knock down program

The City has about \$100,000 annually that can be used to repair street light and traffic signals that are damaged in collisions or for other reasons. These are typically added to another contract that is being prepared or completed as part of a minor contract. In some cases, funds are recouped through insurance claims, but in many cases the costs of repairs exceed the available insurance funds or the responsible party cannot be found.

CITY GOALS

This supports the Council Objective 5: Maintaining High Quality Infrastructure and Services.

TRANSPORTATION PROGRAMMING AND PROJECTS

The Active Transportation and Safe Routes to School Coordinators organize and host outreach events throughout the year to educate, encourage, and create enjoyment for using active modes.

The Safe Routes to School (SRTS) Program works to educate and encourage K-12 students in Davis to walk, bike and roll to school. Through school-based initiatives like Active4.me and Bike Rodeos, SRTS encourages community members to safely ride a bike or walk as a means of commuting to promote environmental and community health, and reduce traffic-related collisions and injuries.

The Active Transportation Program focuses on providing education and encouragement to non-schooled community members with community bike education programs, fun bike rides, and events that celebrate biking to work.

ANNUAL PROGRAMS AND PROJECTS

Annual Crossing Guard Program

The City oversees and manages a citywide crossing guard program that provides 17 crossing guards at 15 locations.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Bike Bus to School

The City organizes group bike rides to schools to encourage students to ride to school and showcase the fun and enjoyment of riding with friends.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Bike Index

The City uses the national bike registration service, Bike Index, for people to register their bikes. Bike registration allows community members to provide information about their bikes, including serial number and photo. If a person's bike is stolen who is in the database, the Police have a better chance of recovering and returning the bike to the owner.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Bike Rodeos

Every Wednesday of March and April 2025, PWET staff and volunteers will host an afterschool bike safety education event, Bike Rodeos, at 8 elementary schools. Participants learn and practice skills like signaling turns, basic bike maintenance, and evasive bike riding. Davis Police Department will also provide bicycles to interested community members through their recently-purchased bike fleet using grant money.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.



Figure 18: Bike Rodeo at Pioneer Elementary School

Bike Scavenger Hunt

Staff collaborate with UC Davis design students on a bicycle scavenger hunt.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.



Figure 19: Bike Scavenger Hunt 2024

Bike Valet at Celebrate Davis

Annually, the PWET team provides bike valet at Celebrate Davis, a community event.



Figure 20: Bike valet photos at Celebrate Davis

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Books on Bikes

Annually, the City selects books to provide to all school and Yolo County Libraries in Davis that normalize bike riding and using active transportation.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

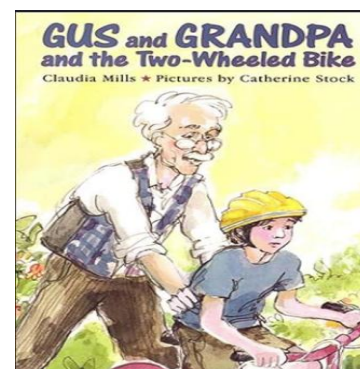


Figure 21: 2025 selected Books on Bikes book

City of Davis Travel Training

The City hosts travel training where transportation agencies come together and teach community members about travel options to get around Davis without a personal vehicle.



Figure 11: Davis Travel Training at the Davis Senior Center

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

DJUSD and UC Davis Back to School Tabling

The City provides information to new and returning students at the beginning of each school year to encourage students and parents to use active modes to travel to school.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Helmet Check and Replacement Program

PWET and Davis Police Department staff held 10 helmet safety events at Davis elementary schools, distributing 135 helmets to individuals who needed them and interacted with approximately 400 individuals, including checks for proper helmet fit.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Light the Night – Bike Light Distribution

The City distributes bike lights for free to people riding at night without a bike light. Staff hands out lights in November, before daylight savings time. The City also provides bike lights to other bike organizations to hand out to Davis community members.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.



Figure 12: Light the Night Bike Light Distribution on the UC Davis Campus

Lights in a Pinch

The City provides free bike lights in vending machines at City Hall and the Police Station. Staff wants to extend this program to restaurants, bars and theatres.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Loan-a-Lock Programs

The Loan-a-Lock program is to provide bike locks to K-12 school sites so students can temporarily utilize them to secure bikes at school and prevent theft.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

May is Bike Month



Figure 24: May is Bike Month Logo

The City celebrates May is Bike Month with a proclamation and events that support biking.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Loopalooza

On the first Sunday in May, the City and Bike Davis host Loopalooza, a fun bike ride along the Davis Bike Loop with activities.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.



Figure 25: Public Works Engineering & Transportation Department at Loopalooza 2023

Ongoing SPIN Shared Micromobility Program Administration



The City and UC Davis have a contract with SPIN to provide shared micromobility devices in Davis and UC Davis. Staff regularly meets with SPIN to discuss issues and future plans. Staff also responds to community member issues about SPIN devices.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal's: Increase opportunities for active mobility and adopt zero-emission vehicles and equipment.

Figure 26: Spin Devices Parked Downtown

Polar Pedal Program

For the entire month of February, students who bike, walk or roll to school earn points toward prizes which is monitored through the existing scanning program, Active4.me. This initiative was updated to focus on climate science and reduced carbon emissions. In addition, the opportunity for a virtual learning experience with a research scientist from Polar Bears International is expanded to reach more classrooms.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.



Figure 27: Polar Pedal Participants at Pioneer Elementary School

Walk and Bike to School Day in October and May

In October and May, the City coordinates events at each of the 18 schools in Davis to encourage people to bike, walk, and scoot to school.



Figure 28: Bike to School Day

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

UC Davis Bike Education Classes for International Students

The Active Transportation Coordinator provides bike and scooter education to UC Davis International students.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.



Figure 29: Bike Education Workshop for UC Davis International Students (2019)

Zip Car Program

Zip Car, a car rental service, operates on streets and parking lots in Davis. PWET staff oversees the Zip Car program and growth of Zip Car.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Reduce single-occupant vehicle use.

RECENTLY COMPLETED

Bike Sweeper Purchase

In December 2024 the City purchased a bicycle lane sweeper device that attaches to e-bikes. The device can clean debris from bike lanes and pathways.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

This plan will support the Council Objective 5: Strategy 5.1 Bullet 1: Examine, prioritize, and put in place metrics for the specific requirements needed to maintain high quality infrastructure (e.g., public safety, parks and recreation, urban forestry, roads, bike paths and related infrastructure, utilities, City buildings, facilities and equipment and IT software and hardware).



Figure 30: PWET Staff Testing Out the Bike Sweeper

Relocate Bike Lockers at the Davis Train Station

In 2023 the City was awarded a Yolo-Solano Clean Air Grant to relocate bike lockers at the Davis Train Station, which were being vandalized.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.



Figure 13: Relocated BikeLink lockers at the Davis Train Station

PROGRAMS IN PROGRESS

Bike and Scooter Training Materials in Chinese

The City working with UC Davis students to translate the League of American Bicycle Education guide into Simplified Chinese.

According to the U.S. Census 38.6% of Davis residents who speak Asian and Pacific Island Languages do not speak English Very Well. The City does not have data on reading English, but believes there is a need for the education materials to be in Chinese.

Languages Spoken	Group Population	Group's Percentage of Population	Portion of Group that Speaks English Very Well	Portion of Group that Does not Speak English Very Well
English Only	45,865	70.6%	100%	0%
Spanish	5,385	8.3%	83.4%	16.6%
Other Indo- European Languages	3,883	6.0%	80.5%	19.5%
Asian and Pacific Island Languages	9,283	14.3%	61.4%	38.6%
Other Languages	582	0.9%	71.6%	28.4%
Total Population Above 5 Years Old	64,998	100%	71.8%	28.2%

Figure 14: US Census Data for Davis on populations and speaking English

CITY

GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Bike Maintenance Programs at Schools and with community groups



Figure 15: Bike mechanic class at Rancho Yolo (2018)

The City is in the process of bringing bike mechanic education back to schools to teach students how to change a flat tire, adjust their breaks, and maintain their bike.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Davis Bike Map

Staff is updating the 2019 City bike map to include new bicycle facilities.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

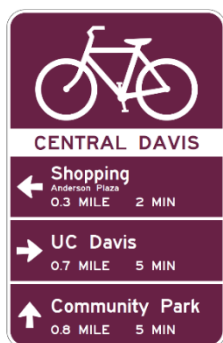
Updated Safe Routes to School Maps

Staff is updating the 2019 Safe Routes to School Maps and taking the information from multiple maps and making one City of Davis Safe Routes to School map.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Bicycle and Pedestrian Wayfinding Project



The City is in the process of completing a citywide wayfinding project, which will result in navigational signage on the pathways and bikeways to help guide people to popular destinations.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

FUTURE PROGRAMS AND PROJECT NEEDS

Active4.me

The scanning program is an opt-in Elementary School program that counts walking, biking, scooting and other active transportation modalities. We counted 89,882 trips for



the 2023-24 school year (180 days). The system generates real-times statistics including CO2 emissions, calories, miles and gas savings for each student. This program only functions due to the volunteers, both to maintain the app and scan community members on school mornings. It is becoming increasingly difficult to find dedicated volunteers and the app will soon be sold to a local nonprofit to maintain. SRTS would like to follow the model of Natomas and hire dedicated scanners, who can focus on implementing additional initiatives like Polar Pedal.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Figure 16: Active4.me Volunteers at Birch Lane Elementary School

Active Transportation Curriculum

PWET has previously invested funds to develop in-class bike safety curriculum. In addition, the California Bike/Ped Policy Working Group has a bill they are lobbying to state legislators with that would add bicycle and walking education to state standards. SRTS would like to update the existing curriculum and work cooperatively with DJUSD to provide professional development to teachers for introduction to K-12 classrooms. This would expand to include on-street training using League of American Bicyclists certified instructors.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Bike Valet at Farmers' Market

Staff sees a need to improve bike parking at major events including the Davis Farmers' Market. Staff would like to add bike valet to the Farmers' Market.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Loan a Bike Program

Before COVID the City loaned out quad bikes, tricycles, event bike racks and art bikes. Staff needs to re-launch this program and provide these devices to the community.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Bring Back In-Person Bike Education Program

Before COVID, the City Active Transportation Coordinator taught in-person bike education classes. Participants learned the rules of the road, bike control, and how to ride next to traffic.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.



Figure 17: Transportation and Police members after helmet event

Collaboration with UC Davis on Transportation Events

City and UC Davis Staff collaborate on events to encourage students, faculty and staff to use active modes. City staff also provides bike and scooter education classes to international students.



Figure 35: UC Davis international student bike ride to E Street Plaza

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Davis Bike Fairy



Before COVID the Davis Bike Fairy left bike lights and bike safety accessories, like bells on people's bikes at schools and around Davis. The City would like to re-activate the Davis Bike Fairy to continue to provide community members with safety equipment.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Figure 36: Bike Fairy Gifting Student's Bike Bells

New Bike Parking Ordinance

The City's bike parking ordinance needs to be updated to include scooters, adaptive devices, and e-devices.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Outreach at Apartment Complexes

Large apartment complexes are a great way to connect with Davis residents and encourage and educate them on using active modes. Staff wants to reach out to

apartment complexes and host events and provide information about transportation safety and encouragement.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.

Update Local Road Safety Plan

The City completed the Local Road Safety Plan (2009-2019) in 2023. This plan should be updated every five years, so the next update will be 2028.

CITY GOALS

This plan will support the CAAP Transportation and Land Use Goal: Increase opportunities for active mobility.