Woodland Active Transportation Plan

Appendices

CITY OF WOODLAND CALIFORNIA

March 2024

Appendix A
Existing Conditions Supporting Data

Current Zoning

Figure A-1 depicts current zoning in Woodland, identifying residential, commercial, and industrial areas.

Destination Accessibility

Walksheds

Walksheds are the areas that can be accessed by walking to and from key destinations as determined by the amount of time required to walk to them. Analysis was done for 5- and 10-minute times, based on typical walking speeds. Figures A-2 through A-4 show the walksheds for downtown Woodland, the city's two middle schools, and city parks.

Bikesheds

Bikesheds are the areas that are accessible by biking to and from key destinations as determined by the amount of time required to bike to them. Analysis was done for 5- and 10-minute times, based on typical biking speeds. Figures A-5 through A-7 show the bikesheds for downtown Woodland, the city's two middle schools, and city parks.

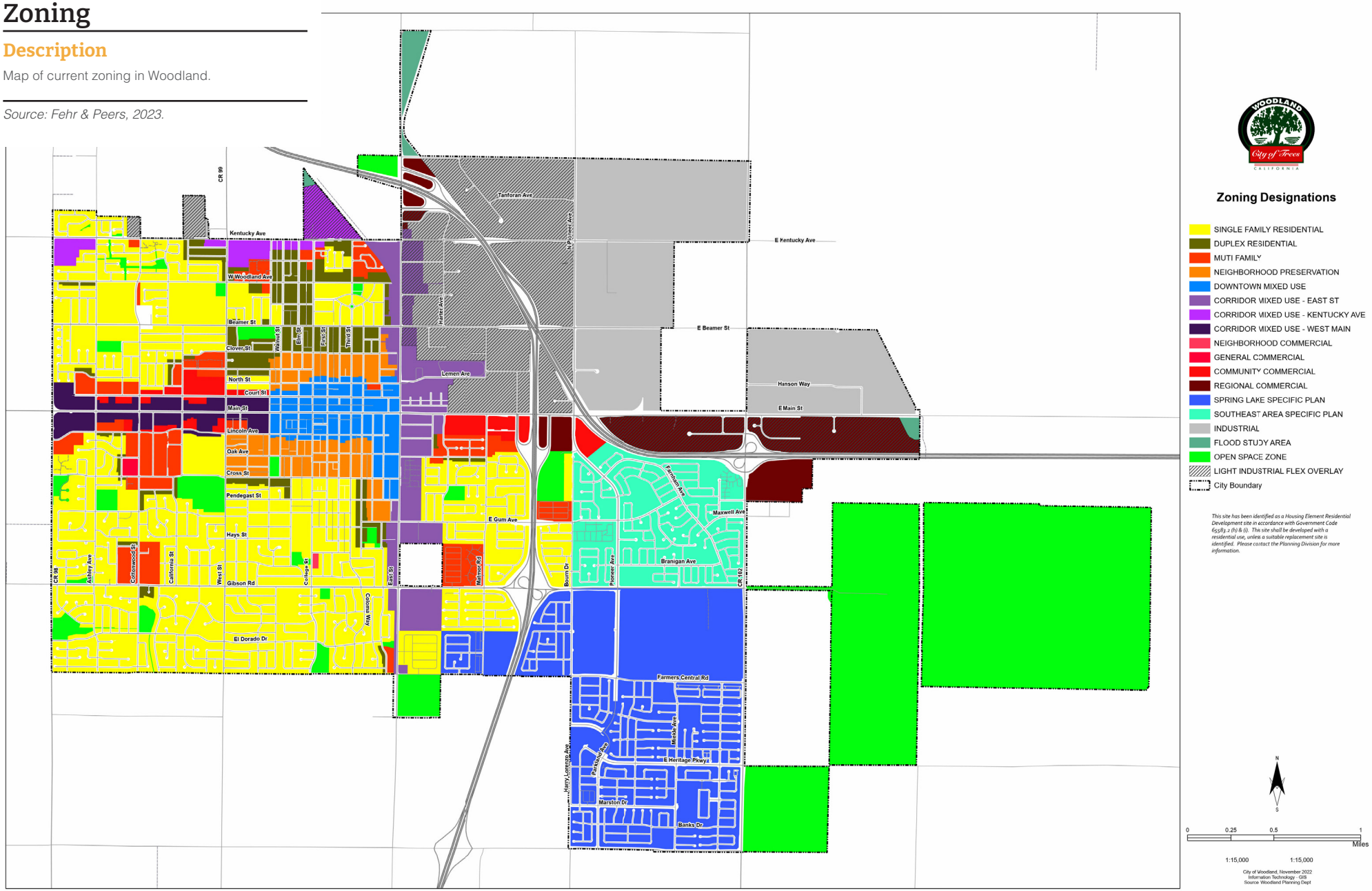
Figure A-1

Current Woodland Zoning

Description

Map of current zoning in Woodland.

Source: Fehr & Peers, 2023.



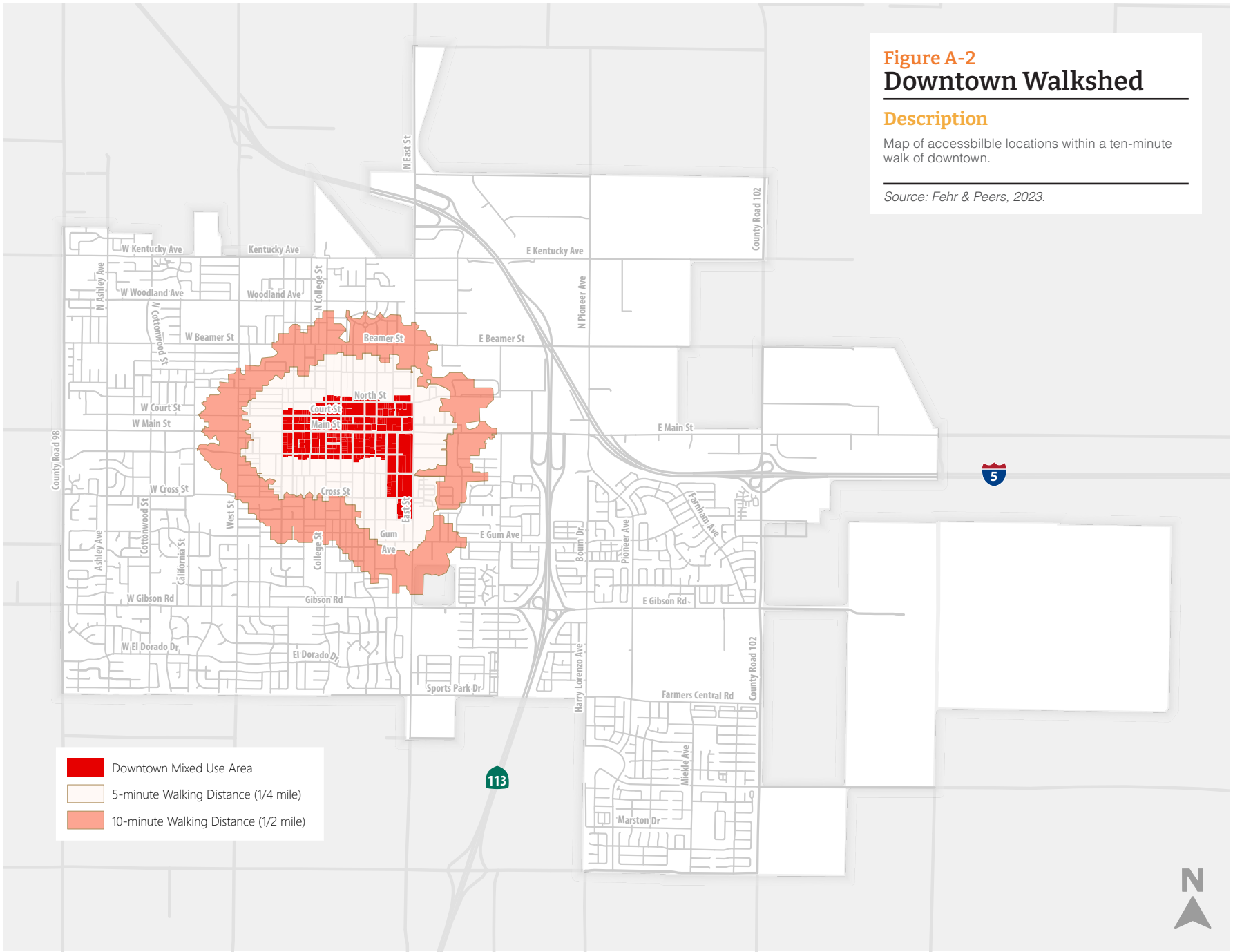


Figure A-2
Downtown Walkshed

Description

Map of accessbilble locations within a ten-minute walk of downtown.

Source: Fehr & Peers, 2023.

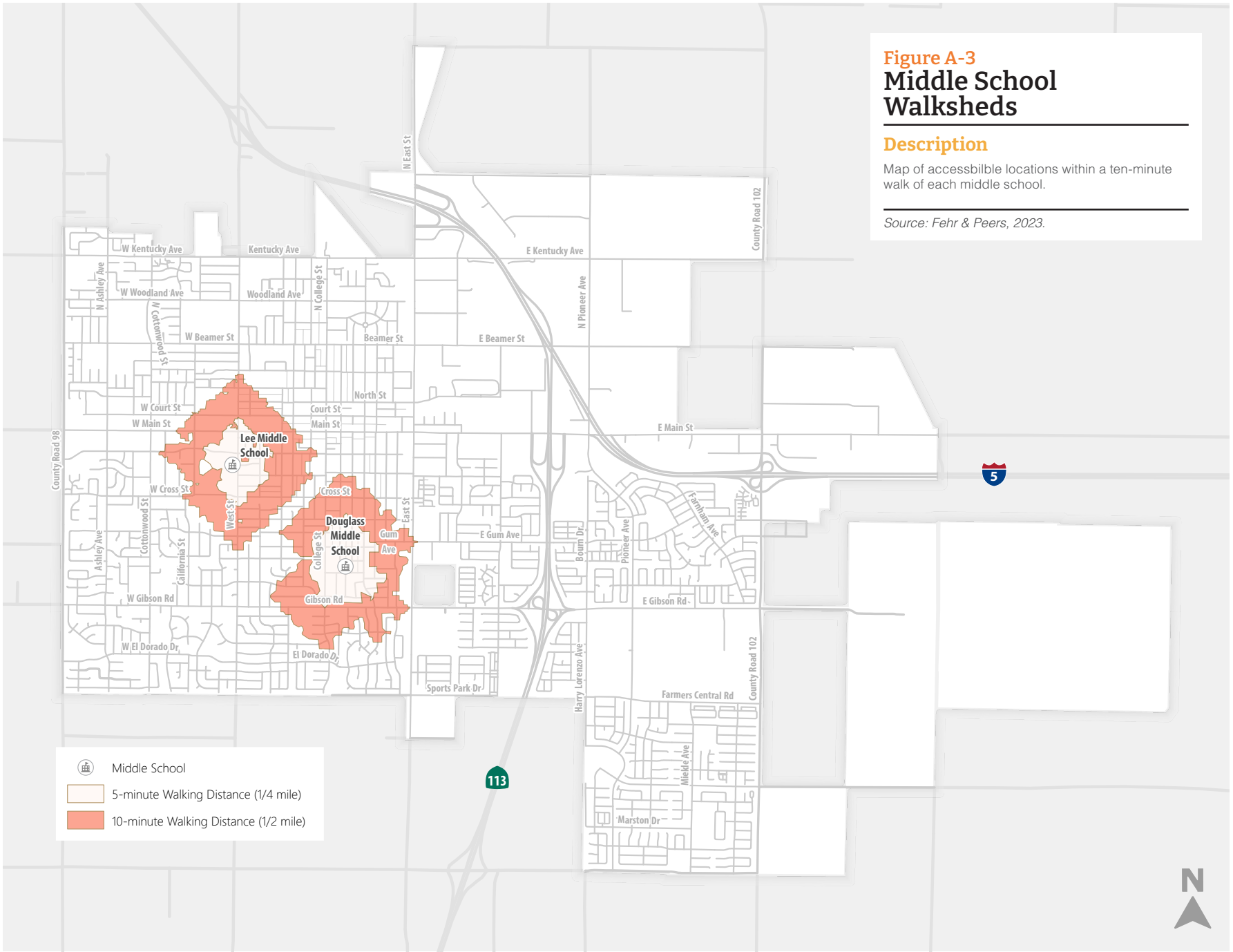


Figure A-3
Middle School Walksheds

Description

Map of accessbilble locations within a ten-minute walk of each middle school.

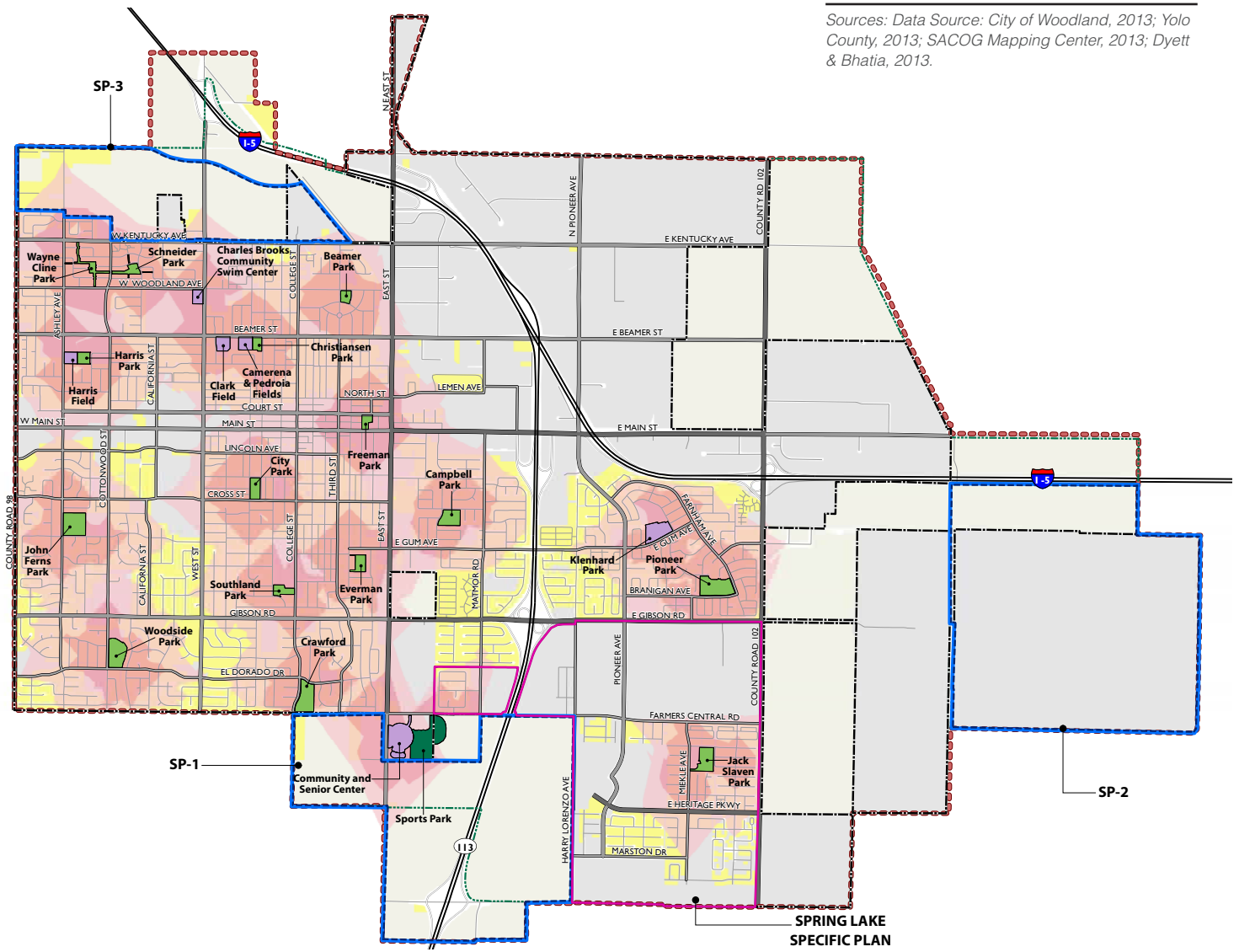
Source: Fehr & Peers, 2023.

Figure A-4
Park Walksheds

Description

Map of accessible locations within a ten-minute walk of city parks.

Sources: Data Source: City of Woodland, 2013; Yolo County, 2013; SACOG Mapping Center, 2013; Dyett & Bhatia, 2013.



Parks Walkshed*

- 5 min walking distance (1/4 mile)
- 10 min walking distance (1/2 mile)

Existing Parks and Recreation Facilities

- Neighborhood Parks
- Community Sports Parks
- Recreational Facilities
- Existing Residential Areas
- Highways
- Principal Arterials
- Minor Arterials
- Collectors
- Local Streets
- Ramps
- City Limits
- New Specific Plan Boundary
- Spring Lake Specific Plan
- Sphere of Influence
- Urban Limit Line

*Walksheds are calculated only for existing neighborhood parks, community sports parks and recreational facilities.

0 0.375 0.75 1.5 Miles

Data Source: City of Woodland, California, 2013; Yolo County, 2013; SACOG Mapping Center, 2013; Dyett & Bhatia, 2013

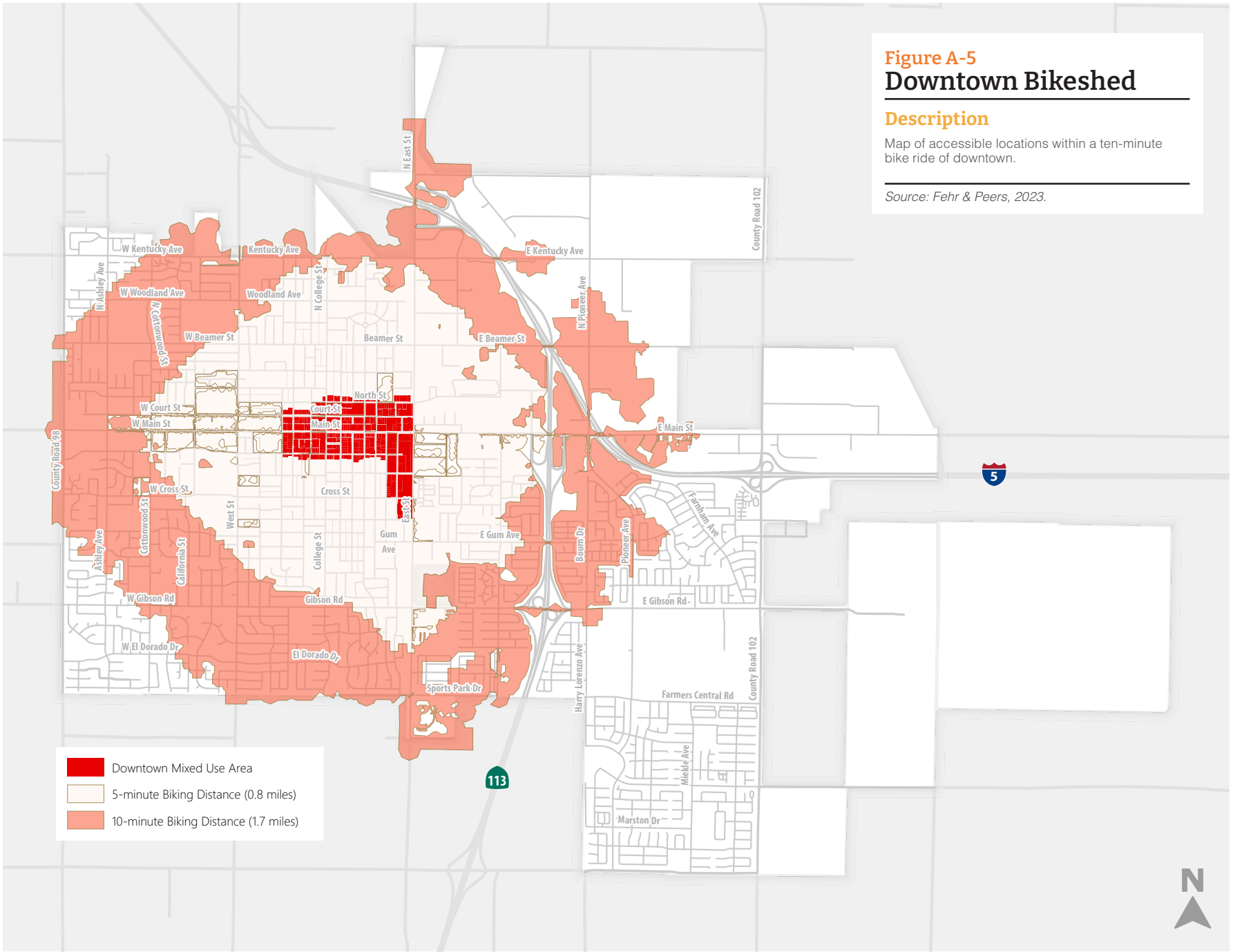


Figure A-5
Downtown Bikeshed

Description

Map of accessible locations within a ten-minute bike ride of downtown.

Source: Fehr & Peers, 2023.

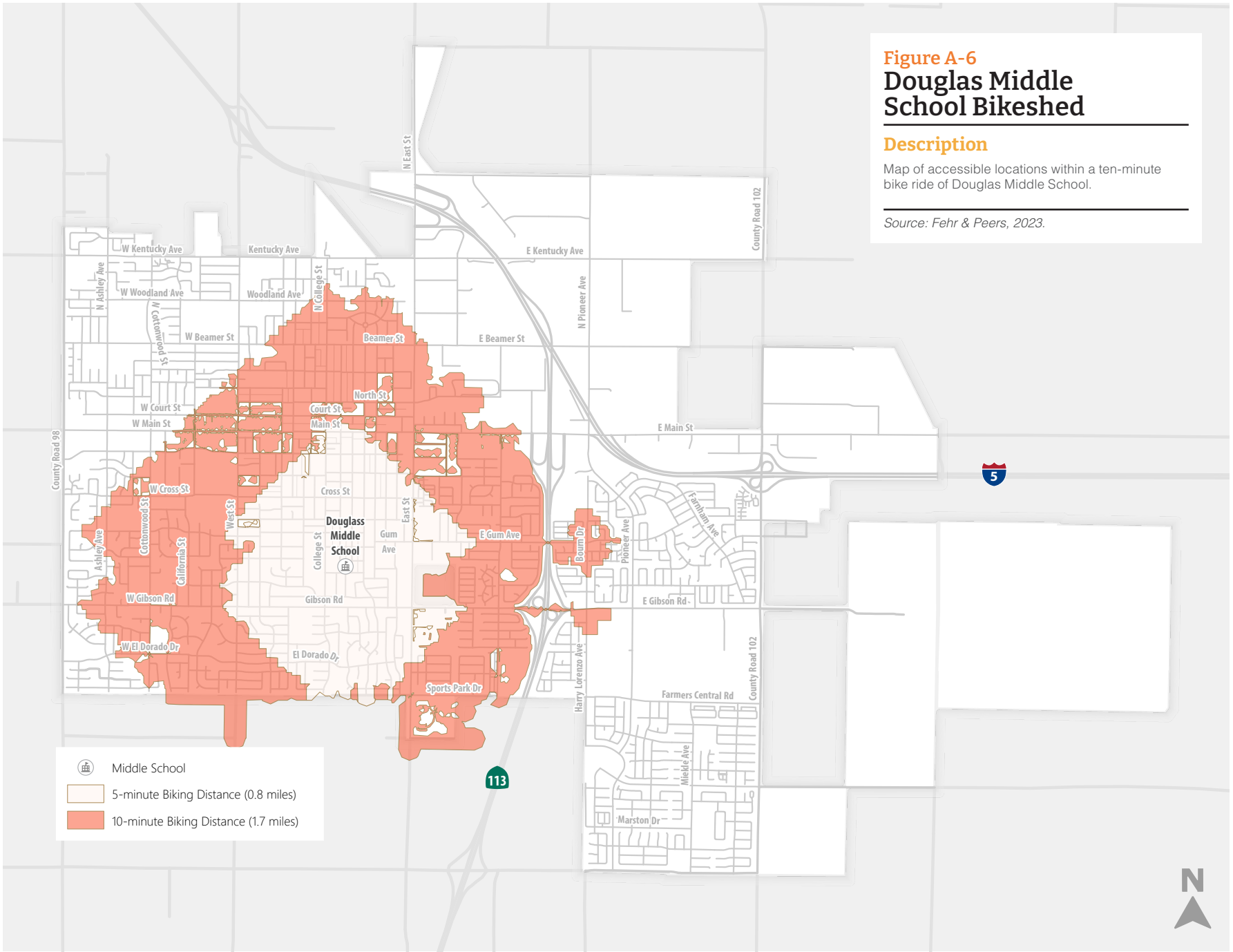


Figure A-6

Douglas Middle School Bikeshed

Description

Map of accessible locations within a ten-minute bike ride of Douglas Middle School.

Source: Fehr & Peers, 2023.

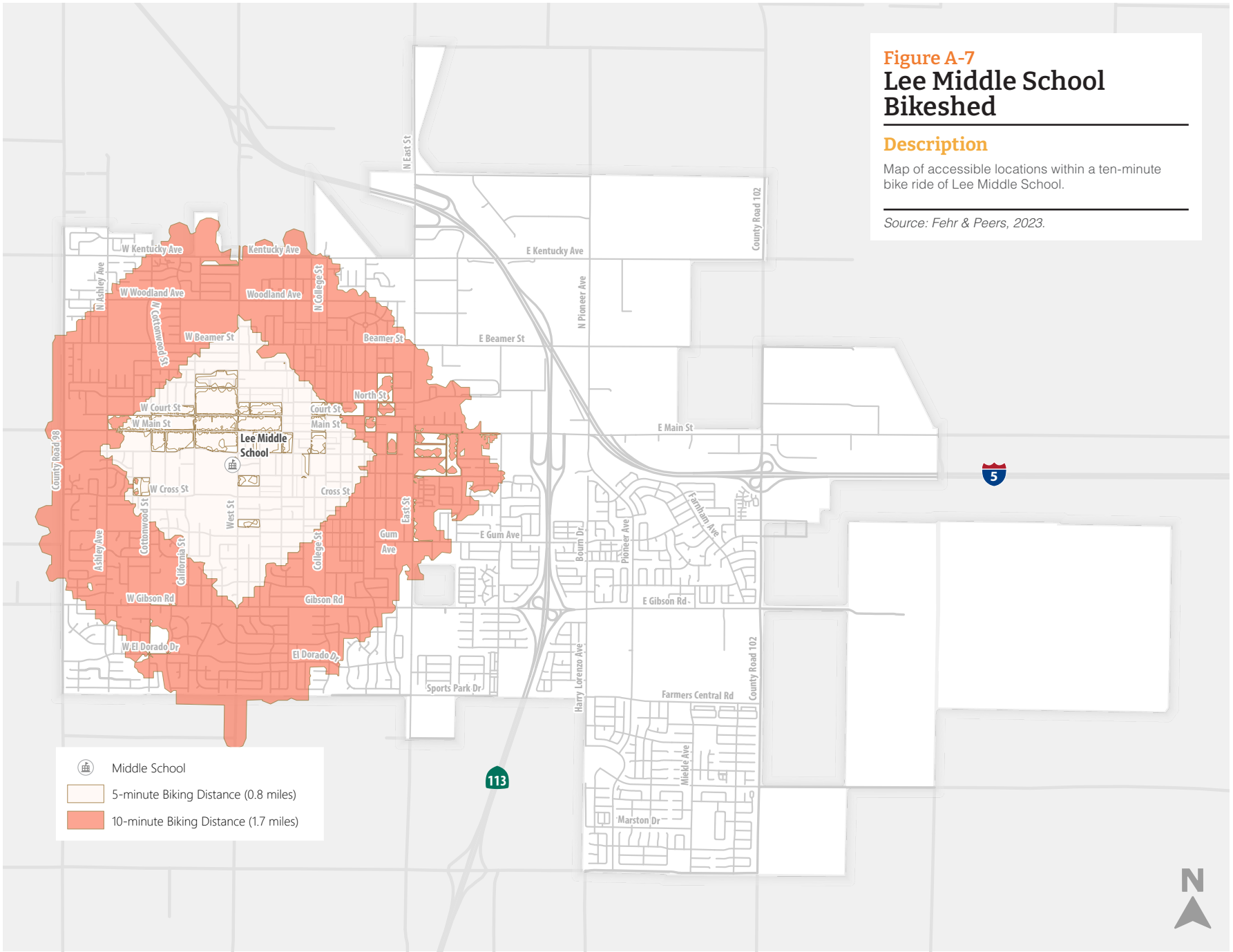


Figure A-7

Lee Middle School Bikeshed

Description

Map of accessible locations within a ten-minute bike ride of Lee Middle School.

Source: Fehr & Peers, 2023.

Past Expenditures

Information on recent expenditures on walking and biking facilities in Woodland is provided in Table A-1

Table A-1: Woodland Walking and Biking Facility Improvements, 2019-2023

Project Description	Year	Cost
W. Main Street Bicycle and Pedestrian Improvement project rehabilitated the pavement on W. Main Street from County Road 98 to West Street. The project restriped the roadway with narrower travel lanes to add Class II bike lanes, reconstructed curb ramps to current accessibility standards (ADA), updated traffic signals along W. Main Street to accommodate new bicycle detection loops and accessible count down pedestrian signals, and added missing sidewalk.	2019	Total active transportation improvement costs were approximately $1.6M.
Court Street Safe Routes to School Project, project limits West Court Street from Ashley Avenue to West Street, restriped the roadway with narrower travel lanes and added Class II bike lanes. The three signalized intersections along W. Court Street will be updated with new bicycle detection loops to accommodate the new bike lanes and the crosswalks will be updated to include count down pedestrian heads and accessible pedestrian signals.	2020	Total active transportation improvement costs were approximately $900,000.
E. Main Street Improvement project was located on East Main Street from East Street to the Interstate 5 (I-5) northbound off-ramp. The project installed a landscaped separated, off-street bike path on the north side of East Main Street between Pioneer Avenue and Matmor Road. The project also included microsurfacing and restriping the road between East Street and the I-5 overcrossing of East Main Street. Restriping included narrower travel lanes to reduce travel speeds and the widening of the existing on-street bike lanes and adding bike lanes where they do not exist. Additionally, the project installed curb and gutter, landscape, irrigation, and storm drainage improvements on the north side of East Main between Pioneer Avenue and East Street.	2021	Total active transportation improvement costs were approximately $1.5M.
W. Gibson Road Safe Routes to School and the **Gibson Road Bicycle/Pedestrian Mobility** projects reconstructed Gibson Road from County Road 98 to East Street. Project reconstructed the roadway; updated curb ramps to current accessibility standards (ADA); constructed driveway and sidewalk repairs; updated traffic signal equipment/controllers; installed an RRFB pedestrian crossing system at California Street; minor storm drain improvements; and restriped the roadway with narrower travel lanes, buffered bike lanes and a green MMA bike lane system. The project also included a road diet from West Street to County Road 98.	2022	Total active transportation improvement costs were approximately $2.3M.
Matmor Road & E. Gum Avenue Rehabilitation reconstructed Matmor Road from East Main Street to Gibson Road, and East Gum Avenue from East Street to Matmor Road. The project reconstructed the roadway; updated curb ramps to current accessibility standards (ADA); constructed driveway and sidewalk repairs; installed concrete bus pads; updated traffic signal equipment/controllers; modified existing Radar Speed Feedback Sign system; provided minor storm drain improvements; and restriped the roadway with narrower travel lanes, buffered bike lanes, and agreen MMA bike lane system.	2023	Total active transportation improvement costs were approximately $1.3M.

Source: City of Woodland, 2023

Appendix B
Public Participation

Obtaining input from the residents of Woodland was an important part of the ATP development process. The public helped identify recommended improvements to the bicycling and walking facilities as well as priorities for projects.

Stakeholder Interviews

Interviews were conducted with key local stakeholders to understand their concerns and needs related to walking and biking in Woodland.

Stakeholders included the following:

- Yolo County Transit District
- Woodland Joint Unified School District
- Chamber of Commerce
- Woodland Police Department
- Woodland Probation Department
- Fourth and Hope
- Woodland Community College
- The Bike Campaign
- Cyclepaths
- Woodchuckers Running Group

Key takeaways from the discussions are summarized below.

- Several schools have students that encounter major safety or access issues; desire for more Safe Routes to School efforts.
- Speeding identified as a key issue on several major arterials, particularly East Street.
- Support for the existing improvements on Main Street; desire for more street amenities and "pedestrianization."
- Desire for more and higher quality bicycle parking.
- Desire for more and safer facilities for bicyclists and pedestrians accessing social services and shelters (primarily along Gibson Road and near downtown).
- Driver, bicyclist, and pedestrian education may provide safety benefits.
- Lighting is poor in some areas.

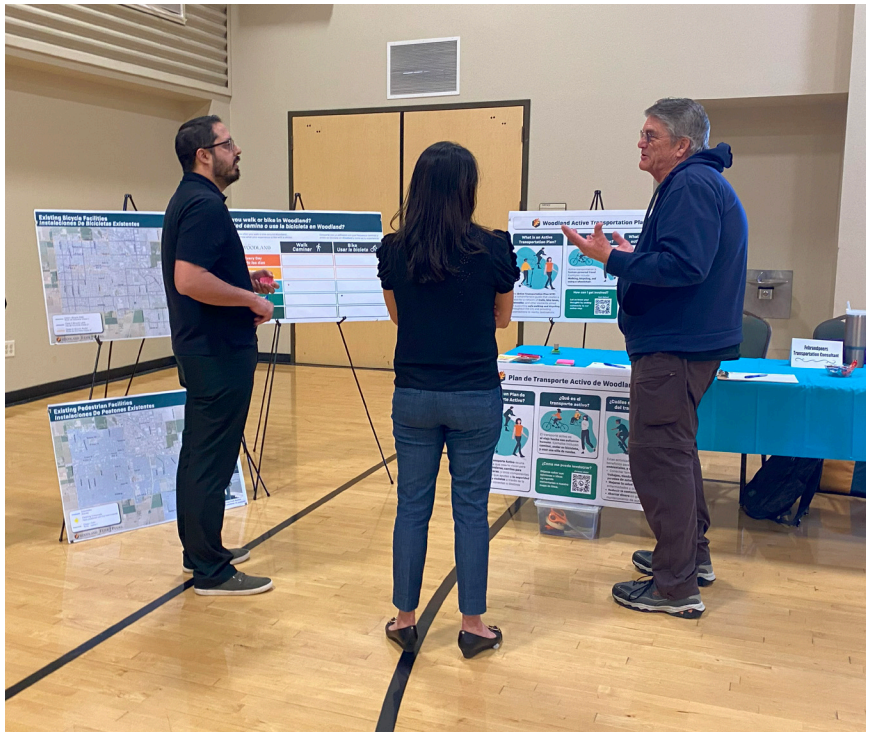
Public Outreach

Project staff hosted booths at local events. The events provided the opportunity for engagement from a broader cross-section of the public than that which would attend a typical project-specific public meeting.

Materials used at the booths included posters and comment cards shown on subsequent pages. All materials were provided in English and Spanish, and Spanish-speaking staff was in attendance.

Recreation Program Exposition

During the data collection phase of the project, the project team held a booth at the Woodland Recreation Program Exposition (REXPO) on March 20, 2023. The booth included boards describing the project and challenges for walking and biking in the city. Project team members were available to answer questions and used maps and notes to record comments from the public. The project team had interactions with approximately 40 people.



Most common comments during the event included the following:

- Desire for more walkability between residential areas and downtown
- Desire for more bicycle lanes or extensions of existing bicycle facilities
- Admiration of existing Class I shared-use paths and desire for more low-stress facilities
- Several common issues bicyclists encounter in bike lanes: parked cars, drop-off/pick-up zones, trash cans, and debris
- Sharrows are ineffective at encouraging sharing on roadways – desire for more dedicated facilities
- Gravel paths are difficult for children and the elderly to use
- Desire for a more connected and cohesive bicycle network, both in town and outside of town
- Sidewalks are non-existent on several key arterials
- Sidewalks in several areas are uneven and/or overgrown – attendees expressed a desire for improved pavement quality and maintenance
- Several key locations near parks and other municipal centers are missing ADA curb ramps
- Desire for more street amenities, especially trees to provide shade
- Desire for more pedestrian-level lighting and lighting along common bicycle routes to enhance feelings of personal safety
- Desire to organize “bike buses” for children to travel to school
- Desire for enhanced public awareness of available bicycle facilities (for example, accessible public maps)

Figure B-1: Recreation Expo Feedback (March 20, 2023)

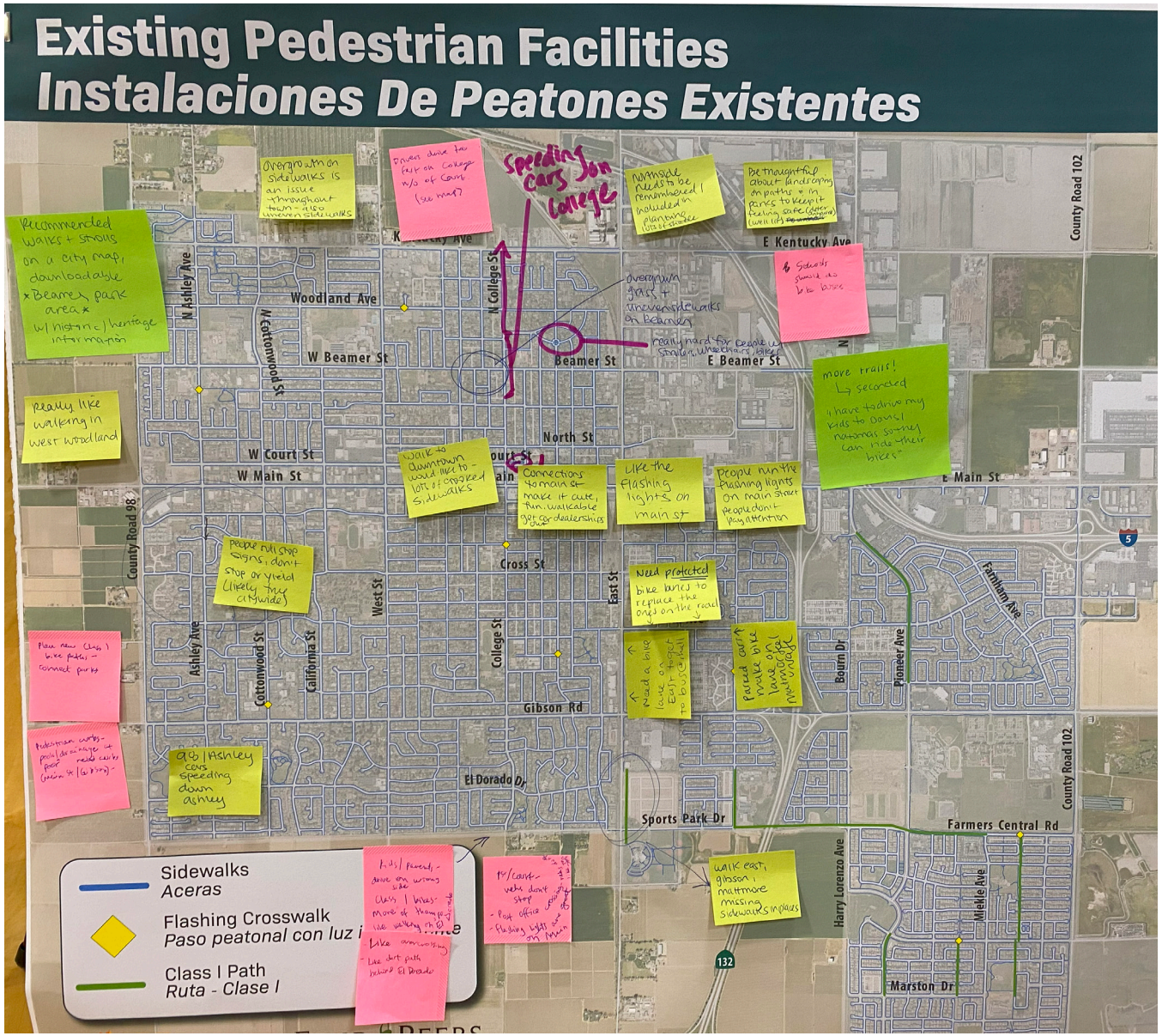


Figure B-2: Recreation Expo Feedback (March 20, 2023)

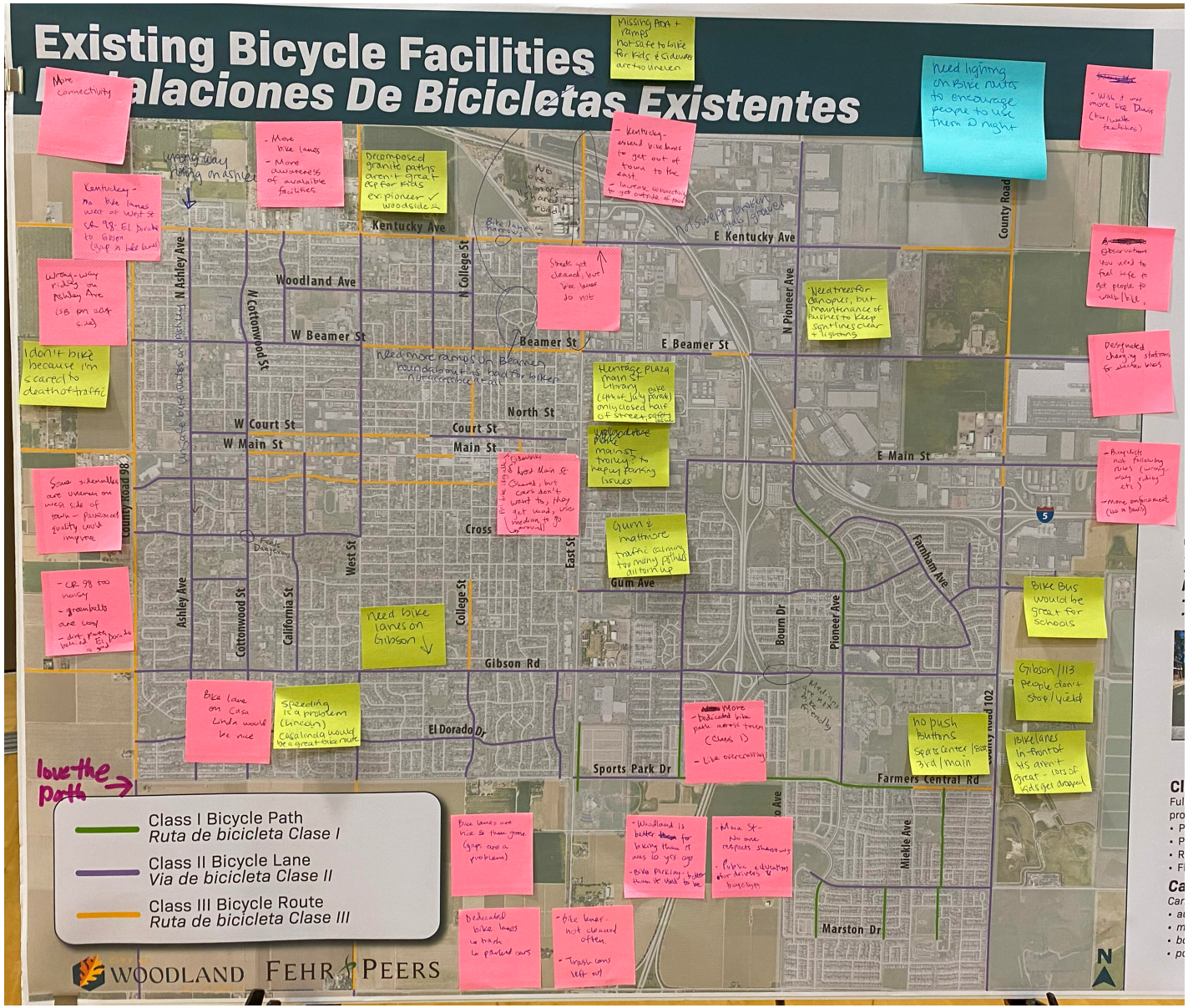


Table B-1: List of Location-Specific Public Comments from the Recreation Expo

Location	Comment
CR 98	Gap in bike lanes between El Dorado and Gibson
Kentucky Avenue	No bike lanes west of West St
Kentucky Avenue	Extend bike lanes to get out of town to the east
East Street	Streets get cleaned but bike lanes do not
East Street	Need bike lane to bus at mall
3rd Street & Main Street	No push buttons
East Street, Gibson Road, Matmor Road	Sections of missing sidewalk
Gibson Road	Need bike lanes
Sports Center & East Street	No push buttons
El Dorado Drive	Dirt path behind El Dorado Drive is good
Casa Linda Drive	Bike Lane would be nice

Online Crowdsourced Interactive Map

An online crowdsourced interactive map was made available to the public prior to development of the draft bicycle and pedestrian networks. The public could use the map to recommend improvements and vote for improvements recommended by others. The platform allowed the public to view key data, such as existing bike and pedestrian facilities, as well as add location-specific comments about the challenges they experience walking and biking and the improvements they would like to see in the city.

The web map was publicized on Facebook and at local events. The web map had a three-month response period, opening in early March 2023 and closing in late May 2023. During that period,142 responses were received from 59 different commenters. A screen shot of the mapped comments is shown in Figure B-3.

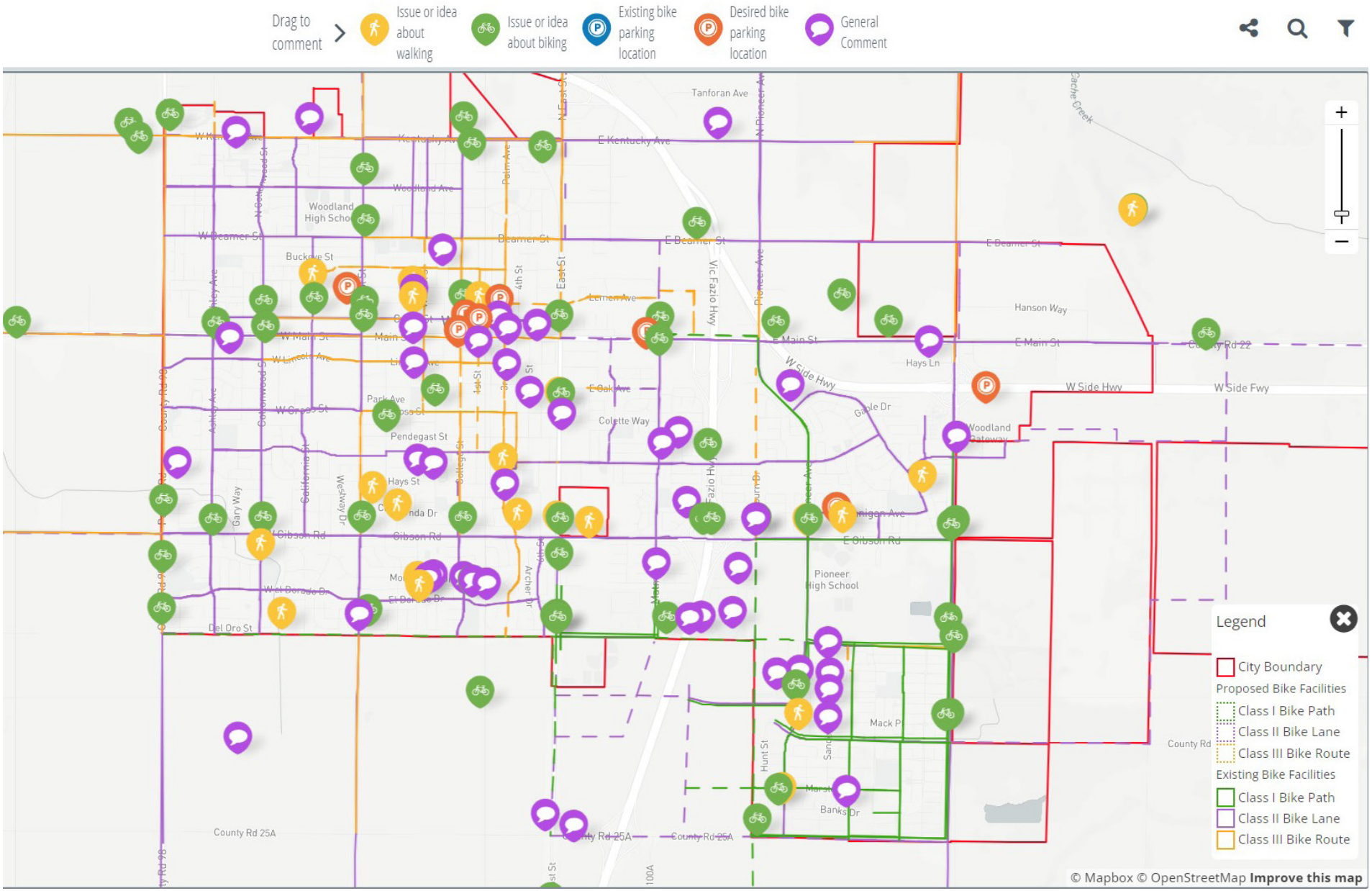
Concerns identified by online commenters included the following:

- Frequent speeding by drivers
- Drivers disobeying signs (for example, not stopping at stop signs, rolling through red lights)
- Poor sight lines at intersections and driveways
- Poor sidewalk pavement quality (cracked, uneven) due to age and/or root intrusion
- Lack of crosswalks at key locations (for example, near schools)
- Lack of ADA ramps for wheelchair users and people pushing strollers
- Need for crosswalks at key locations, such as schools and grocery stores
- Concerns with dangerous crossings at freeways and railroads
- Long crossing distances on high traffic arterials
- Potholes and roadway pavement quality issues
- Bike lanes blocked by construction signs, as well as trash and other natural debris
- Sidewalks blocked with parked trucks, boats, basketball hoops, etc.
- Poor yielding behavior to pedestrians and bicyclists at marked locations, such as slip lanes/channelized rights; drivers “not respecting” cyclists
- Some bicyclists ride on sidewalk to avoid interaction with vehicles
- Some bicyclists ride on the wrong side of the road
- Signal lights not activating for bicyclists (actuation not sensitive enough or button activation broken)

Requested improvements identified by online commenters included the following:

- General support for pedestrian and bicyclist safety
- New crosswalks where missing, especially near schools and parks
- More pedestrian space on Main Street
- Rectangular rapid flashing beacons (RRFBs) at more crossing locations
- Pedestrian islands in the medians of high-traffic roads
- Curb ramps near schools and parks
- Repair of broken pedestrian actuation buttons
- More greenbelt spaces with shade for bicyclists and pedestrians
- More robust or extensive bike lanes on several roads that already encounter bicycle traffic
- Better maintenance of exiting bike lanes
- Parallel bike routes for major streets, such as East Street
- More interregional bike facilities for commuting and recreation
- Bicycle signal actuation buttons on frequented routes, such as Court Street
- More enforcement against blocked bike lanes
- Secure bike parking, such as bike lockers near major transit stops and in downtown
- Bike parking corrals on-street in downtown
- Speed bumps to slow vehicles
- More streetlights
- New intersection controls (for example, all-way stops) at locations with speeding issues
- Increased education for bike riders

Figure B-3: Online Crowdsourced Interactive Map



All comments can be viewed at https://fehrandpeers.mysocialpinpoint.com/woodland-atp/map#/.

Table B-2: List of Web Map Comments

Type	Comment
Issue or idea about walking	[El Dorado Drive & Spruce Drive] Children who attend Gibson Elementary and live south of El Dorado/West of Spruce Dr cross this high traffic intersection to go to school. Would like to see cross walks and cross walk signs.
General Comment	[El Dorado Drive & College Street] Not all corners have ADA ramps which make wheelchair and stroller access to the park. Very difficult. Ideally all curbs on main roads in Woodland are made ADA accessible.
General Comment	[Gibson Road & Harry Lorenzo Avenue] This turn is very difficult and there should be a shoulder where cars can turn into a right turn lane(even partial) before turning onto Harry Lorenzo Ave.
Issue or idea about walking	No ADA Ramps along Casa Linda. Many moms with strollers walking this strip. Much needed ADA ramps in this older part of town behind Douglass Middle School.
Desired bike parking location	[East Main Street & Matmor Road] Bike parking and bike locker next to Yolo Bus Stop here on East Main would be helpful for grocery shopping as well as intermodal commuting.
Issue or idea about biking	[Farmers Central Road & County Road 102] Bicyclists have to cross the right turn lane to press the button for a green light. Could a magnetic sensor be embedded in the bike lane?
Issue or idea about biking	[Farmers Central Road & County Road 102] Push button for green light on northbound side does not work any more
Issue or idea about biking	[Heritage Parkway & County Road 102] Bicyclists have to cross the right turn lane to press the button for a green light. Could a magnetic sensor be embedded in the bike lane?
Issue or idea about biking	The new left turn bike lane from Matmor to Main is very helpful, but has gigantic waves and potholes.
Issue or idea about biking	[Beamer Street under SR 113] Could the bike lane continue under the overpass? Getting off to walk the bike on the sidewalk is not very practical and i believe this route will get a lot of traffic with the new supportive housing on Beamer and 102.
Issue or idea about biking	[Matmor Road] Please educate road workers to avoid blocking the whole bike lane with signs. They often block the whole lane forcing bikes to merge when they could easily leave enough space to get by. The electric sign on Matmor will be here for a full year. The one on Gum near Stetson blocked the whole bike lane for months before someone finally moved it over.
Issue or idea about biking	[County Road 102] Please ask landscapers to avoid blocking the whole bike lane. There are wider places where they can park and not force bikes to merge with fast moving traffic on the county road.
Issue or idea about biking	On Cross street, bikes have to stray into traffic to avoid parked cars.
Issue or idea about biking	East Street is an important thoroughfare, but difficult and dangerous for biking. Especially going south, there is no bike lane and bikers can't even escape to sidewalk if things get dicey. Going north it feels safer to ride on the sidewalk, but that has its own problems and can put bikers in danger from vehicles turning right. Some safety features would go a long way here, that or an easy and accessible alternate route for bikes.
Issue or idea about biking	I recommend a bike lane the entire length of College Avenue. It already has schools on or nearby where students may be bicycling. It's also covered with trees which would make biking comfortable in the summer. Finally, it's a throughway between Kentucky and Gibson.
General Comment	In my neighborhood, all pedestrians (parents with strollers, children, elderly, etc.), must walk in the street in front of certain homes because 1) homeowners place basketball hoops on the sidewalk in front of their house or 2) trucks or boats park against the homeowner's garage door but are too long so they cover the sidewalk in front. This has been going on for years and is not enforced, but still creates a safety hazard in neighborhoods with small front yards and driveways. Please enforce!

Type	Comment
Issue or idea about biking	[Woodland Avenue & West Street; Beamer Street; & West Street; Court Street & Cottonwood Street; Court Street & West Street; Main Street & Cottonwood Street; Gibson Road & Ashley Avenue; Gibson Road & Cottonwood Street; Gibson Road & West Street] Add bike signal push buttons at curb for bike riders and separate from push buttons for pedestrians at cross walk. Typical installation for all signal lights along bike paths, city wide.
Issue or idea about biking	[Main Street & Ashley Avenue] This signal previously had the push button for bike riders but was omitted from latest contract for street improvement. Oversight?
General Comment	Elm Street has many baseball games. This street also has a speeding problem.
General Comment	[Street unknown] Worst street in Woodland. More cars parked and being worked on than any street.
General Comment	Time to change the signals back. Slow down is about all the 4 way stops do. Also put parking back on Main Street.
General Comment	I admit it would be hard to retrofit, but more shaded biking and walking only greenbelt spaces in town would be very nice. There are some sidewalk areas on the edge of town where trees that will grow larger could be planted to get more shade eventually (I'm thinking about the new planting along East Main St, along the back of the sound barrier walls along Rd 98 and West street). Wider bike lanes headed north out of town on West street past Kentucky on the way to Yolo would be helpful also.
Issue or idea about walking	There is not a safe place for pedestrians to cross California Street by the Walmart grocery store. Many pedestrians go to the store by walking and there needs to be a closer cross walk than at the corner of court and California.
Issue or idea about biking	Thank you for your efforts on Woodland's behalf! An easy method for cyclists to report bike sensors at traffic lights would be welcome. You might also ask the Davis Bike Club what changes they made after the visit by the Dutch bike engineer, who made excellent suggestions, if you haven't already done so.
General Comment	We have vehicles speeding all the time on Bourn Drive and Laugenour Drive through our neighborhood. We need stop signs and also speed bumps on both streets to slow down the traffic.
General Comment	I understand the concern for safety with respect for speed but woodland must deal with the fact that it is a growing CITY. There must be designated roads for higher speed travel to travel across town. The street planning here is terrible across the board for pedestrian and car traffic alike. Adding speed bumps and turning every road to a 25mph slog is not the answer and will hinder active growth. Make safe walking and biking paths safe on higher speed roads - if not El Dorado then something else.
General Comment	I don't have the time to point out specific areas that need improvement, but I wanted to share my input that the more walking and biking areas Woodland has, and the safer it is for pedestrian and cyclists, the better! Main street would be nicer if it had a wider walking area.
General Comment	I bike a lot here in town. I have noticed that alot of the drivers here do not respect cyclists and sometimes make it hard to go out and enjoy a bike ride. I do feel there needs to be more signs posted that reminds people to share the road.
Issue or idea about walking	[Gibson Road & Pioneer Avenue] Crosswalk is very long for a busy school crossing for Pioneer high school as well as elementary students going to/from Tafoya that live in Spring Lake. A Dutch intersection design that removes the dedicated right turn lanes can improve safety by decreasing the crossing distance.
Desired bike parking location	A bike parking corral at street level in a repurposed parallel parking spot like what is in front of Varsity Theater in Davis can add parking capacity for bikes along Main St. These would be more accessible as residents won't have to lift their bike up onto the narrow sidewalk to lockup.
General Comment	[County Road 24A & West Street] Having a physical barrier like concrete curbs alongside the painted lanes for a few feet where residential city streets and County Roads merge, like this marked location, can force drivers speeding to slow by visually narrowing the road.
Issue or idea about walking	[Heritage Parkway & Pioneer Avenue] This slip lane has almost no drivers slowing or yielding to pedestrians in addition to poor sight lines. Closing this slip lane with something cheap like planters and/or flex posts and having drivers make the right turn at the main intersection where there is lots of pedestrian visibility would tremendously improve the walking experience at this intersection.

Type	Comment
Issue or idea about biking	The bike lanes on Main Street, between the I5 overpass and the Walgreens warehouse on the edge of town are consistently filled with debris. Rocks, glass, screws, nails, branches, leaves...you name it. Looks like the contract for street cleaning this section of Main Street is either non-existent. I followed one of Waste Management's sweepers on this route previously and all it accomplished was to move the debris from the gutters and spread it out across the bike lane. It didn't pick up.
Issue or idea about biking	Bike lane on the Westbound side of Gibson Rd is consistently covered in gravel and other debris. Street sweeping being performed is not cleaning the street, it is only removing the debris from the gutter and spreading it across the bike lane.
General Comment	If you are in the left turn lane on Matmor Street turning into Gum as a bicyclist, you do not trigger the light and it will stay red until there is a car behind you. The only other option is to cross Gum, then stop and activate the crosswalk light and get out of the road with your bike - quite awkward. I recommend trying this out on a bike to see what it's like.
Issue or idea about biking	This is a general remark: Can you please educate bike riders about the dangers of riding on the left side of the street? I see so many bikes ride on the left, which puts them at a high risk of running into trouble as well as increases my risk of crashing into someone who rides against traffic whether I'm on my bike or in my car.
Issue or idea about walking	[Lewis Avenue & Cottonwood Street] Please add a crosswalk here for children to access the park safely. There is a large amount of j walking happening there currently.
Issue or idea about biking	[County Road 98 south of Gibson Road] Super narrow bike lane and tree roots in sidewalk make biking difficult.
Desired bike parking location	Being able to run errands on your bike (post office, county administrator's office, barbershop) and have bike parking would be great.
Issue or idea about biking	We need a bike path along the railroad tracks, connecting the north and south side -running to the community center/park. The community is not bike friendly. We do not need more bike parking. We need more bike safety, safe secure parking and more bike paths.
General Comment	Side note- let's focus on what we already have such as reclaiming the gazebo /wino park that was fixed up after much community input, and now is a homeless park. And let's focus on building our new pool after our old one was demoed. Before we start any more new ideas?
General Comment	[Sander Street] Additional speed bumps on this street or stop signs in the cul de sacs
General Comment	Speed bumps on Pioneer Ave to prevent the racing that happens at night and in the evenings.
General Comment	[Pioneer Ave in Spring Lake] There's constant mini-slide shows that happen in the evenings and at night, this street needs cameras or speed bumps to deter it from happening.
General Comment	[Banks Drive & Witzelberger Place] Add a four way stop. Cars don't yield to pedestrians on the sidewalk.
General Comment	Add speed bumps on heritage or more stop signs to prevent the drag racing that happens in the evenings on heritage and pioneer.
General Comment	[McNary Way & Sander Street] Fix the stop sign here. It's too close to the corner house on Sander and not close enough to the street.
General Comment	Road 25 needs the potholes maintained!
General Comment	It's unclear where to stop going from west to east woodland by the train tracks. There's not enough space to stop after, but that's after the train tracks and gate. Could you fix this?
General Comment	[Maxwell Avenue & County Road 102] Either add a yield sign or dividers here to enter shopping center. It often feels unsafe to stop or go when driving from spring lake area to costco.
General Comment	The residents near the corner of 5th and Cross would really appreciate if this corner were made into a 4-way stop. Traffic on Cross St routinely travels faster than the 25mph speed limit and visibility is almost always limited or obstructed for vehicles on 5th attempting to turn onto Cross St due to parked vehicles at all corners of the intersection. Pedestrians, bicyclists and school-children are also at risk when attempting to cross over Cross St on 5th because of the heavy speeding traffic.
General Comment	[Spring Lake Park] When will work resume on this park?
Issue or idea about biking	Would love to see a safe bike route to the Cache Creek Preserve using CR 20 and canals. SR 16 isn't safe.

Type	Comment
Issue or idea about walking	[Court Street & Cleveland Street] Better signage or ped activated flashing light to cross Court St. There's a solid lined crosswalk, but cars don't respect it.
Desired bike parking location	[Near Court Street & West Street] All the old shopping areas and strip malls around here need to be retrofitted with bicycle parking areas rather than locking bikes up to cart pens and street signs.
Issue or idea about biking	[County Road 20] Safe path to Cache Creek Preserve
Issue or idea about walking	[North Street & Cleveland Street] Sidewalks incomplete at this intersection. Bulb outs and relocated drainage grates/ green infrastructure would help.
General Comment	[Tyler Drive & Matmor Road] This traffic calming circle does anything but calm the traffic. Without a reduced approach width and splitter islands, people use it as an obstacle to see how fast they can swerve around.
Issue or idea about biking	Add cyclist/pedestrian crossing over the Sacramento river on I5 similar to causeway in Davis. It is legal to use I5 as a crossing as a non-car user on the shoulder but who would do that. The only places to cross the Sacramento River as a non-car user are I street & Tower. Adding an I5 crossing would allow access to Natomas & North Sacramento for non car users without risking life. It could be as simple as two spiral pedestrian ramps on the north sides to connect Old River & Garden Hwy/W Byu way
Issue or idea about walking	There are no crosswalks for kids going to Douglas MS. Cars do not stop and speed down Coloma Way/3rd st. Very dangerous.
Issue or idea about biking	[Pioneer Avenue] Add dedicated bike lane. It is very narrow and traffic is very close the bikers.
General Comment	[Blanchard Drive & Griffith Drive] Need a stop sign here.
Desired bike parking location	A bike locker would be really nice for scooters. Myself and several neighbors do grocery shopping here and transport with electric scooters. Can't really use the bike parking.
Issue or idea about walking	[Gibson Road east of Pioneer Avenue] Could there be a crossing area here? To not go all the way around to the stoplight. Folks jumping off the bus can use a future crosswalk here to go directly to the plaza.
Desired bike parking location	[Woodland Gateway south of I-5] Add a bike locker for electric scooters.
Issue or idea about biking	[County Road 24A & East Street] Although this is well-signaled intersection, it is very dangerous for cyclists and pedestrians, and will becom even more as the recent nearby residential development is completed and occupied by homeowners! I used to cycle to the YMCA until I realized the danger and was forced to cancel my membership and seek another exercise gym. I have 3 recommendations: 1. Rethink traffic flows in this area to enhance pedestrian safety. 3. Limit intersection traffic. 75% 2. Build pedestrian overpass.
Issue or idea about biking	Anytime cyclists are sandwiched between lanes of auto traffic, marked or not, you have a potentially lethal situation for them. This is the case for the area I am concerned of. Solution: Develop the area North of Main St., which has been very well paved for pedestrians, so cyclists can share the sidewalk.
Issue or idea about walking	[Coloma Way north of Gibson Road] Students walk this route to school and there are no crosswalks.
General Comment	[Coloma Way & Westwood Way/Homewood Drive] Many people try to cross here and are almost hit because of the weird convergence of 3 streets, and people speeding down Coloma. We realize that speed bumps or humps cannot go on Coloma because it is used for emergency vehicles, but it is dangerous to ride and walk in this area due to speeding, lack of crosswalks, and lack of bike lanes.
Issue or idea about walking	Cars are using Buena Tierra to circumvent the construction on Gibson. When the WPD had the speed deterrent out, we saw cars going between 40-50 mph down this street. Is there a reason that speed bumps or speed humps cannot be on this street. Additionally, cars pulling out from cross streets fail to yield or stop before pulling on to Buena Tierra.
General Comment	It would be nice to make sure that the sidewalks are safer in the older parts of town that do not have greenbelts. I realize that Woodland was developed differently than Davis without a city-wide greenbelt or arboretum, but it would be nice to feel safe while walking. The main issue is due to cars not stopping at stop signs, rolling through red lights, or traveling at high rates of speed.
Issue or idea about biking	[Court Street between California Street and West Street] There needs to be light signal buttons accessible to bikes along Court St in this area (on the South side of the road). Unlike Main St, Court St. has a nice section of bike lane but because the signal buttons are not accessible, the lights will only change if cars are present in the same lane. This forces bikers to either ride on the sidewalk or run the red light.
Issue or idea about biking	The downtown area of Main St would benefit from designated bike lanes. This would help prevent bikers from riding on the sidewalk.

Type	Comment
Issue or idea about walking	[Court Street & 1st Street] The pedestrian crosswalk at this corner (and the one a block over) would benefit from flashing lights similar to what is found outside the movie theater on Main St. Cars rarely stop for pedestrians at these crosswalks.
General Comment	1. 1st Priority: ADA compliant street corners & lights. Wheelchair ramps, bumps when entering the street, beeping crosswalk lights. 2. 2nd Priority: painted bike paths on streets. All major streets, streets w/ schools, civic buildings, esp. City Hall, 3. Third Priority: Bike racks: get nice looking ones, please, esp for the downtown area.
Issue or idea about walking	[Cross Street between 6th Street and East Street] No side walk here, whatever side walk there is, it's cracked and uneven makes it hard to pass with strollers or scooters
General Comment	Biking in Woodland is not very safe. Drivers cut off bikers and very often they pass stops almost hitting passing bikes. Drivers in woodland express a lot of anger and urgency while driving.
General Comment	I think the pandemic is over & the lights on Main Street should be returned to normal operation the flashing lights are confusing & many people just run the red lights.
Issue or idea about biking	This segment of Road 27 is very dangerous: from 102 to the onramp of 113. There is no bike lane and drivers get angry about sharing the road. TBH drivers have gotten extremely reckless over the past few years and I'm not sure I feel safe at all riding my bike in the country anymore but I would love to feel safe riding road 27 from 99 to 102.
General Comment	[Muir Street] Neighbor at end of court drives at excessive speeds (50+mph) several times daily into and out of the court.
Issue or idea about biking	This area on College from North St and for approx 3 blocks is very very narrow with no room for bikes and vehicles to share the road. Sometimes there isn't even space for two cars to fit through safely with all the street parking
Issue or idea about biking	[Downtown Woodland] This area needs a lot more Street lights! It is very dark in some of the older residential areas as well as very very dark in some of the alleys. It is kinda scary to ride or walk alone at night here
General Comment	Disagree - No more Street lights. We like our night sky. Stay out of the alleys at night and wear a head lamp/ reflective gear.
Desired bike parking location	[College Street & Lincoln Avenue] We really could use a small parking structure here for car parking. As well as bike lockers for safe bike parking. The tweakers can strip a bike in broad daylight.
General Comment	[Lincoln Avenue & 1st Street] There needs to be a 4 way stop here. Cars fly through here and in 2014 my friend was nearly killed here when he was hit by a car that didn't stop. The driver fled the US after the accident, the city put in car counters but determined it was not enough traffic to warrant a stop sign. But the intersection is really hard to see around the building for fast coming cars and people often mistake it as a 4 way and pull out into traffic.
Issue or idea about biking	A nice Bike path off the road like they have from Davis to Winters would be nice to connect the city's for cycling
General Comment	It would very nice to have a better bike lane and went the entire length of Kentucky. After a certain point it gets very dangerous and cars go quickly down that road.
Issue or idea about biking	[County Road 24A & East Street] I do not think it is practical to reduce traffic flow here or to build an overpass, however, this intersection makes biking from the older part of town to the community center unsafe. The intersection, particularly, has no safe place for cyclists or walkers to wait for the light to change and the section crossing the railroad tracks is very dangerous. There needs to be a path from Spring Lake all the way to CR98 completed ASAP.
General Comment	El Dorado is in need of speed bumps to help slow traffic down. Cars use this road as a speedway to race. Cars swerve into oncoming traffic when trying to bypass someone trying to park in their driveway or they are tailgating when trying to slow down to turn. The speedometer that was on the corner of El Dorado & Spruce was effective, however it was only there for a couple of days.
General Comment	[Gibson Road & Harry Lorenzo Avenue] I see people crossing here all the time, either just walking or walking their bikes across. It's a pretty busy road and could be very dangerous.
Issue or idea about biking	Being able to cross the tracks here more safely creates a very nice segment of road that is normally very low traffic. I ride my bike this way often and walk across the tracks. This is a nicer, less busy way to get to rd 27 on the way to Davis or to Rd 101.

Type	Comment
Issue or idea about biking	Cycling along hwy 16 is not ideal, especially when Gibson / Rd 24 is nearby. Bike traffic should be encouraged to use Gibson / Rd 24 instead of this.
Issue or idea about biking	[County Road 24] This would be a fantastic add, allowing for cycling access between Esparto, Wild Wings, and Woodland and is a much better route than hwy 16.
Issue or idea about biking	This doesn't really need to be developed. It's a nice gravel road with very little traffic. Perfect for cycling as is.
Issue or idea about biking	A bike lane here would improve options for getting to Rd 102 from the west or south sides of Woodland without needing to cross through town to 102. It would also allow Rd 101 and east streets to be routes out of town heading toward Davis.
Issue or idea about walking	Access to the levees for walking and biking would be really nice. There aren't many good places to walk directly around Woodland like there are in Davis near the airport, for example.
Issue or idea about biking	This is a good route to get from Yolo to Woodland, allowing access to the surrounding area including the hills to the West and out to Matchbook area.
Issue or idea about biking	[County Road 24A/Farmers Central Ditch] Half of this path is in place and makes for a very good way to get around town without the traffic on the streets. It would be nice if this went all the way from 98 to east street as proposed.
Issue or idea about biking	[Gibson Road & Harry Lorenzo Avenue] A crossing here would be super helpful. This is a very busy street and requires hopping onto the median between traffic and then waiting for the other side to be clear. Even just a break in the center divide would make this crossing less treacherous.
Issue or idea about biking	This would be great, connecting Woodland and Sacramento with a bike-able route. It's really not that far and would be a good alternative to driving.
Issue or idea about biking	This would be a great addition, adding a safe and less traveled option that avoids the busy area around Costco/Target when heading towards West Sacramento
General Comment	Check out Strava heat maps for a view of the activities people are actually currently doing. You can filter by activity and learn a lot from the patterns that are already in place: https://www.strava.com/heatmap#12.47/-121.78632/38.68100/hot/all
Issue or idea about biking	The main bus depot from Woodland to Davis is in the County Fair Shopping Mall and yet East Street doesn't have a proper and safe bike path to get to the bus depot from Southwest Woodland (or Southeast Woodland if you take the pedestrian bridge when it opens)
Issue or idea about biking	When leaving this intersection on a bike from the bus station, the signal doesn't recognize that a biker is waiting for a signal. The parking lot is infrequently used by cars, so I'd have to illegally enter the intersection on a red light to make a left if I want to use this intersection.
General Comment	[Armus Street & Brubaker Street] Need a stop sign here
Desired bike parking location	[Main Street & 1st Street] Another place for a potential bike parking corral.
Issue or idea about biking	Main Street needs to be a class II bike path.
General Comment	East street needs to be a class I bike path. Work with the railroad for right of way access.
General Comment	[Sports Park Drive overpass] Hoping this will open soon! Already bought my bike and am waiting for this to open so I can start commuting by bike to work.
Issue or idea about biking	[Pioneer Avenue & Parkland Avenue] When my kids and I tried to go straight at this intersection on Pioneer toward Harry Lorenzo, we noticed the Bike sensor was not working.
Issue or idea about walking	[Gibson Road & East Street] This large intersection is only walkable from half of the street. It would be helpful to have all four corners with a cross walk, or provided a crosswalk at Sixth and Gibson as an alternative.
Issue or idea about biking	It would be great to have a bike lane along college to safely bike downtown.
Issue or idea about walking	[El Dorado Drive & Spruce Drive] Would love to see a signaled cross walk here. We cross it nightly on walks with out kids and it is terrifying. People fly down this road
General Comment	[Hays Lane & Douglas Lane] This street needs a stop sign on Douglas. Turning vehicles from Douglas onto Hays don't stop

Type	Comment
Issue or idea about biking	The traffic light on Kentucky and College does not activate for cyclists. Also there aren't analog buttons to push. So daily I have to justify running a red light on my bike. For fun I have waited to for more than 10 mins at a red light without another car in sight The light stops traffic and seems to be programmed all wrong.
Issue or idea about biking	[County Road 20] Hard to take a road bike on this "road" maybe consider labeling this as a mountain biking rout so people aren't let down when they get here.
Issue or idea about walking	On the east side of the parking lot entrance into the back of JC Penny, a walk path maybe should be put in. People walk through there coming from the bus that stops directly across the street from there.
Desired bike parking location	Belair has a small bike rack but is unpractical. You cannot fit an adult bike wheel in it. I always have to lock my bike on the outside of the rack.
Issue or idea about biking	[Gibson Road & SR 113] Even though there are bike lanes up to this bridge and over it, the highway inbound lanes have no clear markings for bikers (or pedestrians for that matter), and make it really dangerous for bikers crossing this bridge. As you never know if a car is not going to see you as they veer to exit into the highway.
Issue or idea about walking	I love this park in my neighborhood. But I have noticed there are no pedestrian crosswalks to get to it on any of the surrounding streets (Farhnam or Brannigan). Not even in the stop sign. Cars are usually very respectful and stop when they see an elder, dog walker, or stroller crossing the street to get to the park. But we have no marked crosswalks. There is always people walking out of Howard, and wanting to cross to the park looking at three directions to cross.
General Comment	W Lincoln between Cottonwood and Ashley is basically a drag strip. There's even a halfway point used for celebration aka donuts at Cunningham st. Along this stretch there is a Church, townhomes, apartments and duplexes all housing lots of kids! This is all hours of the day and night. Lived here 20 years and its only getting worse!
General Comment	The bike lane on W Kentucky Ave. from the edge of town to West Ave. could definitely benefit from an upgrade.
General Comment	[Sports Park Drive overpass] I can't WAIT for this overpass to open!!!!
Issue or idea about biking	There needs to be a cross walk that lights up to help bikes and pedestrians cross Parkland Ave. There have been multiple car accidents in the 2 years we have lived here.
Issue or idea about walking	There needs to be a lighted cross walk or 4 way stop at the intersection of Banks and Parkland Ave. We have lived here only 2 years and I bike with my kids to school everyday and we've witnessed 2 car accidents at this intersection in that short time. I've heard there have been more. Luckily no bikes or pedestrians have been involved yet but it is a dangerous intersection with low visibility. Something to slow down cars and make it safe to cross would be essential to keep the community safe.
Issue or idea about walking	A coordinated plan with the city and Yolo County Flood Control and Water Conservation District could turn the irrigation canal that runs through this portion of the city into an amenity by paving the access roads along the canal, adding safety features to the culverts, and upgrading the street crossings to turn this into a multi-use walking/biking trail. Educational signs along the trail showcasing the agriculture supported by the canal would be a further enhancement.
Issue or idea about biking	[Gum Avenue under SR 113] This are is super dangerous on a bike (or walking). Onramps on both sides. to get to the sidewalk entrance you have to either jump the curb, or spend more time in the onram making an awkward turn to get onto the sidewalk.
Issue or idea about biking	[Gibson Road & SR 113] This are is super dangerous on a bike (or walking). Onramps on both sides. to get to the sidewalk entrance you have to either jump the curb, or spend more time in the onram making an awkward turn to get onto the sidewalk. This is gibson overpass and 113 hwy entrances
General Comment	[El Dorado Drive] People treat this like a highway. Would like a stop sign here, or crosswalk with lights. We cant even walk our dog accross the street because cars are doing 45+mph.
Issue or idea about biking	On the north side of el dorado the road makes a bend. Cars frequently drive into the bike lane around this corner, often because they are driving too fast. Especially at night. We have almost been wiped out on bikes and on foot here a least a dozen times. Maybe some bumps on the ground, a speed meter or something. it is dangerous and somebody will get hit eventually right here even though they are in a "safe" area.
General Comment	[El Dorado Drive east of College Street] Cars going westbound here. Always drive across the dotted lines even though they are going straight, not turning right. This happens all the time and is unsafe. Please put in some little reflective bumps or something.
Issue or idea about biking	This is a very sketchy area for both walking and riding a bike. This would be nice to have a walkable path that is off the road, maybe the area next to the train tracks that was gravel, and walkable (no broken glass,etc). ALso, with the new Yolo Beer Barn opening soon, this would be great for families who want to ride their bikes down there from the new house that are being built on East St, as well as existing people

Project Comments & Office Hours

In March 2023, the draft Active Transportation Plan was released and feedback was solicited from the community on the recommended pedestrian and bicycle improvements.

Comments were collected via email and at public 'office hours' at a downtown coffee shop hosted by City staff. General comments and concerns are provided in Table B-3, some of which have been edited for clarity and to remove identifying information.

Table B-3: List of Public Comments

Respondent	Comment
A	...it would be nice to convert some if not all of these parking spots into bike lanes. If that's not an option, converting one or two car spots into a bike rack (similar to the bike parking lot in front of the Varsity in Davis) would introduce a lot more bike parking without taking away sidewalk space at the cost of one or two car lots while allowing 5-10 bikes to park.
	The YoloBus bike racks are not adequate. Repeatedly on trips from Davis to Woodland, more than 3 bikes will be waiting to get on a bus that is mostly empty. The expectation is that the bike must be left behind which leads to a high likelihood of theft. Especially on the Woodland side of the mall. A bike locker...at the Woodland Mall would ease this concern a lot.
	As a biker, if the east fence of Tredway Park could be opened up and a railroad crossing implemented to East Street, it would strongly incentivize bikers to take that path and easily get to the Woodland Mall bus depot. The stretch of Gibson [between 6th Street and East Street] (especially on the North side) does not have adequate sidewalks in my opinion. I think it says a lot that none of the promoted bike paths go through our Downtown... Also I'd challenge anyone to comfortably bike down First Street especially through Downtown.
	All of the factors listed that lead to high LTS point to the fact that bike routes (class III by Caltrans) would lead to high levels of stress and are not any improvement over just a normal road. There's no bike lanes (and subsequently the width of said lane doesn't matter) and no physical barrier. I think the strip of land of Road 24A from Coloma to East Street desperately needs attention. A large amount of people (including kids) take that route either to the Woodland Christian School on Matmor or down to the park/dog park and it's severely unsafe.
	I think East Street (specifically the portion from Gibson to Sports Park Drive) also desperately needs attention. A large amount of college kids take the bus (and others as well) and biking to that area is unsafe and high stress. A better road would easily make it a lot easier to travel in that area both for public transportation and as a way to get to the senior center, dog park and other parks there.
	The Woodland Mall feels unsafe. There's a large number of homeless people, trash and abandoned or lived in vehicles at what is reportedly the hub of all public transit in Woodland. This needs to be fixed. Either through bike lockers, increased police presence during the day, repeated clean ups, or increased bike rack availability on the YoloBus.
	While understandable, the low amount of shared used paths in Woodland is disappointing especially given the high amount only 10 miles away in Davis. The efforts to add shared-use paths around Woodland and through the Research/Tech park is a great step forward, if there was any way to add more through Woodland, it would be amazing. I don't think this is an easy problem but it's an important one. Some examples might be expanding the shared use path to connect Campbell Park to the path running through Molly Ave and Betty Ave and attempting to connect it to the Yolo County Fairgrounds somehow. Or cleaning up and formalizing the path between Woodside Park and Dave Douglass Park. There might be a way to expand it through the north side behind the Church and to connect it through the hospital to Fern Park? There also appears to be a way that was built from Amherst Way (between 1508 and 1600 Amherst) to Woodside Park that was closed off or never built. Introducing a bridge there would be a great start.
B	The Public draft - Woodland Active Transportation Plan is all about bike lanes and pedestrian crossings, when will the city address the horrible speeding problems on our streets? I live at West and El Dorado, these two streets have become mini I-5's. There was a proposal regarding West Street in 2022, I was asked for input and because there was not 75% resident backing of the proposal, the project was closed, no adjustments or modifications considered, just closed. I was against the proposal as presented, because the idea of narrowing a major "evacuation road" from the south of Woodland and adding a pedestrian crossing at the city limits was appalling to me. Then there is the constant speeding on El Dorado. Your mission is "to keep traffic moving", that may have been a great credo 15-20 years ago; unfortunately with the mentality of today's drivers speed limit signs and an occasional stop sign moves the traffic, but at 50+ miles per hour down residential streets. Drivers today must be forced to slow down by the use of speed bumps and more stop signs. Also, the city cannot expect just monitoring and speed enforcement by the police department to alleviate the problem. So again I ask, when is the city going to address the speeding problems on our streets?

Respondent	Comment
C	First, I think that this is a really great report. The writing and graphics are clear and the content is thorough, thoughtful and makes sense. I have a few questions. 1) I would like to get a sense of how accurate we think the data in Table 1 is. It seems to me that the Table 1 data is the most relevant to assessing whether the plan is successful, but it also seems to be the least precise data. Where did the data for Table 1 come from? What was the source and how was it collected? 2) What is the number of bicycles on sidewalks hitting pedestrians? Table 2 shows collisions with pedestrians and bicycles, but it does not actually show collisions between a pedestrian and a bicyclist. This is important to me because I saw that we allow bikes on sidewalks and... this seems like a bad idea. The numbers will help me to understand if I am overreacting or if we might want to have a goal of increasing bike lanes to eliminate bikes on sidewalks. Similarly, Table D-1 does not indicate whether electric vehicles are permitted on sidewalks. Are they? Should they be? 3) I do not see bus stops south west of Harry Lorenzo and Gibson. Should there be? 4) There is no scale on the bus map, so it is not easy to estimate how far someone might have to walk to get to a bus stop. Are all stops within 1/4 mile of every resident? Should they be? 5) Should there be speed humps leading up to every school as a way to force vehicles to slow in a school zone? 6) Not sure if this is in scope, but in regards to the traffic signals on figure 6, what has been done to ensure the light timing from one signal to the next minimizes idling if the vehicle has been traveling at or just below the speed limit? Idling increases greenhouse emissions. As pertains to walking and biking, driver frustration might impact speeding (to make up for the sense of time lost) and increase risk of injury to pedestrians and bicyclists. 7) Is the Hwy 132 on the map supposed to be Hwy 113? 8) I really like the walking school bus idea. Not only will it reduce congestion, potential for accidents, and greenhouse emissions, it will also reduce cost (parent time and gas money) and create community among those who walk together. Is there an opportunity for the City website to be a hub for setting them up, perhaps in collaboration with WJUSD?
D	I was encouraged to read that East Street is slated for a road diet and Class 1 path. What is the current planning for that looking like? I think it would make sense to put a cycle track on the west side of the road (railroad side) since there are fewer driveways, curb cuts, and intersections compared to the east side. This would allow for more continuous protection from East Street traffic and fewer interactions with crossing vehicles.
	It is also good to see that sidewalks and bike lanes are slated for the segments of Beamer and CR 102 that approach the new 4th and Hope facility on Beamer. These should be high priority projects and bike facilities should be Class 1 or 4, especially on CR 102 given the high speed of traffic and the large amount of available ROW. Every time I pass this area I see pedestrians and bicyclists forced to use the inadequate current conditions to reach services at 4th and Hope and I fear it is only a matter of time before a serious accident occurs.
	The draft lacks any advocacy for Class 4 bike facilities. These are substantially preferable to buffered bike lanes and would boost bike ridership way more. Even in areas with new buffered bike lanes, I see bicyclists using the sidewalk because they don't feel safe in these brand new facilities.
	The appendices mention that there was public input in favor of pedestrianization on Main Street, but this isn't brought up in the main report. I would support pedestrianization efforts downtown. I think one candidate location is First Street between Main and Bush. This might be a good spot to pilot a pedestrianization project (ala G street in Davis) as there are a number of popular businesses here and there isn't that much throughput on 1st. I would also support fully pedestrianizing Main from the State Theater to the Courthouse, but I recognize it would be a much tougher sell (although Ventura did something similar!).
E	Over the past year the City's Sustainability Advisory Committee has recommended that some of Woodland's share of Federal American Rescue Plan funds be used to enhance bicycle safety corridors in Woodland, enhance signage, and perform outreach efforts to inform Woodland motorists of the importance of bicycle safety. Can you provide an update on whether these recommendations have been carried out at part of the ATP, or whether future enhancements are planned?
	The 4-lane segment of Gibson Road between East and West streets, despite having narrow bike lanes, seems designed to encourage excessive speed by motorists. It is not a safe bicycle route. The segment of Gibson Road west of West Street changes to two lanes and features wider and much more clearly marked bike lanes. Why the difference -- and what can be done to create traffic calming measures on the segment between East and West streets?
	College Street in front of the YMCA is often the scene of many parents with small children moving to and from parked cars across the street. It seems the time has come for some kind of signage, or pedestrian-controllable flashing caution lights, to slow motorists down and alert them to watch for little kids and their parents. Can something be done to improve safety at this location?
	I have always felt there should be a well marked crosswalk between the City parking lot on 1st Street and City Hall.

Respondent	Comment
F	Crosswalks: I think there should be an uncontrolled crosswalk on Matmor Rd at or near Colette St. This would allow the residents who live east of that intersection to have a safe way to get to Campbell park, the only park in the area. Sidewalks: Both under "Existing Conditions" and "Level of Stress", there is no mention that many sidewalks, in Woodland, dip down at every driveway and that results in the walkway, and the walk, being more difficult, dangerous, and unpleasant. This is especially the case for anyone walking with a cane, a walker, pushing a baby buggy, or in a wheelchair. I don't think it is enough to simply refer to "sidewalk conditions". I understand this won't be an easy or quick problem to solve. But, if we aren't clear about the problems, they will never be solved. I think the ACT plan should also mention that the city does fix this when work is already being done. I notice on the west side of Matmor that some driveways with recent work have a better design that keeps the sidewalk level side to side.
	Educational Programs: Besides educational programs to encourage walking and biking, we need educational programs to teach residents how to be responsible and considerate walkers and bikers. For Woodland, that certainly means some effort to let dog walkers know that picking up the poops are expected and not picking them up shows they are a slob (be that direct). We need an educational program to teach our residents that the sidewalks, in front of their houses, are not theirs to block. Parked cars, oversize parked SUVs, overgrown bushes, landscape stone-borders, potted plants, tree roots, yard sales, trash toters, basketball hoops, and garden hoses, all are frequent obstacles I personally encounter in a wheelchair in Woodland.
	Enforcement: The city's current practice, to enforce compliance with city ordinances, relies largely on residents willing to report a possible violation. The city recognizes that a resident might not know the ordinances and directs the resident to contact the city clerk for advice. So, our current practice relies on our residents who do not know the city's ordinances. Regarding blocking sidewalks, our residents don't know what is ok and what isn't. Yet we rely on our residents to identify and report ordinance violations. And the ones who are most negatively affected by a blocked sidewalk are very likely not to report it. Do a google search "Sacramento man sues re ADA violation". Most disabled people do not want that reputation. While it might be a needed service, it does not make you a welcome neighbor. Who else might report a blocked sidewalk? A normal walker? Well, the normal walker doesn't know ordinances re sidewalks, and is also barely inconvenienced by a blocked sidewalk. Might not even notice. How dangerous is a blocked sidewalk? I've encountered sidewalks at driveways, blocked with parked cars. This means going back to the previous driveway to get out onto the street to get around the cars blocking the sidewalk. And, if there are cars parked on the street, that means going around them. So, there you are in the middle of the street in your wheelchair, or pushing your baby in a baby carriage, or with your walker, or cane. An educational program, hopefully, will help, but the city needs to take a bigger role re identifying and enforcing sidewalk blocking.
	Page 12: Most of the examples here are hard to park bikes on. Most of them are not as compact as they could be nor do they have a ramp on the bottom to rest your tire on which helps keep bikes stable. Page 13: This page talks about traffic calming and various ways to reduce traffic speed to encourage safer travel for bicycles and pedestrians. And yet the example shown is one of the most dangerous for bicycles. The parking on the sides of the road reduces any chances of bike lanes and so you're forced to bike on the road itself in between cars. A comment in one of the appendices mentions that it would be nice to convert some if not all of these parking spots into bike lanes. If that's not an option, converting one or two car spots into a bike rack (similar to the bike parking lot in front of the Varsity in Davis) would introduce a lot more bike parking without taking away sidewalk space at the cost of one or two car lots while allowing 5-10 bikes to park. Page 16: The YoloBus bike racks are not adequate. Repeatedly on trips from Davis to Woodland, more than 3 bikes will be waiting to get on a bus that is mostly empty. The expectation is that the bike must be left behind which leads to a high likelihood of theft. Especially on the Woodland side of the mall. A bike locker as mentioned on Page 12 at the Woodland Mall would ease this concern a lot. Page 21: There's a good amount of traffic from Davis that comes down Road 25 and then up East Street which then divides along Road 24A, Sports Park Drive and East Street. Similar in the morning all 3 streets converge to go down East Street to Highway 113. Additionally a lot of parents converge on the Sports Park/East Street Intersection to go to the school at Matmor. The blue lines seem to agree with this daily commute except Sports Park Drive is totally blank. I think this is pretty important to highlight because the Road 24A section leading to East Street is abysmally small and a huge traffic jam. Not only are there no sidewalks there but it's extremely stressful to bike there given how quickly vehicles swerve into it. As a biker, however, there's not many other ways to bike to the Woodland Mall bus depot except for this small stretch of road (or going up through Gibson Road which is also stressful due to even higher volume (one of the highest in the system). This is all leading up to point to the fact that there's a green line (177-3000) going along El Dorado that sharply cuts off at Coloma and College. I'm guessing that's because it's where many cut down to Road 24A or up to Gibson. As a biker, if the east fence of Tredway Park could be opened up and a railroad crossing implemented to East Street, it would strongly incentivize bikers to take that path and easily get to the Woodland Mall bus depot. Page 31: The stretch of Gibson (especially on the North side) does not have adequate sidewalks in my opinion

Respondent	Comment
F	Page 34: I think it says a lot that none of the promoted bike paths go through our Downtown . . . Also I'd challenge anyone to comfortably bike down First Street especially through Downtown. Page 35: I find it odd that there's no bike parking listed at most parks marked on the map. Actually there's not even bike parking shown at any of the schools either. I would hope that this is a mistake . . . Page 41: All of the factors listed that lead to high LTS point to the fact that bike routes (class III by Caltrans) would lead to high levels of stress and are not any improvement over just a normal road. There's no bike lanes (and subsequently the width of said lane doesn't matter) and no physical barrier. Page 54: I think the strip of land of Road 24A from Coloma to East Street desperately needs attention. A large amount of people (including kids) take that route either to the Woodland Christian School on Matmor or down to the park/dog park and it's severely unsafe. Page 55: I think East Street (specifically the portion from Gibson to Sports Park Drive) also desperately needs attention. A large amount of college kids take the bus (and others as well) and biking to that area is unsafe and high stress. A better road would easily make it a lot easier to travel in that area both for public transportation and as a way to get to the senior center, dog park and other parks there. Other thoughts: 1. The Woodland Mall feels unsafe. There's a large number of homeless people, trash and abandoned or lived in vehicles at what is reportedly the hub of all public transit in Woodland (Page 17). This needs to be fixed. Either through bike lockers, increased police presence during the day, repeated clean ups, or increased bike rack availability on the YoloBus. 2. While understandable, the low amount of shared used paths in Woodland is disappointing especially given the high amount only 10 miles away in Davis. The efforts to add shared-use paths around Woodland and through the Research/Tech park is a great step forward, if there was any way to add more through Woodland, it would be amazing. I don't think this is an easy problem but it's an important one. Some examples might be expanding the shared use path to connect Campbell Park to the path running through Molly Ave and Betty Ave and attempting to connect it to the Yolo County Fairgrounds somehow. Or cleaning up and formalizing the path between Woodside Park and Dave Douglass Park. There might be a way to expand it through the north side behind the Church and to connect it through the hospital to Fern Park? There also appears to be a way that was built from Amherst Way (between 1508 and 1600 Amherst) to Woodside Park that was closed off or never built. Introducing a bridge there would be a great start.
	WHERE DO YOU WISH YOU COULD GO BY WALKING OR BIKING? Via wheelchair, walk the dog, home (Westland Ranch Dr) to the Community Center, through the playfields, and back. Note that the sidewalk beside the entrance to the playfields is sometimes nearly unpassable in a wheelchair on those days when trucks are backed up to unload equipment. Wider sidewalk? It would be nice to be able to continue from Sports Park Dr along East St to Gum and home to Westland Ranch Dr. (Some protection from East Street traffic). Pleasure walks are usually nicer when they are a closed loop rather than going a distance and returning the same route. Walk the dog, home (Westland Ranch Dr) to Campbell Park and back. We need a crosswalk across Matmor to Collette and level sidewalks on both sides of Matmor. Gum needs level sidewalks to Thomas and it needs level sidewalks on the west side, for sure, the side with no need to cross streets, then a painted cross walk to the park. Walk the dog, home (Westland Ranch Dr) to the neighborhood north of Gum, Crystal Springs Dr and nearby streets. Level sidewalks would be nice and a better cross walk across Gum where Gum goes over Hwy 113. Walk the dog, build it, we will come. If there are nice walks in Woodland, I would like to be able to drive and park to walk my dog. Certainly a city should have as its number one goal is that people should not have to drive somewhere to find a nice walk. But, realistically, driving a little to walk a little is Woodland's future for awhile. Therefore, nice "walks" should include places to park. As a wheelchair user in a handicap van that has a ramp out the passenger side of the van, parking is sometimes impossible or risky. Many of our newer neighborhoods have bushes or other drought resistant landscaping, between the street and sidewalk, to save water. This will only increase over time. This presents a problem when finding a place that will allow the ramp out and enough room then to roll out. The parking problem is not addressed by ADA. Off street parking, at a park, includes handicap parking, per ADA. If a park only has on street parking, ADA is silent. Many of our city parks have only on street parking and handicap van parking isn't addressed. A park doesn't have to have a dedicated on street parking spot; it needs to have several spots where a wheelchair could roll out of a van. After parking, the person in the wheelchair should be able to get to the back of the van to unload any equipment needed for the "walk". Route from home, Westland Ranch Dr, to Home Depot. I don't currently have an electric scooter, but when I did, I would use it to go to Home Depot. I had to stop because, twice, I was almost hit when crossing the entrance ramp to the freeway. Everyone is accelerating as they approach the ramp. A route on the north side of Main St would be safe and with a cross walk back to the south side of Main St after the freeway entrance/exit dangers.

Respondent	Comment
F	WHAT DO I LIKE ABOUT WALKING IN WOODLAND? I like to walk my dog from my home so I don't have to drive some place. The walk from my home, Westland Ranch Dr, to the Community Center, and through the playfields is an especially nice "walk" since it involves few streets to cross and the playfields part of the walk is away from traffic. WHAT CHANGES NEED TO BE MADE TO MAKE WALKING AND BIKING BETTER? We need education! PICK UP YOUR DOG POOPS! (I used to go regularly to the Davis greenbelts and I never saw dog poops left). We need education! DON'T BLOCK THE SIDEWALK, IT'S NOT YOURS. On the walks in neighborhoods, I regularly see SUVs that completely block the sidewalk. In a wheelchair, with a dog, we have to go out into the street and then back up onto the sidewalk to get around the SUV. Some SUVs are so long they simply won't fit in the driveway. With some SUVs, the vehicle would fit except the resident has "things" stored in front of the garage door, so the vehicle won't fit in the driveway. I regularly encounter toters which someone has removed from the street after Waste Management has emptied them, but then parked them on the sidewalk. I have encountered a dining room table completely blocking the sidewalk as the resident had a garage sale, and then for several days after, with a free sign on the dining room table, which, apparently didn't sell at the garage sale. I encounter a basketball hoop stand completely blocking the sidewalk and requires going on the street to get around. It's a quiet street, and really not that dangerous for kids to play on the street. So, block the street with the basketball hoop stand and eliminate a parking spot, rather than blocking the sidewalk. Kids play in the street either way. I encounter landscaping that almost blocks the sidewalk. Tree roots that extend into the sidewalk, and bushes planted right up to the sidewalk and then the branches extend onto the sidewalk. BIKE THEFT PREVENTION. Perhaps a program, with the police dept, to purchase an undisclosed number of Air Tags to loan out to residents to safeguard their bikes. Any that result in someone getting caught stealing a bike would be broadcasted. If not already a crime, make it a crime to ride a bike while also guiding another bike. DIFFERENT APPROACH TO "PARKS". We need to stop limiting our concept of a park. While it is important to have rectangles of lawn with a playset and picnic table (sitting and eating), we need to start thinking of parks as being linear, parks that encourage movement rather that sitting and eating. If we ever develop an off street pathway system, the Parks Dept should be given responsibility to develop the areas on either side of the pathway. Getting around the city, going to school, to work, to the store, should be a very pleasant walk or bike ride through a linear park. The linear park should have wildlife displays and places to sit to observe the wildlife and nature in general ("you are not a person observing nature, you are nature observing itself"). Davis has something nice on Cannery Way. LEVEL SIDEWALKS AND RAMPS AT THE STREET INTERSECTIONS. Sidewalks that dip down at every driveway make "wheelchairing" difficult. And, when I get to an intersection (Thomas St) that has no ramp down to the street level, I have to find a near driveway to get to the street level and then cross and go up a driveway on the other side. The sidewalks around and leading to all of the city parks should be level and accessible.
G	I want to share an idea about a bike path that will benefit Woodland greatly. I shared this... a couple different times over the years... Many people have been killed on our country roads biking between Woodland and Davis. In addition to this, there are not many truly safe places to ride bikes around Woodland due to there being many intersections and a lot of traffic. I am a runner and I run down East Street (heading south) until it dead ends and then I cross the railroad tracks to the other side where the road picks up again. Due to the fact that these are dead end roads there is minimal traffic. Once I cross the tracks I continue until the road dead ends again (Myrtle Road). This dead end is due to a slough/ditch. I don't go any further than this, but on the other side of the slough is Bobby Dazzler's Pumpkin Patch and after that the road continues into Davis. The roads are in place for a safe bike trail and only a few things are needed to complete it. 1) Need safe path from Community Center to the intersection of 25A (I would recommend removing the old rotten walnut trees and put in a bike/pedestrian path) 2) Needs an undercrossing or a way to cross the railroad tracks where East Street dead ends 3) Will need a bridge crossing over the slough at the end of Myrtle Lane 4) Need a short trail from slough crossing to end of Bobby Dazzler property to where road picks up again I know none of this is cheap, but with all my travels on the country roads running, this is by far the safest potential route for a bike/pedestrian trail. I know that this will pay for itself with people who will be willing to live in Woodland and commute to Davis for work and school. With e-scooters, e-bikes, regular bikes, and runners, this trail will be hoping. I think Woodland lacks a good trail for people to run and bike and this is a wonderful opportunity...
H	[Desires] Driver education, bike incentives, community engagement
I	Install bike crosswalk, traffic light controller at all traffic lights on designated bike routes.

Appendix C
Relevant Plans and Policies

Many local, regional, state, and federal plans and other documents were reviewed in development of this ATP. These plans and documents contain goals and policies as well as specific requirements related to active transportation.

Local

City documents containing policies and requirements related to transportation include the Woodland General Plan, Woodland Climate Action Plan, Woodland Bicycle Transportation Plan, and Woodland Municipal Code.

City of Woodland General Plan (May 2017)

Vision Statement: Woodland is a healthy community with livable neighborhoods, a thriving downtown, well maintained infrastructure, excellent schools and recreational amenities connected by a seamless network of trails and paths.

Guiding Principle 5: Mobility Options: Coordinate land use and transportation planning to provide a range of attractive and viable transportation options, such as bicycle, pedestrian, and transit.

Guiding Principle 11: Health and Recreation: Provide all residents with opportunities to live an active, healthy, and green lifestyle.

Transportation & Circulation Goals & Policies

Goal 3.A: Multimodal Transportation System. Develop and maintain a multi-modal transportation system that provides for the efficient movement of people and goods, supports vibrant neighborhoods, and districts, and reduces air pollution and greenhouse gas emissions.

Policy 3A.5 Transportation Demand Management (TDM). Utilize TDM tools and programs (e.g. alternative work schedules, telecommuting, ridesharing, or parking pricing) to encourage and create incentives for the use of alternative travel modes.

Policy 3.A.7 Street Grid Network and Density. Promote the use of grid and modified grid street patterns in new residential, commercial, or mixed-use developments that propose to construct new streets. Modified grids may include combinations of grid and curvilinear streets. Greenbelts may intersect the street grid to create an interconnected trail network that encourages biking and walking. The density of new streets should be similar to the existing residential neighborhoods in Woodland that have approximately nine centerline miles of arterials and collectors per square mile.

Policy 3.A.9 Road Diets. Investigate road diets within the existing built-out portion of the city including, but not limited to, West Gibson (Cottonwood to College Street), West Court (County Road 98 to Cleveland Street), West Main Street (Cottonwood to West Street), and East Street (Kentucky Avenue to Gibson Road). A road diet is generally described as removing travel lanes from a roadway and utilizing the space for other uses and travel modes.

Policy 3.A.10 Overcome Barriers and Remove Gaps. Eliminate barriers and gaps in the existing roadway, bikeway, and pedestrian networks by doing the following:

- Pursue funding to construct grade-separated crossings of freeways, rail lines, and other barriers to improve connectivity.
- Construct new pedestrian and bike paths in existing neighborhoods and strive to ensure that bike and sidewalk networks within communities are at least as efficient (e.g., miles traveled, connectivity, etc.) as the network for motorists.
- Remove barriers to pedestrian travel, such as utility poles, as feasible.

- Prioritize the construction of the SR 113 bike and pedestrian overcrossing at Sports Park Drive and redesign of the Gibson Road/SR 113 overpass to provide safer and more convenient connectivity between the west and east areas of town.
- New development must demonstrate adequate bicycle and pedestrian accessibility from key parts of the city and eliminate gaps, which may require off-site improvements, where appropriate at the discretion of the City.

Policy 3.A.11 New Development. Require all new development to provide convenient bicycle and pedestrian environments and access through building orientation, site layout, traffic management, and connections to transit service and local commercial and community facilities. Development must provide appropriate pedestrian amenities such as street lighting, benches, arcades, canopies, shade trees, art, and seating areas.

Policy 3.A.12 Transportation Evaluation. Evaluate projects for potential impacts to traffic operations, traffic safety, transit service, bicycle facilities, and pedestrian facilities for the purpose of assessing the timing and phasing of traffic improvements.

Goal 3.B Complete Streets. Provide complete streets that accommodate driving, walking, bicycling, and public transit and that are designed to enable safe, attractive, comfortable access and travel for users of all ages and abilities.

Policy 3.B.1 Complete Street Requirements and Green Streets. To the extent feasible, all new street construction and reconstruction shall be designed to achieve complete streets. Designs should accommodate mobility for all users, including bicyclists, pedestrians, transit vehicles, and motorists, appropriate to the function and context of the facility. The needs of all roadway users including vulnerable populations such as young children, seniors, and people with disabilities, should be considered when determining roadway widths and other barriers to travel, especially near schools, parks, senior centers, community centers, and other activity hubs. Require street design to incorporate adequate landscaping, including street trees and landscaped medians and/or parkway strips, in order to increase shade, minimize runoff, and create a comfortable and visually attractive environment.

Policy 3.B.3 Connectivity and Balance. Preserve and continue to develop a comprehensive, integrated, and connected network of streets that balance walking and bicycling with transit, automobiles, and trucks.

Policy 3.B.5 New Developments. Require new developments to provide interconnected street networks with walkable blocks that allow and encourage active multimodal transportation.

Policy 3.B.6 Right of Way. Ensure adequate rights-of-way to accommodate all users and balance the allocation of street right-of-way for all modes.

Policy 3.B.7 Minimal Driveways and Curb Cuts. Strive to minimize the number of driveways and curb cuts along streets to limit unsafe conditions and enhance the experience of walking and bicycling.

Policy 3.B.8 Accessibility. Endeavor to ensure that all streets are safe and accessible to people with disabilities and others with limited mobility.

Policy 3.B.10 School Safety. Partner with schools to ensure a high level of vehicle, bicycle, and pedestrian safety adjacent to school facilities.

Goal 3.D Residential Streets. Protect residential areas from high-volume and high-speed traffic and its effects and promote bicycling and walking on residential streets.

Policy 3.D.1 Through-traffic. Design local streets that primarily serve residential neighborhoods to discourage through-traffic, achieve desired traffic speeds, and maintain pedestrian and bike connectivity.

Policy 3.D.2 Street and Sidewalk Maintenance. Promote street, alley, and sidewalk maintenance to encourage safe use; have a funding plan in place for improvements.

Policy 3.D.3 Traffic Calming. Implement traffic-calming design and devices, as funding allows, in existing and new residential areas where appropriate to reduce vehicle speeds and preserve neighborhood livability.

Policy 3.D.4 Impacts on Residential Neighborhoods. Consider the effects of new development on local streets in residential areas and require new development to mitigate significant impacts on residential neighborhood. Developers shall finance and install pedestrian pathways, bikeways, and multi-purpose paths in new development to facilitate and enhance pedestrian and bike usage, as appropriate.

Goal 3.E Comprehensive Pedestrian System. Provide a comprehensive, and integrated pedestrian system that encourages walking and creates an enjoyable way to experience Woodland.

Policy 3.E.1 Pedestrian Promotion. Promote walking by providing appropriate facilities, programs, and information. Support neighborhood walk-to school efforts.

Policy 3.E.2 Safe and Comfortable Sidewalk Design. Develop safe and pleasant sidewalks in compliance with adopted design standards to accommodate all users, including persons with disabilities, and complement the form and function of the land uses adjacent to each street segment.

Policy 3.E.3 Off-Street Pedestrian Paths. Continue to develop off-street pedestrian paths for access to schools, recreation facilities, and neighborhood services in existing and future neighborhoods in the city.

Policy 3.E.4 Interconnected Network. Require new development to create complete pedestrian networks with linkages such as walkways, paseos, and shared-use paths that interconnect pedestrian facilities.

Policy 3.E.5 Walkable Downtown. Continue to enhance the pedestrian experience in the Downtown and make streetscape improvements, such as street trees, street furniture, public art, and curb extensions, to encourage walking. Evaluate, and when appropriate implement, all-way stops on Main Street in the Downtown.

Policy 3.E.6 Mid-block Pedestrian Crossings. Provide mid-block pedestrian crossings, where feasible, in areas with high pedestrian traffic to create more direct walking routes.

Policy 3.E.7 Lighting. Maintain adequate pedestrian-scale lighting near sidewalks, trails, and parking lots to improve visibility of pedestrians and provide a safe walking environment.

Policy 3.E.8 Active Design. Design buildings so that the architecture enhances and encourages pedestrian travel. Provide clear internal pedestrian routes and avoid "blank walls" to maintain a visually engaging walking environment.

Goal 3.F Comprehensive Bicycle System. Provide a comprehensive and integrated bicycle system that facilitates bicycling as a viable mode of travel for short trips, commute trips, and recreation.

Policy 3.F.1 Bikeway Master Plan. Maintain a Bikeway Master Plan (BMP) to reflect current best practices for bike facilities and programs as well as bikeway changes to accommodate the cycling public. Figure 3-3 represents the planned routes in the BMP at the time of this General Plan update, but any future update to the BMP is considered the City's official bikeway plan. In the future, transition the BMP to an Active Transportation Plan that considers all forms of active transportation.

Policy 3.F.2 Bikeway Network. Promote the development of a comprehensive system of recreational and commuter bicycle routes that provide safe and convenient connections between the city's major employment and housing areas; existing and planned bikeways; and schools, parks, retail shopping, and residential neighborhoods.

Policy 3.F.3 Bicycle Parking. Encourage the development of convenient and secure bicycle parking and establish minimum parking standards at employment centers, schools, recreational facilities, transit terminals, commercial businesses, the Downtown core area, and other locations where people congregate.

Policy 3.F.4 Bicycle Facilities. Require residential, commercial, and industrial developments to include bicycle lanes or pathways in accordance with the Bikeway Master Plan or Specific Plans when constructing new roadways or upgrading existing streets.

Policy 3.F.5 Bicycle Safety Education. Promote bicycle safety education for children and adults. Develop partnerships with WJUSD, Yolo County HHSA, and the Bike Campaign to develop programs that encourage children to bike safely to school.

Policy 3.F.6 Bicycle and Transit Integration. Work with YCTD to integrate public transportation systems and facilities with bike networks and accommodations.

Policy 3.F.7 Regional Coordination. Cooperate with surrounding jurisdictions and SACOG in designing and implementing a regionally- connected bikeway system.

Policy 3.F.8 Woodland-Davis Bikeway. Work with Davis and Yolo County in the provision of safe and well-designed bikeway routes on rural roads between Woodland and Davis. Pursue grant funding to implement the Woodland-Davis bikeway project.

Policy 3.F.9 Phasing. Ensure that bikeways connecting to the existing bikeway system be provided in the first phase of all new growth areas.

Goal 3.G Effective Transit System. Promote a transit system that serves as a viable alternative to the automobile for those without access to a vehicle and those that choose to live and work in areas where land use density and intensity are supportive of transit.

Policy 3.G.7 Transit Shelters/Stops. Work with YCTD to ensure all bus stops are well designed and maintained. Higher utilized stops shall incorporate special design features such as shelter structures, lighting, secure bike parking, enhanced pavement, landscaping, and artwork.

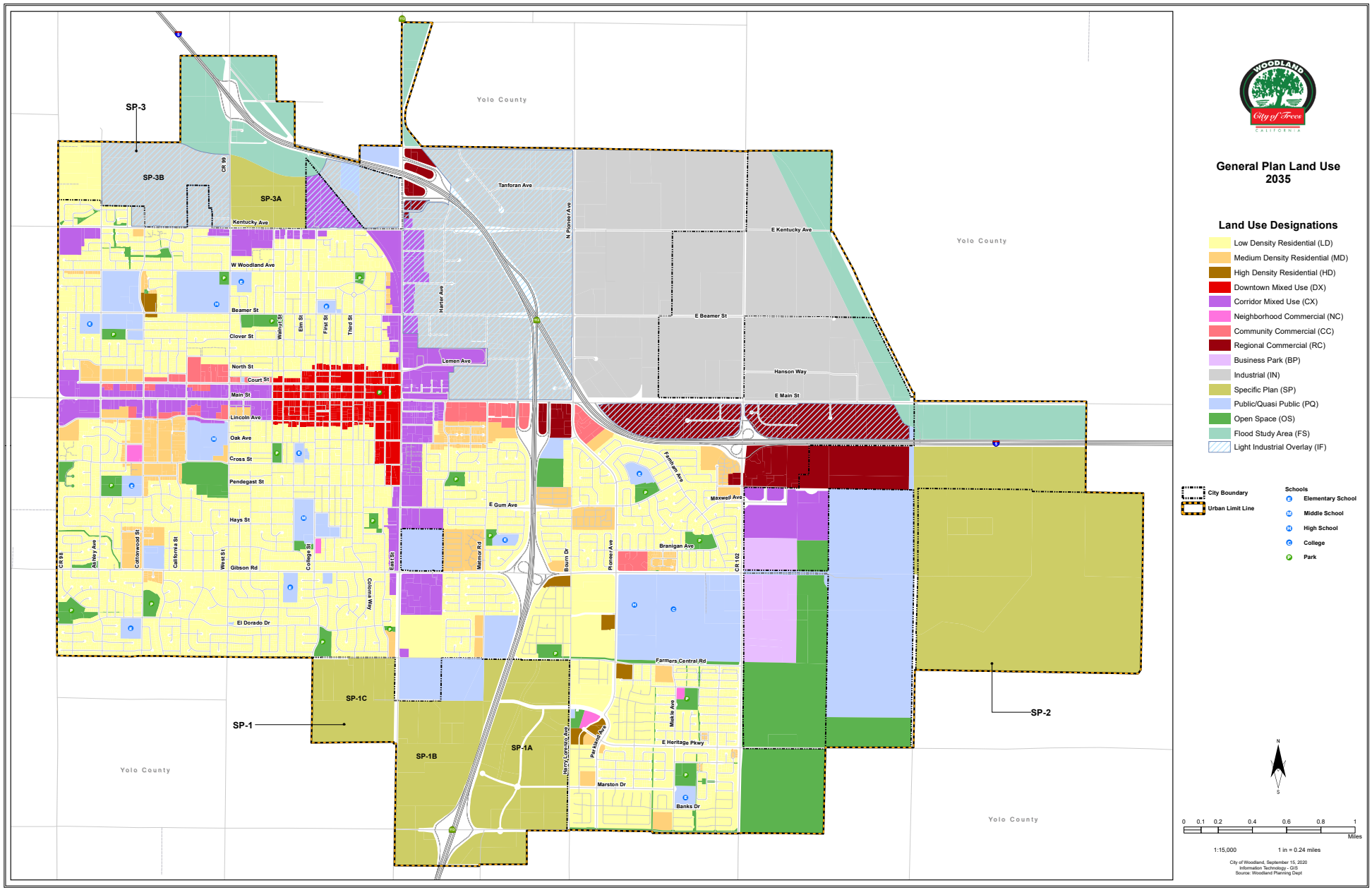
Policy 3.G.9 Bike and Pedestrian Connections. Ensure transit stops are connected to an integral part of the city's pedestrian and bicycle network.

Goal 3.K Transportation Funding. Pursue funding to construct, maintain, and operate the transportation system for all travel modes to achieve and maintain the City's transportation goals.

Policy 3.K.3 Bicycle Facilities. Utilize grant monies, license fees, development impact fees and fines, along with capital improvement monies to help fund the development and installation of bikeways and bicycle parking facilities.

Policy 3.K.5 New Funding Sources. Seek new and innovative transportation funding and financing sources.

Figure C-1: Woodland General Plan Land Use Map



City of Woodland Climate Action Plan (May 2017)

Transportation and Land Use Objectives, Strategies, and Actions

OBJECTIVE 1: Implement Land Use Policies to Support Reduced Motor Vehicle Use

T/LU-1: Complete Streets Program

- Partner with the University of California, Davis, and Yolo County to develop bicycle commute routes between the campus and points within Woodland.
- Enhance walking and biking opportunities through downtown by improving alleys for pedestrian and bicycle use.
- Consider reducing parking space requirements for businesses that provide bike infrastructure improvements.
- Adopt a "Complete Streets" program that provides safety and convenience for all forms of transportation, including passenger vehicle, bicycle, transit, and pedestrian travel.
- Amend current "level of service" (LOS) road and transportation criteria to include consideration of pedestrian, bicycle, and bus transit travel modes by using multimodal LOS criteria.
- Develop a network of bicycle lanes and paths that provide safe and convenient routes for city residents to travel to and from homes and daily destinations.
- Update the City's bicycle master plan to incorporate new concepts and funding strategies for bicycle route development, including consideration of modifying existing streets to better accommodate space for safe bicycle use (e.g., creating one-way streets), creating off-street bicycle paths, and providing connectivity with bike routes outside of Woodland.

T/LU-2: Infill Development, Redevelopment and Repurposing

- Encourage pedestrian and bicycle-oriented design in the allocation of space, building size and placement, site enhancement, open space design, connection to pedestrian/bikeways, and site amenities such as plazas, courtyards, and breezeways in commercial redevelopment.

T/LU-3: Smart Growth in New Development

- Plan for new residential developments in coordination with plans for the provision of transit services.
- Design new neighborhoods so that daily shopping errands can generally be completed within easy walking and biking distances.
- Encourage pedestrian and bicycle-oriented design in the allocation of new commercial space, building size and placement, site enhancement, open space design, connection to pedestrian/bikeways and site amenities such as plazas, courtyards, and breezeways.
- Establish a standard for a "10-Minute Neighborhood" for new residential developments such that residents are no more than a 10-minute walk from grocery stores, parks, schools, and commercial enterprises that provide neighborhood-scale access to daily needs.

OBJECTIVE 2: Reduce Vehicle Miles Traveled and Equipment Idling Emissions

T/LU-4: Reduced Motor Vehicle Trips

- Establish a program to engage the community in efforts to reduce vehicle miles traveled, including setting specific goals for participation, identifying and promoting programs, and rewarding positive results.

T/LU-5: Increased Mass Transit Use, Walking, and Bicycling

- Work with the local Chamber of Commerce and other business groups to achieve membership of 20% of businesses in the Yolo Transportation Management Association or a similar employer program that provides incentives to employees for reducing commute trips by biking or walking to work and guarantees employees a ride home in case of emergency.
- Partner with the Chamber of Commerce to encourage employers to provide bike lockers, showers, and other amenities or incentives that encourage employees to cycle or walk to and from work.
- Require new multi-family developments to provide secure bicycle storage options and/or bicycle-share programs.
- Support and promote efforts to increase bicycling through the provision of free or low cost helmets and renovated bicycles to low income residents, bicycle repair and safety clinics, bicycle lanes and paths, and information on safe bicycle routes.
- Work with transit operators to increase mass transit use by identifying mechanisms for encouraging increased ridership, including making bicycle racks available on all buses and creating and implementing comprehensive public information campaigns.
- Partner with schools and Yolo County Health Department to promote biking and walking by disseminating "Safe Routes to Schools" maps and information, and encouraging creation of a citizen's committee to promote bicycle and pedestrian access to schools.
- Create and disseminate educational materials and information for residents and visitors promoting safe and convenient pedestrian and bicycle

transportation as alternatives to automobile travel, including bicycle route maps, walking tour information, and “wayfinding signs” that indicate distances between points of interest.

City of Woodland Bicycle Transportation Plan (2002)

The purpose of the Bicycle Transportation Plan (BTP) is to improve bicycle transportation and safety in the City of Woodland. In addition to identifying planned locations for future bicycle facilities, the plan includes the following goals and policies and noted the hazards summarized below.

Policies

1. Eliminate physical bicycling obstacles to provide a safer environment for bicycle transportation.

2. Encourage adequate, convenient, and secure bicycle parking at employment centers, schools, recreational facilities, transit terminals, commercial businesses, the downtown core area and other locations where people congregate. Encourage bicycle rest facilities, including but not limited to restrooms, drinking water, public telephones, and air for bicycle tires.

3. Integrate public transportation systems with bicycling (i.e.: bike racks on buses).

4. Encourage bicycle safety education to children and adults.

5. Maintain consistency with the routing and geometrics of Yolo County's Bicycle Transportation Plan, and recommendations of July 2001 Davis Woodland Bikeway Feasibility Study Report.

6. Develop bicycle facilities with maximum citizen and community involvement in planning and maximum flexibility and coordination with long-range transportation planning.

7. Designate commuter bicycle routes as higher priorities than recreational routes. Designate Class II bikeways as the preferred facility in areas of developed roadways.

8. Require residential, commercial, and industrial developments to include bicycle facilities in accordance with this plan. Consider the needs of cyclists when new roadways are constructed, and existing roadways are upgraded. Construct and delineate bikeways in conformance with the current City standards.

9. Promote the development of a comprehensive and safe system of recreational and commuter bicycle routes that provide connections between the city's major employment and housing areas, between its existing and planned bikeways, and between schools and parks and residential neighborhoods.

10. Promote use of bicycles as a viable and attractive alternative to cars.

11. Promote bicycle travel through appropriate facilities, programs, and information.

12. Pursue alternative sources of funding for the development and improvement of bikeways.

13. Require recreational, residential, commercial, and industrial developments to include on-site bicycle facilities in accordance with this BTP.

14. Encourage employers to provide benefits/bonuses to commuter cyclists. Support voluntary efforts by employers to promote employee bicycle commuting.

15. Work to expand and increase the efficiency of the bicycle-licensing program.

16. Utilize grant monies, license fees, and fines, along with capital improvement monies to help fund the development and installation of bikeways and bicycle parking facilities.

17. Require new development to provide sufficient right-of-way widths to accommodate bikeways on new collector and arterial streets, as identified in this Bicycle Master Plan, and to install these facilities.

18. Continue to develop off-street bicycle paths for access to schools and recreation facilities in existing and future neighborhoods in the City. Consider safety and security issues in connection with development of these facilities.

19. Recommend establishing a city policy that requires future development provide or improve connections to planned regional and city routes shown in the County Bicycle Transportation Plan and the Woodland BTP, where feasible.

Woodland Local Road Safety Plan (July 2023)

The purpose of the Local Road Safety Plan (LRSP) is to aid the City of Woodland in assessing safety issues on its roadway network—both point-location (i.e., hotspot) and systemic issues. This study also identified potential countermeasures to address the identified safety issues. A framework was also developed to assist the City in prioritizing the location of future safety projects.

The LRSP contains an analysis of historical collisions, including those involving pedestrians and bicyclists, specific recommended

improvements for several key corridors in the city, and recommended countermeasures to improve safety at locations across the city.

City of Woodland Engineering Standards

Design Standards, Standard Details, and Construction Specifications (2021)

The City Engineering Standards include design standards, standard details, and construction specifications for

- Sidewalks
- Bikeways
- Traffic signals
- Crosswalks
- Speed cushions
- Signs
- Traffic striping, markings, and legends

City of Woodland Municipal Code

Key sections of the City of Woodland Municipal Code affecting pedestrians and bicyclists are listed below.

Chapter 10.24: Bicycles

10.24.030 Applicability of traffic regulations to bicycle riders.
10.24.040 Compliance with traffic-control devices.
10.24.050 Manner of riding bicycle—Carrying passengers.
10.24.060 Riding on roadways or bicycle paths—Clinging to moving vehicles.
10.24.070 Speed restrictions.
10.24.090 Carrying articles on bicycles.
10.24.100 Manner of parking bicycles.
10.24.110 Riding on sidewalks, playgrounds, school grounds, etc.
10.24.120 Safety equipment required.
10.24.130 Passengers.
10.24.140 Brakes.
10.24.150 Bicycle lanes.
10.24.160 Walking bicycles.
10.24.170 Driving vehicles across paths or lanes.
10.24.180 Enforcement of chapter—Violations by minors.

Chapter 12.08: Encroachment Permits

12.04.030 Exemptions from applicability of chapter
12.08.200 Maintaining traffic.
12.08.400 Hedges, fences, shrubbery, and landscaping.

Chapter 16.20: Design and Improvements

16.20.060 Pedestrian ways and bicycle paths.

'Crosswalks for Pedestrians and Drivers' (2009)

An informational brochure created by the City of Woodland Community Development Department in 2009 includes information on pedestrian safety, crosswalk types, and crosswalk design choices. The brochure also includes the City's typical decision-making process for crosswalk installation, as follows:

"Crosswalks are installed where there are substantial vehicle and pedestrian conflicts, large pedestrian volumes or to show pedestrians the best place to cross."

"Crosswalks are only marked in some locations because when too many exist it reduces their effectiveness. Drivers and pedestrians begin to pay less attention to them which increases potential for collisions."

Regional

Yolo County Bicycle Transportation Plan (March 2013)

The purpose of the Yolo County Bicycle Transportation Plan is to formulate a long-range, comprehensive, and consistent policy guide for achieving a countywide bikeway network, and list current priorities for bicycle facility development. The plan sets forth goals and policies for bicycle facilities in the unincorporated county in response to identified needs. The plan provides a viable system of bike routes that, when constructed, will encourage and promote more bicycle riding.

Connections to the facilities adjoining the City of Woodland will be considered to facilitate regional connectivity.

Yolo County Transportation District Active Transportation Corridors

The Yolo County Transportation District Active Transportation Corridors Project started in 2023. The project will develop and implement safe, equitable, and resilient bicycle and pedestrian facilities for residents, employees, and visitors throughout Yolo County. Conclusions from the project are expected in 2024.

Sacramento Council of Governments Ready, Set, Trails! Vision and Sacramento Region Six-County Trail Network (2022)

The Sacramento Council of Governments (SACOG) Board of Directors approved the prioritization and implementation strategy of the Sacramento Region Trail Network Action Plan in August 2022. The Sacramento Regional Trail Network will spark a new wave of walking, biking, and rolling to daily destinations throughout the region. The network envisions reliable routes to the best places around the region for all ages and abilities.

Connections to the facilities adjoining the City of Woodland will facilitate regional connectivity.

Sacramento Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy (2020)

The SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) includes a priority policy area related closely to walking and bicycling: Build and maintain a safe, reliable, and multimodal transportation system. The following Supporting Policies are also closely related.

- POLICY 20: Prioritize cost effective safety improvements that will help the region eliminate fatal transportation related accidents.
- POLICY 21: Transportation infrastructure investments should be planned and built in a way that makes the system more resilient to extreme weather events and natural disasters.
- POLICY 22: Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.
- POLICY 23: Prioritize and incentivize transportation investments that benefit environmental justice communities.
- POLICY 24: Invest in transportation improvements that improve access to major economic assets and job centers.
- POLICY 25: Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled.

Caltrans Active Transportation Plan – District 3 (2022)

The Caltrans District 3 Active Transportation Plan locates needs on the State highway system and establishes a baseline for assessing future progress. The plan identifies active transportation needs on State Routes (SRs) 16 and 113 and at interchanges along Interstate 5 and SR 113.

State and Federal

Several state and federal plans and other documents contain goals, policies, and requirements relevant to the ATP.

California State Bicycle and Pedestrian Plan (2017)

In June 2017, Caltrans finalized "Toward an Active California," the State Bicycle and Pedestrian Plan. The plan sets targets to greatly increase walking and bicycling in California and identifies objectives and strategies to achieve these targets.

California Transportation Plan 2040

A strategy of the California Transportation Plan 2040 (released in 2016) that supports improved multimodal mobility and accessibility goals is to double bicycle and pedestrian mode shares.

California Green Building Code

The 2013 California Green Building Standards contain specific requirements for the amount and type of both short-term and long-term bicycle parking. Requirements are mandatory for non-residential projects and voluntary for residential projects. These standards may be superseded by local requirements if local requirements are stricter.

California Assembly Bill 32 and Senate Bill 375

Senate Bill (SB) 375 is the implementation legislation for Assembly Bill (AB) 32. AB 32 requires the reduction of greenhouse gases (GHG) by 28% by the year 2020 and by 50% by the year 2050. Greenhouse gases are emissions - carbon dioxide chief among them – that accumulate in the atmosphere and trap solar energy in a way that can affect global climate patterns. The largest sources of these emissions related to human activity are combustion-powered machinery, internal combustion vehicle engines, and equipment used to generate power and heat. SB 375 tasks metropolitan and regional transportation planning agencies with achieving GHG reductions through their Regional Metropolitan Transportation Plans. The reduction of the use of the automobiles for trip making is one method for reducing GHG emissions. This outcome can be achieved by use of modes other than the automobile such as walking, bicycling, or using transit.

California Assembly Bill 1358

Assembly Bill 1358, the Complete Streets Act, calls for the inclusion of all modes upon any substantive revision of the circulation element of a city or county's general plan circulation element. The legislation requires planning for a "balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation."

California Senate Bill 743

SB 743, passed in 2013, required the development of new guidelines that address transportation impact metrics under the California Environmental Quality Act (CEQA). As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any." The new criteria promote the development of multimodal transportation networks.

US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

In 2010, the United States Department of Transportation (US DOT) issued a policy directive in support of walking and bicycling, encouraging transportation agencies to go beyond minimum standards in fully integrating active transportation into projects. As part of the

statement, the US DOT encouraged agencies to adopt similar policy statements in support of walking and bicycling considerations such as:

- Considering walking and bicycling equal with other transportation modes
- Ensuring availability of transportation choices for people of all ages and abilities
- Going beyond minimum design standards
- Integrating bicycling and pedestrian accommodations on new, rehabilitated, and limited access bridges
- Collecting data on walking and bicycling trips
- Setting mode share for walking and bicycling and tracking them over time
- Removing snow from sidewalks and shared use paths
- Improving non-motorized facilities during maintenance projects

US Americans with Disabilities Act

The Americans with Disabilities Act Title III is legislation enacted in 1990 that provides thorough civil liberties protections to individuals with disabilities concerning employment, state and local government services, and access to public accommodations, transportation, and telecommunications. Title III of the Act requires places of public accommodation to be accessible and usable to all people, including those with disabilities. While the letter of the law applies to “public accommodations,” the spirit of the law applies not only to public agencies but also to all facilities serving the public, whether publicly or privately funded.

Appendix D
Walking and Biking Facilities Toolkit

Introduction

This appendix discusses best practices for bicycle and pedestrian infrastructure projects and non-infrastructure programs. It is focused on recommendations useful for cities with characteristics similar to Woodland. Because no general design guide can cover the unique characteristics of every location, this guidance should be used in conjunction with study of each individual location, engineering judgment, and other necessary considerations as appropriate for each individual application.

New projects and programs are most likely to be successful when implemented in partnership with the community. Strategies for public engagement include the following:

- Talking to the community to understand their desires and priorities
- Implementing new types of facilities incrementally to generate feedback and support
- Publicizing projects and educating the public on the changes to be implemented and their benefits

This guide draws on research and emphasizes engineering judgment, design flexibility, documentation, and experimentation.

Resources

This appendix is based on a review of existing studies, guidelines, and manuals related to pedestrian and bicycle infrastructure and strategies. The following documents are general resources for these topics:

- NACTO Urban Bikeway Guide, 2nd Edition (2014)
- NACTO Urban Streets Design Guide (2013)
- NACTO Transit Street Design Guide (2016)
- FFHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (2018)
- FHWA Small and Rural Multi-Modal Networks Guide (2016)
- FHWA Separated Bicycle Lane Planning and Design Guide (2015)
- FHWA Bikeway Selection Guide (2019)
- AASHTO Guide for the Development of Bicycle Facilities, 4th Edition (2012)
- Caltrans Highway Design Manual (2020)
- Caltrans Design Information Bulletin (DIB) 94 Complete Streets: Contextual Design Guidance (2024)
- Caltrans Class IV Bikeway Guidance (DIB 89-02) (2022)
- League of American Bicyclists Benchmarking Bike Networks (2022)
- Design Manual for Bicycle Traffic (CROW Manual) (2017)
- ITE Recommended Practices on Accommodating Pedestrian and Bicyclists at Interchanges (2016)
- Association of Pedestrian and Bicycle Professionals Essentials of Bicycle Parking: Selecting and Installing Bicycle Parking That Works (2015)

Bikeways

Several types of bikeways and supporting facilities come together to form a complete bicycle network. Bikeways are classified in Chapter 1000 of the Highway Design Manual into four primary types, arranged in order from most separated and protected to least:

- Class I shared-use paths (bike paths)
- Class IV separated bikeways (cycle tracks)
- Class II bike lanes (includes buffered bike lanes)
- Class III bike routes (shared lanes or bike boulevards)

Bikeway Selection

The FHWA Bikeway Selection Guide and the League of American Bicyclists Benchmarking Bike Networks are good references for selecting bikeway types based on local conditions. Three primary goals are important in guiding bikeway selection:

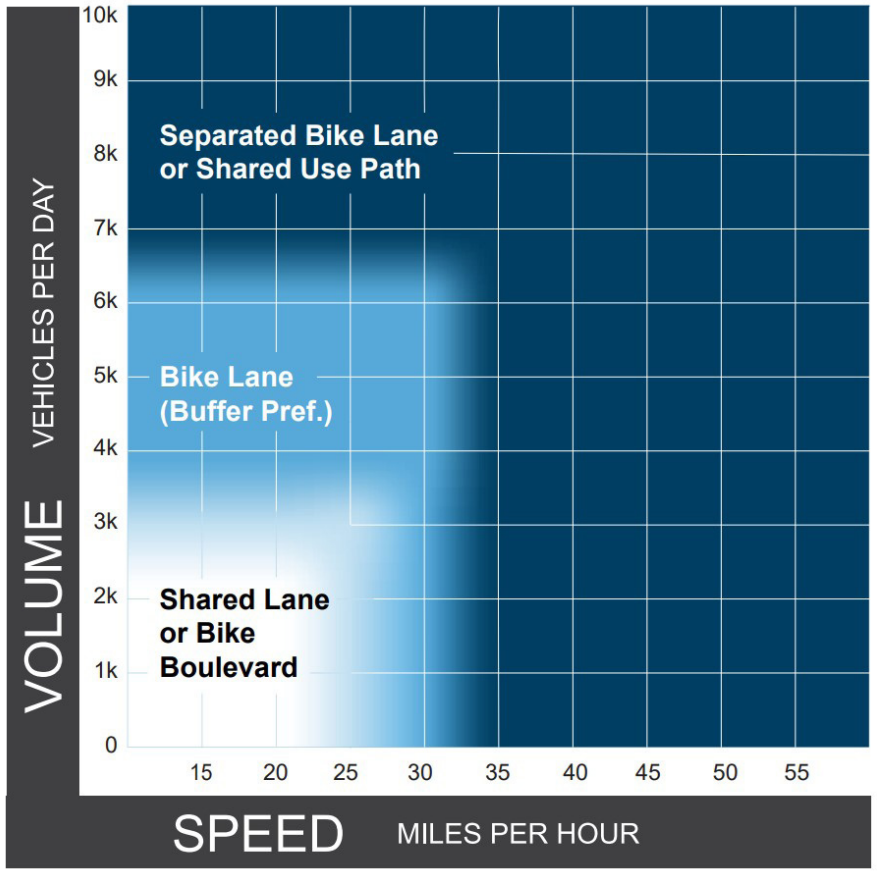
- Safety: Reducing the frequency and severity of crashes and minimizing conflicts between users.
- Comfort: Minimizing stress, anxiety, and safety concerns for the target design user. (Comfort and safety are closely related.)
- Connectivity: Making trips direct and convenient and offering access to all destinations served by the roadway network and creating seamless and clear transitions between bikeways and general roadways.

The following graphic from the guide indicates the ideal bikeway type based on vehicle volume and speed. In this graphic and in the following section, bikeways are arranged in order from the most separation and protection from traffic to the least.

Other factors such as available right-of-way and cost may also influence bikeway selection, especially when retrofitting bikeways onto existing streets. Curb-to-curb width and parking considerations in older neighborhoods can present challenges to design. As described in the guide, other such factors include the following:

- Unusually high peak hour motor vehicle volumes
- High percentages of trucks and buses
- High parking turnover or curbside activity
- Frequent driveways or intersections
- High concentrations of vulnerable populations such as children and older adults

If the preferred bikeway cannot be provided, the next best bikeway should be considered, as it still may increase comfort and safety for more confident bicyclists. Alternative parallel routes may also be considered.



Class I Bikeway: Shared-Use Path

Shared-use paths, often referred to as bike paths or multi-use trails, are off-street facilities that provide exclusive use for non-motorized travel by both bicyclists and pedestrians. Shared-use paths have minimal cross flow with motorists and are typically located along landscaped corridors. Shared-use paths can be utilized for both recreational and commute trips. These paths provide an important recreational amenity for bicyclists, pedestrians, dog walkers, runners, skaters, and those using other non-motorized forms of travel. They are frequently designed to offer specific benefits such as a connections not otherwise included in the bicycle or pedestrian network or traversing barriers such as freeways or rivers.

Design principles

- Use where maximum separation from traffic is desired and right-of-way is available.
- Best in locations with little cross-flow.
- For a two-way path, provide a width of at least 8 feet with a two-foot shoulder; 10 feet with a two-foot shoulder is preferred.
- For a one-way path, typically only used when transitioning to an on-street bikeway, provide a width of at least 5 feet and a two-foot shoulder.

- Include street crossings with measures such as bike and pedestrian activated traffic signals, median islands, and warning signs.
- At freeways, highways, and railroads, consider grade-separated crossings.
- Include curb ramps and curb cuts that are convenient and conform to the Americans with Disabilities Act (ADA).
- Ensure adequate path width, sight distance, and drainage.
- Include wayfinding signs for easier navigation.
- Provide shade to encourage use.
- Include scenic attributes such as landscaping and trail placement highlighting views.

Maintenance needs

- Conduct maintenance frequently to avoid hazards such as tree root cracking and debris.
- Refresh faded striping and repair or replace damaged or faded signage.
- Maintain adequate vegetation clearance.

Class IV Bikeway: Separated Bikeway

Class IV separated bikeways, commonly known as cycle tracks, are physically separated bicycle facilities that are distinct from the sidewalk and designed for exclusive use by bicyclists. They are located within the street right-of-way, but provide comfort similar to Class I shared-use paths. The key feature of a separated bikeway is a vertical element that provides physical separation from motor vehicle traffic. Common vertical elements used for separation include a vertical curb, a painted buffer with flexible posts, parked cars, a landscaped area, large planters, or a fixed barrier. Separated bikeways may also be constructed by creating a bikeway at a height above the vehicular lanes. Separated bikeways can be either one-way or two-way, accommodating a single direction of travel or both directions.

Streets with high vehicular volumes and speeds are appropriate candidates for separated bikeways, which increase the comfort of bicyclists on these higher-stress roads. Separated bikeways are most beneficial on streets with 6,000 or more average daily vehicle traffic (ADT) and/or 30 miles per hour (MPH) or greater posted speed limits.

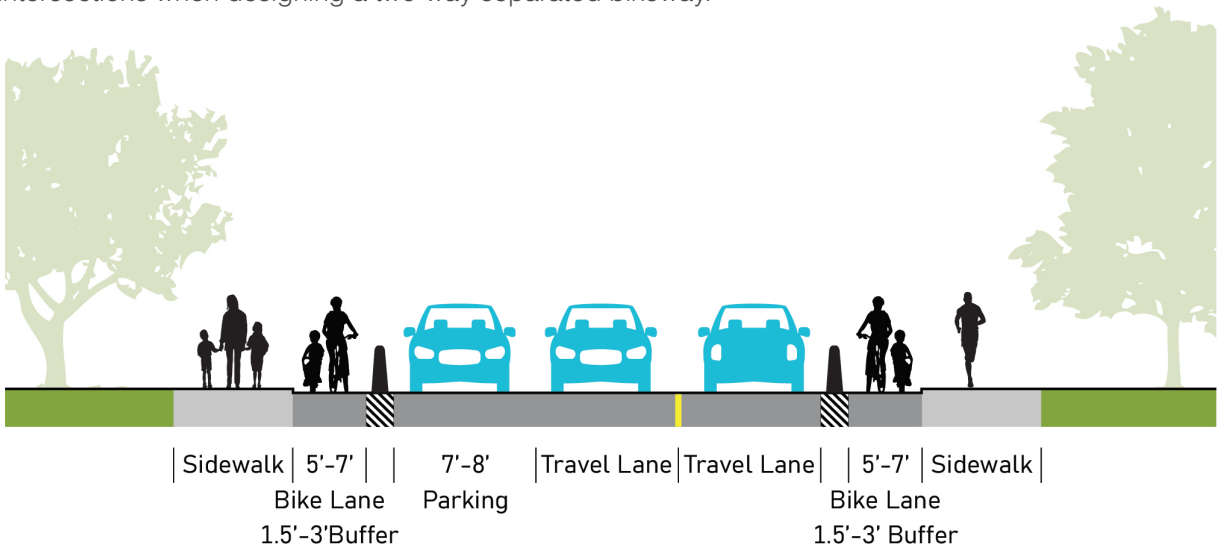
Two-way separated bikeways are most appropriate where destinations are concentrated along one side of a street, the bikeway is connecting to other two-way bikeways, or where the bikeway is located on a one-way street for motor vehicle travel. In these locations, wrong-way bicycling may be likely in a one-way bikeway configuration. Special considerations should be taken at intersections when designing a two-way separated bikeway.

Design principles

- Preferred bike lane width is 7 feet to allow for passing and maintenance. Also consider minimum width achievable by street sweeper.
- Minimum buffer width should be 18 inches, or 3 feet with parked cars.
- Best placed in areas with fewer driveways to minimize conflicts with motor vehicles.
- Require wider right-of-way than Class II bike lanes.
- Require careful design of appropriate intersection treatments.
- May use skipped green markings in conflict zones.
- Design drainage grates to avoid catching bicycle tires.

Maintenance needs

- Conduct maintenance frequently to avoid roadway hazards such as potholes and debris. Smaller street cleaning equipment may be required to fit between the curb and barrier.
- Maintain posts, bollards, or other physical buffer.
- Refresh faded striping and repair or replace damaged or faded signage.



Best on streets with:

6,000+ vehicles daily

and/or

30 MPH+ speed limits

Class II Bikeway: Bike Lane

Class II bike lanes are on-street facilities that use striping, stencils, and signage to denote preferential or exclusive use by bicyclists. On-street bikes lanes are located adjacent to motor vehicle traffic. Bike lanes provide adequate space for comfortable riding and alert drivers about the predictable movements of bicyclists.

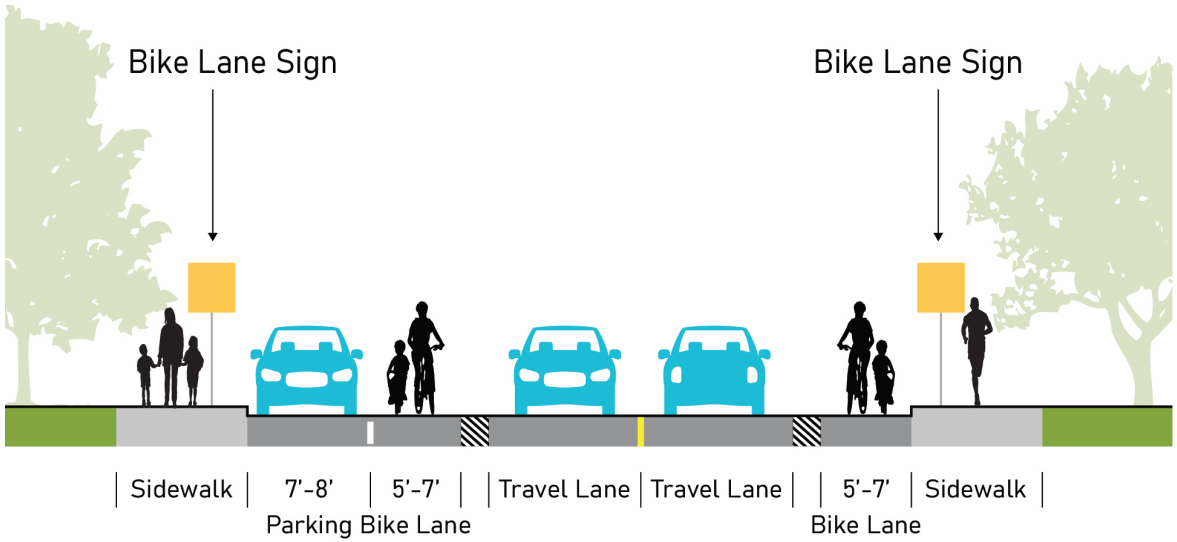
Bike lanes are most beneficial on streets with 3,000 to 6,000 ADT and/or 25 to 30 MPH posted speed limits.

Design principles

- Provide a width of at least 5 feet. At least 3 feet should be clear of any gutter pan.
- Minimize vehicle travel and parking lane widths to reduce vehicle speeds and create safer roadway conditions for all users, and to provide maximum bike lane widths to allow bicyclists to pass other riders safely and navigate around parked cars and other road hazards.
- As available roadway width for the bike lane increases beyond 5 feet, consider use of painted buffers:
  - Left-side painted buffers on bike lanes improve separation between bicycles and vehicles. They are especially useful in cases with vehicle speeds that are greater than 25 miles per hour.
  - Right-side painted buffers can be added between parallel parked cars and the bike lane to create separation from the door zone, the space in which a driver may open their car door and hit a bicyclist.
- Lane striping (six inches wide) should be dashed through heavily trafficked merging areas, including turn lanes at intersection approaches. Refer to California MUTCD Section 9C.04 for guidance.
- May use skipped green markings in conflict zones.
- Design drainage grates to avoid catching bicycle tires.

Maintenance needs

- Conduct maintenance frequently to prevent and remedy roadway hazards such as potholes and debris.
- Refresh faded striping and repair or replace damaged or faded signage.



Best on streets with:

3,000 - 6,000 vehicles daily

and/or

25 - 30 MPH speed limits

Class III Bikeway: Bike Route

Class III bike routes are streets with signage where bicyclists travel on the shoulder or share a lane with motor vehicles. Class III bike routes are utilized on low-speed and low-volume streets that do not provide enough space for dedicated lanes. Shoulders are preferable but not required on streets with Class III bike routes. In addition to alerting motorists to the presence of bicyclists, bike routes help bike riders find their way to other bikeways or regional destinations like schools and parks.

Shared-lane markings, or sharrows, are an optional pavement marking for bike routes. Sharrows alert drivers that bicyclists are sharing the road and facilitate wayfinding through neighborhoods. Sharrow markings should be painted near the center of the travel lane, out of the parked vehicle door zone.

Bike routes are most beneficial on streets with 3,000 or fewer ADT and 25 MPH or lower posted speed limits.

Design principles

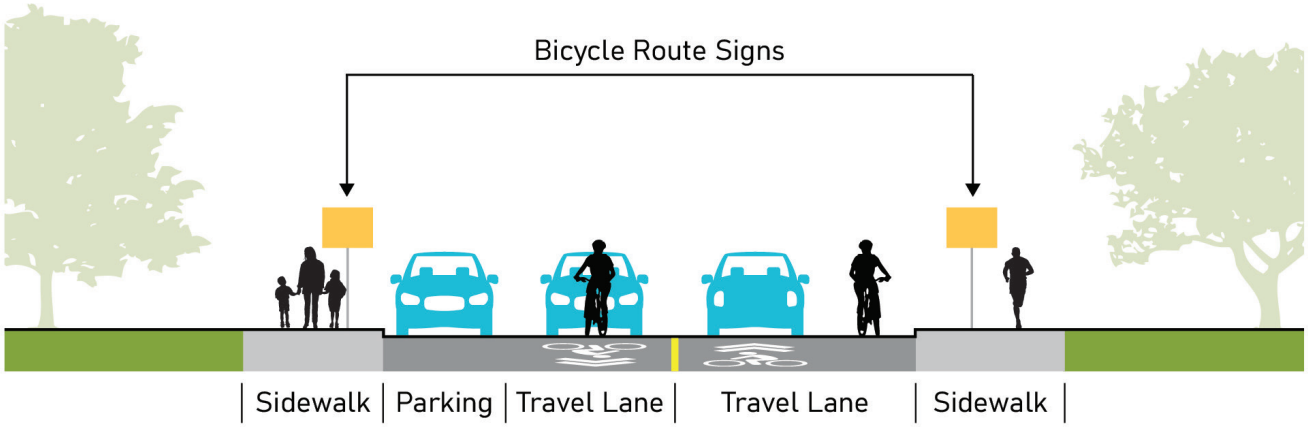
- Shoulders are preferable but not required.
- Sharrow markings can be used to alert drivers to presence of bikes.

Maintenance needs

- Conduct maintenance frequently to prevent and remedy roadway hazards such as potholes and debris.
- Refresh faded striping and repair or replace damaged or faded signage.

Class III Bikeway: Bicycle Boulevard

Bicycle boulevards are bike routes that are intentionally located on low-volume, low-speed local streets that include other features designed to make a low-stress, comfortable, attractive bikeway that prioritizes bicycle travel. These features include shared lane markings, wayfinding signs, and traffic calming features, including at crossings with higher volume arterials. Physical and non-physical measures such as signs, pavement markings, speed lumps, and low or reduced vehicle speeds are utilized to discourage through trips by motor vehicles and create safe, convenient bicycle access.



Best on streets with:

<3,000 vehicles daily

and/or

<25 MPH speed limits

Complementary Bicycle Treatments

Green-Colored Pavement

Green markings used in high volume intersections and busy driveway locations. Use skipped green in weaving areas or conflict zones. May be installed with either paint or thermoplastic. Thermoplastic is initially more expensive, but less expensive when considering maintenance life cycle costs. Although not yet incorporated into the California MUTCD, the FHWA MUTCD provides guidance on its use.

Use

- Supplemental marking in high conflict areas to improve safety

Benefits

- Calls attention to vehicle/bicycle conflict areas

Challenges

- Less effective if overused

Source: Fehr & Peers

Through Bike Lanes

Through bike lanes reduce conflicts at intersections by allowing bicyclists to follow the preferred travel path, ideally a straight connection from the preceding bike lane. Traveling at intersections can be particularly challenging if the bike lane ends prior to the intersection forcing a merge with vehicle traffic. Continuing the bicycle lane to the intersection approach provides bicyclists the opportunity to avoid conflicts with turning vehicles. Through bike lanes should be placed to the left of the right-turn only lane. Dotted lines are used to signify the merge area that motorists traverse to get to the right-turn lane.

Use

- Intersections where vehicle lanes conflict with bike lanes

Benefits

- Reduce conflict between through bicyclists and turning vehicles

Challenges

- Typically used with Class II bike lanes and not appropriate for use with Class IV separated bikeways

Source: Fehr & Peers

Bicycle Boxes

Dedicated visible space for bicyclists to wait in front of vehicle traffic at a signalized intersection. Provide bicyclists priority crossing major streets. May span the entire approach, allowing bicyclists safe waiting zones for left turns, or may be placed only in front of the right-turn lane. Colored pavement, typically green, should be used to encourage compliance by motorists.

Use

- At signalized intersections with a high volume of bicycles, especially those making left turns

Benefits

- Facilitate left-turn movements for bicyclists
- Reduce right-hook conflicts with right-turning vehicles
- Also reduce vehicle encroachment into crosswalks

Challenges

- Requires restriction of right turns on red
- Colored pavement increases maintenance costs

Source: NACTO

Two-Stage Turn Box

Space outside of the vehicle path for bicyclists to make a left turn. During the green signal, bicyclists proceed through the intersection until reaching the box on the right-hand side. The bicyclist will be able to turn left in the bicycle box and wait for the green signal to continue through the intersection, thus making a left turn.

Use

- At signalized intersections on roadways with high speeds and multiple lanes

Benefits

- Increase safety for left turning cyclists

Challenges

- Requires restriction of right turns on red
- Colored pavement increases maintenance costs

Source: SFMTA

Pedestrian Facilities

Pedestrian facilities include sidewalks and crosswalks, which, with some exceptions, are primarily for pedestrian use. Some types of facilities are shared by both pedestrians and bicyclists, including Class I shared-use paths, which are described earlier in the toolkit.

Sidewalks

Paved areas immediately adjacent to the vehicular right-of-way for the exclusive use of pedestrians. They may be used by people riding bicycles unless prohibited.

Design principles

- Usable width should generally be five feet or more
- Crossings of driveways should be at grade
- Street trees and landscaping provide shade and comfort
- Slower vehicle speeds on the adjacent roadway increase comfort
- Pedestrian-scale lighting can increase safety and security for pedestrian walking outside of daylight hours.

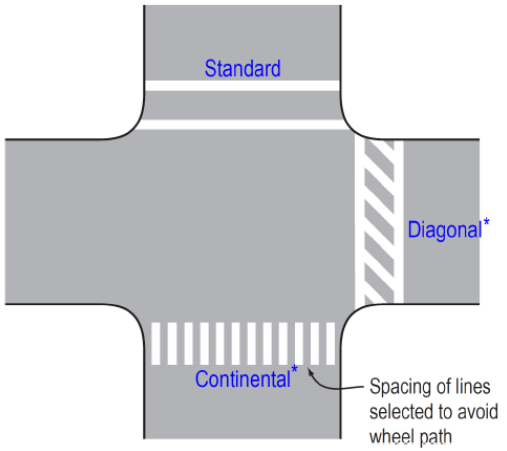
Marked Crosswalks

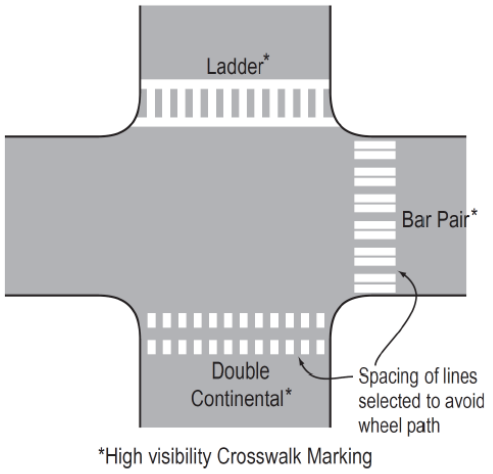
Marked crosswalks feature striping and other enhancements. These features may be used to raise awareness of the crossing and to delineate the best place to cross. There are two types of marked crosswalks:

- Controlled: With vehicle stop signs or traffic signals.
- Uncontrolled: Without stop signs or traffic signals. Under California law, drivers are legally required to yield to pedestrians at uncontrolled crosswalks.

Design principles

- Although not yet incorporated into the California MUTCD, the FHWA MUTCD provides guidance on when to mark a crosswalk.
- Of the six designs below from the California MUTCD, all except the Standard markings are considered to be high visibility, more easily discerned by drivers.
- Lines in a Continental, Double Continental, or Bar Pair marking should be spaced to avoid the wheel path of vehicles and thus reduce striping maintenance.
- Use stop lines and yield lines in conjunction with signs at crosswalks, as described in the California MUTCD, to improve driver yielding to pedestrians.





Source: Caltrans, 2024. California Manual on Uniform Traffic Control Devices, Figure 3B-19.

Complementary Pedestrian Treatments

The following treatments should be used with sidewalks and crosswalks as warranted. The FHWA Guide for Improving Pedestrian Safety and Uncontrolled Crossing Locations contains detailed guidance for selecting appropriate treatments, as shown in the table at the right. Key inputs are roadway configuration (including number of lanes and presence of a median), vehicle annual average daily traffic (AADT), and posted speed limit. Refer to the Guide for additional recommendations on treatment application.

The Guide also provides information on pedestrian collision analysis and selection of countermeasures based on collision analysis. Use that information when applying countermeasures in response to collision history or systemic safety analysis.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	❶ 2 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6 7 9	① 5 6 7 9	① 5 6 ❾
3 lanes with raised median (1 lane in each direction)	❶ 2 3 4 5 7 9	❶ ❸ 5 7 9	① ❸ 5 ❼ ❾	① 3 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❼ ❾	① ❸ 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❾
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	❶ 2 3 4 5 6 7 9	❶ ❸ 5 6 7 9	① ❸ 5 6 ❾	① 3 4 5 6 7 9	① ❸ 5 6 ❼ ❾	① ❸ 5 6 ❾	① ❸ 4 5 6 7 9	① ❸ 5 6 ❾	① ❸ 5 6 ❾
4+ lanes with raised median (2 or more lanes in each direction)	❶ ❸ 5 7 8 9	❶ ❸ 5 7 8 9	① ❸ 5 8 ❾	① ❸ 5 7 8 9	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 8 ❾
4+ lanes w/o raised median (2 or more lanes in each direction)	❶ ❸ 5 6 7 8 9	① ❸ 5 ❻ 7 8 9	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ 7 8 9	① ❸ 5 ❻ ❼ 8 ❾	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ ❼ 8 ❾	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ 8 ❾

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2 Raised crosswalk
3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4 In-Street Pedestrian Crossing sign
5 Curb extension
6 Pedestrian refuge island
7 Rectangular Rapid-Flashing Beacon (RRFB)**
8 Road Diet
9 Pedestrian Hybrid Beacon (PHB)**

*Refer to Chapter 4, 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.
**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

Curb Extensions

Curb extensions, also known as bulb-outs, decrease the pedestrian crossing distance at intersections and improve the visibility of pedestrians waiting to cross the street.

Benefits:

- Reduces time pedestrians are exposed to vehicles

Challenges:

- Potential for higher cost due to drainage accommodations

Source: Fehr & Peers

Median Refuge Islands

Allow pedestrians to cross one direction of traffic then wait in the center of the street to cross the other direction of traffic.

Design principles

- Use on roadways with few gaps in traffic
- Consider in locations with existing medians.
- If no medians are existing, consider creating space by eliminating on-street parking or narrowing vehicle travel lanes.
- Split pedestrian crossover refuge islands, generally used at uncontrolled mid-block locations, encourage pedestrians to look towards the oncoming direction of traffic before completing the crossing.

Benefits

- Reduce time pedestrians are exposed to vehicles
- Narrow roadway, reducing speeds

Challenges

- May restrict or inhibit left turning vehicles

Source: Fehr & Peers

Warning Signage

Improves visibility of crosswalks and increases the likelihood that a driver will yield or stop to pedestrians. Additional signage in school zones helps alert drivers that children, who are known to make unpredictable movements, may be present.

Design principles

- In-street signs are ideal for streets with low vehicle speeds and two lanes. They can be permanently installed or movable for peak hours such as pick-up/drop-off times at schools.
- Overhead signs are more impactful at busier, wider streets. These are typically installed at mid-block crossings or intersections.

Source: Fehr & Peers

Raised Crosswalk

Pedestrian crossings raised to sidewalk level or just below. Act as traffic calming device.

Design principles

- Should not be constructed on streets with sharp curves or steep grades.
- Tactile treatments are needed at the sidewalk/street boundary so that visually impaired pedestrians can identify the edge of the street.

Benefits

- Effective in reducing vehicle speed.
- Allow pedestrian to cross at a nearly constant grade without requiring curb ramps.

Challenges

- May have higher costs due to drainage infrastructure.

Source: Peter Furth, nacto.org

Rectangular Rapid Flashing Beacons

Rectangular Rapid Flashing Beacons (RRFBs) are a type of pedestrian activated warning beacon that improve driver-yielding rates. They consist of rapid-flash system LED beacons that are similar in operation to emergency flashers on police vehicles.

RRFBs have generally shown the greatest effectiveness among the types of pedestrian activated warning beacons. Some jurisdictions also use signs with flashing LEDs within the border of the sign itself. However, these treatments have not been demonstrated to have efficacy comparable to RRFBs.

Benefits

- Increase driver yielding
- Can lead to reduction in pedestrian crashes

Challenges

- Require pedestrian activation
- Do not stop traffic, but require vehicles to yield

Source: Fehr & Peers

Pedestrian Hybrid Beacon

Pedestrian Hybrid Beacons (PHBs), also known as High-intensity Activated crosswalks or HAWK signals, require vehicles to stop at a red light to allow pedestrians to cross. PHBs are ideal for roadways that are higher speeds and volumes than a rectangular rapid flashing beacon, but do not require a full pedestrian signal. They should only be installed in locations that include a marked crosswalk. The California Manual on Uniform Traffic Control Devices (MUTCD) provides details on use of PHBs.

Benefits

- Increases driver yielding
- Can lead to reduction in pedestrian crashes

Challenges

- Similar cost to a pedestrian signal

PHBs operate with the following phases:

1. Flashing Yellow – Upon actuation, beacon flashes yellow
2. Solid Yellow – Alerts drivers pedestrians will soon cross
3. Solid Red – Drivers must stop and remain stopped
4. Flashing Red – Drivers stop and proceed when clear, as they would with a stop sign
5. No Indication – When not actuated, signal is dark

Source: Fehr & Peers

Traffic Signal

When warranted based on the applicable signal warrants in the California MUTCD, a traffic signal to allow pedestrians to utilize a marked crosswalk safely may be appropriate. Countdown pedestrian signal heads should be used at all traffic signals, except where pedestrian crossing is prohibited.

Benefits

- Reduces pedestrian-vehicle conflict points

Challenges

- May increase waiting times for pedestrians and drivers
- High cost

Leading Pedestrian Interval

A leading pedestrian interval (LPI) allows pedestrians to begin crossing a signalized intersection before vehicles begin moving by providing a walk signal three to seven seconds before the corresponding vehicle signal turns green.

Benefits

- Makes pedestrians more visible
- Emphasizes pedestrian right-of-way

Challenges

- May increase waiting times for drivers

Tighter Curb-Return Radii

Tighter curb-return radii require vehicles to slow to turn more sharply at intersections. Reduced vehicle speeds increase driver awareness and thus reduce collision frequency. Slower vehicle speeds also decrease injury severity when collisions occur.

Design principles

- Design should limit turning speeds to 15 miles per hour or less.
- Land use context and design vehicles should be considered when reducing radii; industrial areas with frequent truck traffic may require larger radii than commercial or residential areas.

Benefits

- Reduce vehicle speeds
- Reduce pedestrian crossing distances

Challenges

- Can be costly to retrofit on existing streets
- Drainage and storm sewers need to be considered especially when retrofit

Pedestrian Scramble

Intersection treatments that include a pedestrian-only phase in the traffic signal cycle, when pedestrians are able to cross in all directions including to the opposite corner by traveling through the middle of the intersection. Pedestrian scrambles and diagonal crosswalks allow pedestrians to cross more efficiently, directly to their destination. Recommended for intersections with high pedestrian volumes crossing multiple crosswalks.

Benefits

- Allows pedestrians to cross more directly
- Emphasizes pedestrian right-of-way
- Eliminates conflict between turning vehicles and pedestrians

Challenges

- Pedestrian-only phase may increase vehicle waiting time

Source: NACTO

Other Treatments and Support Facilities

Some improvements can serve both bicyclists and pedestrians and can be used in combination with other treatments.

Traffic Calming

Traffic calming devices include a wide range of design treatments capable of reducing vehicle speeds and thus improving the safety and comfort of the transportation network for all users. Reducing vehicle speeds makes travel safer for both bicycles and pedestrians.

Vertical deflection devices cause drivers to experience a physical response that is aggravated when traveling at high speeds. Many existing streets can be retrofitted with vertical measures.

Horizontal deflection devices are used to deflect vehicles from traveling at high speeds. Horizontal deflection measures require drivers to navigate laterally and consequentially reduce speed.

Narrowing traffic calming devices are a sub-category of horizontal deflection traffic calming devices. Wider roads are associated with greater crash rates and higher impact speeds. Narrowing roadways often leads to decreased vehicle speeds and improves safety.

Restriping narrower travel lanes for vehicle traffic via centerline and edgeline striping can reduce motor vehicle speed. Cross-hatch pavement marking applied to outer edge of a roadway to create a shoulder and reduce lane widths if the space is not used for a bike lane or parking. In many locations, interior traffic lanes can be narrowed to 10 feet or less to encourage lower speeds. Narrow lanes can make room in the roadway right-of-way for painted medians, center turn lanes, bicycle lanes, or parking.

Source: Center for Transportation Research and Education at Iowa State University

Road Diets

Road diets reduce the number of travel lanes. This is typically done by converting a four lane road into a three lane road with a two-way-left-turn lane and bike lanes. The space created by removing lanes can also be used for painted medians or parking.

Design principles

- Use on roadways with current and expected future ADT approximately 20,000 or less.

Benefits

- Help to reduce speeds.
- Reduce conflicts at crossings.
- Can increase the separation of pedestrians from traffic.

Challenges

- Can be expensive

Lighting

Sufficient lighting on bicycle and pedestrian facilities prevents collisions that occur due to decreased visibility. Pedestrian walkways should have lighting that allows people to identify faces from a distance of about 30 feet. Lighting should be consistent to reduce deep shadows and avoid excessive glare. It is necessary to maintain conventional light fixtures regularly, keeping lamp bowls clean and promptly replacing bulbs that have burnt out. Newer light emitting diode (LED) fixtures, which have much longer bulb life, have greatly decreased maintenance requirements.

Wayfinding

Wayfinding refers to the network of informational signage posted to guide pedestrians or bicyclists to their destination. Good wayfinding signage presents destination, direction, and distance information in a manner that is easy to read and interpret. Bicycle specific wayfinding must be tailored so that bicyclists can see the information from a comfortable distance. Signs posted at trail junctions and intersections of trails with arterials are particularly helpful. Guidance on sign design and installation is available in Chapter 9B of the California MUTCD and the National Association of City Transportation Officials (NACTO) design guidelines. Wayfinding signage can also be enhanced with average walk times and bike times to destinations and local branding.

Source: Fehr & Peers

Non-Infrastructure Best Practices

In addition to physical changes to the transportation system, other programs can also benefit pedestrians and bicyclists.

Education

Bicycle and Pedestrian Education for Children

Safe Routes to School (SRTS) programs are effective ways to make walking and bicycling to school safer and more accessible for children, including those with disabilities, and to increase the number of children who choose to walk and bicycle. Creation of a SRTS Program typically includes identifying local stakeholders, identification of issues and solutions, and creation of a plan including encouragement, enforcement, education, and engineering strategies. These strategies should be accompanied by a timeline with prioritization and a funding approach. For more information, visit http://guide.saferoutesinfo.org/steps/index.cfm.

Educating school-aged children on safe bicycling is important to establish active habits and travel behaviors early in life. There are a number of different programs and approaches, both formal and informal, which are effective in educating kids about safe bicycling. Kidical Mass is one event, which closes sections of roadway to vehicles, usually a route near the local elementary school, to allow families to ride their bikes without traffic. This empowers kids and families to get on their bikes and familiarizes them with the bike route to school. For more information on Kidical Mass, visit http://kidicalmassdc.blogspot.com/p/abcs-of-family-biking.html.

Bicycle Education for Adults

The League of American Bicyclists has a number of resources to teach safe bicycling including informational packets, curricula, and courses with trained instructors. The Smart Cycling Quick Guide (http://bikeleague.org/quickguide) is an easy-to-read booklet that outlines the basics of a bike, rules of the road, and the knowledge everyone needs to know to ride a bike on a range of facility types safely and confidently.

For a short summary, the League of American Bicyclists has a page of Smart Cycling Tips (http://bikeleague.org/content/smart-cycling-tips-0) for biking safely including maintenance and trail etiquette.

Bicycle Ambassadors

Bicycle ambassadors are either volunteers from the community or employees of local advocacy groups that take a leading role in educating, encouraging, and activating the community to be a safer and more comfortable place for bicyclists. Ambassadors have undergone a safety education course and are also supplied with maintenance and educational resources to distribute to the community both formally and informally. This educational model empowers community members through a bottom-up approach to improving bicycle safety and mode share. Some examples of bicycle ambassador programs include:

- Fort Collins: http://bicycleambassadorprogram.org/
- Missoula: http://www.ci.missoula.mt.us/DocumentCenter/Home/View/4604
- Washington, DC: http://www.waba.org/programs/d-c-bike-ambassador/

Encouragement

Encouragement can occur through local groups and regular events and campaigns. Local schools can encourage biking and walking through bike rodeos, fun runs, walkathons, and bike/walk/roll to school events. Programs such as “walking school buses,” a program where kids and families walk to school in groups, are other good opportunities for neighborhood schools to encourage walking. Local running, walking, hiking, and biking events also encourage active engagement for adults. Bike to work events are also useful to encourage adult bicycling.

Typical campaigns are often focused on videos and downloadable materials or public advertisements on buses or public billboards. These campaign messages can be reformatted to reach wider audiences through social media communication tactics. Key messages can be finessed to reach target areas and groups.

Source: May is Bike Month, https://sacbike.org/may-is-bike-month-2023/

Enforcement

Proper enforcement is important to ensuring the safety of the street network for bicyclists and pedestrians. This is done through proper training of law enforcement, increasing the safety of bicyclists and pedestrians, theft prevention, and the proper pairing of education and enforcement.

Local law enforcement can partner with schools to step up enforcement of good motor vehicle behaviors around pedestrians and bicyclists at the beginning of the school year. Continuing this effort periodically throughout the school year and expanding it to other places frequented by pedestrians and bicyclists can further help active transportation.

Training

It is important for the police department to include collision reporting and bicycle and pedestrian rules of the road into their training. There are a number of resources from other communities and national sources that can be used, such as this National Highway Traffic Safety Administration video: http://www.nhtsa.gov/multimedia/bicycles/bicycle_safety_LE.wmv.

Bicycle Patrol Units

Bicycle fleet officers improve the relationship between officers and bicyclists and improve the effectiveness of enforcement for all modes as it affects bicyclists’ safety.

Police Participation in Education

Safety, as discussed in the Education section, can also be applied as a responsibility of the police department. Officers practice this by distributing literature on safe pedestrian habits as part of enforcement efforts and meetings and events with students and the public. This can include education on proper helmet use, light giveaways, and targeting infractions.

Bicycle Diversion Programs

Bicycle diversion programs provide bicyclists who are cited for certain infractions the option to attend a bicycle safety class rather than paying a ticket. This educational component is associated with a greater degree of lasting behavior change.

Bike Theft

The fear and reality of bike theft can be a barrier to bicycling for all users. Recommendations for reducing bike theft include improving locking practices through education, providing adequate bicycle parking facilities, providing bicycle registration, providing recovery resources and programs, and offender detection such as bait bikes.

Source: MTBR, reviews.mtbr.com/how-to-get-your-stolen-bike-back

Speed Management

Raising awareness of speeding is important at a neighborhood level and can be achieved through local events and education. Residents are less likely to speed if they know their neighbors.

Speed monitoring programs train residents in using radar detectors which then distribute warnings to speeding vehicles. This type of program helps residents understand that this is a local and personal issue and the importance of driving the speed limit. Pairing education with enforcement by distributing warnings and educational materials before giving tickets provides drivers with a deeper understanding of the law and its value.

Speed feedback signs and radar trailers that display real-time signs and flash when drivers exceed the limit. Radar trailers are appropriate on a temporary basis only. These treatments are useful on corridors with prevalent cases of speeding that lack room for physical measures or in conjunction with recent construction of physical measures.

However, speed monitoring and feedback signs may have only temporary effectiveness as drivers grow accustomed to their presence.


Main St
East St
RAILROAD CROSSING
RAILROAD CROSSING
OFFICE SPACE FOR LEASE
530-661-1212

Electric Mobility Devices

Electric bicycles (e-bikes) and other electric mobility devices such as electric scooters are a rapidly growing new transportation alternative in cities and other areas in California. These devices provide a potential option to cover longer travel distances and steeper grades. Bike share companies that include electric bikes and electric scooter rentals are common in many cities. By improving personal mobility without requiring use of a car, these devices may also be an appealing option to aging but active populations.

E-Bikes

California designates three classes of e-bikes (CVC Section 312.5):

- **Class 1** – low-speed pedal-assisted electric bicycle: Bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the e-bike reaches 20 mph.
- **Class 2** – low-speed throttle-assisted electric bicycle: Bicycle equipped with a throttle-actuated motor that ceases to provide assistance when the e-bike reaches 20 mph.
- **Class 3** – speed pedal-assisted electric bicycle: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 28 mph.

Class 1 and 2 e-bikes are generally treated similarly to regular bicycles:

- There is no minimum age to ride.
- Helmets are required for ages 17 and under.
- Allowed on all classes of bikeways, unless prohibited by the local jurisdiction (CVC Section 21207.5).

Class 3 e-bikes have more limitations on their use:

- Riders must be 16 years of age or older.
- A helmet is required for all riders.
- They are allowed on Class II bike lanes or Class III bike routes, but not allowed on Class I shared-use paths or Class IV protected bikeways (CVC Section 21207.5).

Electric Scooters

California Vehicle Code defines an electric scooter as a “motorized scooter”: any two-wheeled device that has handlebars, has a floorboard that is designed to be stood upon when riding, and is powered by an electric motor. This device may also have a driver seat that does not interfere with the ability of the rider to stand and ride and may also be designed to be powered by human propulsion (California Vehicle Code Section 407.5). Limitations on their use include:

- Riders must use Class II bike lanes when they are present (CVC Section 21229).
- Motorized scooters are not allowed on roads with a speed limit in excess of 25 miles per hour, unless in a Class II bike lane or Class IV separated bikeway (CVC section 21235). This prohibition includes street designated as Class III bicycle routes. A local authority may, by ordinance or resolution, authorize the operation of a motorized scooter outside of a Class II or Class IV bikeway on a highway with a speed limit of up to 35 miles per hour.
- Motorized scooters are allowed on all other classes of bikeways unless prohibited by the local jurisdiction (CVC Section 21230).
- Riders are prohibited from using sidewalks, except when entering or leaving adjacent property.
- A helmet is required for all riders under 18 years of age.
- A valid driver's license or instruction permit is required.
- Speeds are limited to 15 miles per hour,
- Leaving a scooter on its side on a sidewalk, or otherwise parking one so that there was not an adequate path for pedestrians, is prohibited.

Electrically Motorized Boards

According to California Vehicle Code, the term “electrically motorized board” is any wheeled device that has a floorboard designed to be stood upon when riding with a maximum speed of 20 miles per hour. The device may be designed to also be powered by human propulsion (CVC Section 313.5).

- Use is restricted to roads with speed limits of 35 miles per hour or less, unless operated in a Class II or Class IV bikeway. On other bikeways, speed is limited to 15 miles per hour (CVC Section 21294).
- Riders must be 16 years of age or older.
- A helmet is required for all riders.

Electric Personal Assistive Mobility Devices

According to California Vehicle Code, the term "electric personal assistive mobility device" (EPAMD) means a self-balancing, non-tandem two-wheeled device that can turn in place, with a maximum speed of 12.5 miles per hour (CVC Section 313). The most common example is the Segway. "Pedestrian" includes use of EPMADs (CVC Section 467). EPAMDs can operate on bikeways and sidewalks unless prohibited by the local jurisdiction, but must yield to pedestrians (CVC Sections 21281.5 and 21282).

Access

Laws for each electric device are different. E-bikes generally have more options for locations to ride, as summarized in Table D-1.

Bike and Scooter Share

In addition to private ownership, bikes, e-bikes, and scooters are available through short-term point-to-point rental or "shared" systems. Bike share systems at first were primarily based on docks, or unmanned physical locations where a bike could be rented or returned, with docks located at destinations across an area.

More recently "dockless" systems, where bikes or scooters, equipped with appropriate wireless technology, could be rented at any location or left at any location, have become more widespread. The systems can often be deployed and operated at lower cost that docked systems. However, concerns have arisen in some locations about dockless bikes or scooters being parked in inappropriate locations, in particular when they have blocked pedestrian flows. Some cities have responded to this by developing "corrals," marked pavement locations where bikes or scooters can be left standing out of the way of pedestrians and other traffic.

Table D-1: Permitted Access of Electric Mobility Devices in California

	Class I Shared-Use Path	Class II Bike Lane	Class III Bike Route	Class IV Separated Bikeway	Additional comments
Class 1 E-Bike	Allowed	Allowed	Allowed	Allowed	
Class 2 E-Bike	Allowed	Allowed	Allowed	Allowed	
Class 3 E-Bike	Prohibited	Allowed	Allowed	Prohibited	
Electric Scooter	Allowed	Allowed	Allowed (if speed limit ≤ 35 mph)	Allowed	Prohibited from roads with speed limit > 35 mph
Electrically Motorized Board	Allowed	Allowed	Allowed	Allowed	
Electric Personal Assistive Mobility Device	Allowed	Allowed	Allowed	Allowed	

Note: Local jurisdictions may enact further restrictions.
Source: California Vehicle Code 2018, Fehr & Peers, 2024.

Considerations When Determining Access Policy

When determining access for electric bicycles and other electric devices, the following issues should be considered:

» Electric mobility devices provide increased mobility for users who are less able to use regular bicycles due to age or disability.

» Terrain with frequent elevation changes may discourage some people from walking or bicycling as transportation. Electric mobility devices may encourage more people to reduce use of motor vehicles.

» Higher-speed electric mobility devices may generally be faster than most bicycles and pedestrians.

» Some non-electric bike users and pedestrians may consider e-bikes and other powered to detract from their experience on bikeways and trails.

» Consideration should be given to regulating parking and storage of devices so that they do not impede pedestrian or other traffic, in particular through the use of corrals.

» The data that bike and scooter share companies collect can be valuable to a jurisdiction seeking to understand the movement of people and planning for them.

Policy Options

Use of these devices is expect to continue to expand, and sharing services are expected to spread.

Electric scooters have spread rapidly into different cities, but some concerns have attended their spread. A large concern with scooters has been their mixing with much slower pedestrian traffic. Some cities have responded by prohibiting sidewalk use, but on streets with fast vehicles and heavy traffic without bike lanes, they may be forced to mix with vehicular traffic, which may be less comfortable or safe and reduce overall use. Speed limits for scooters are another option, but enforcement may be challenging.

Jurisdictions have several policy options for e-bikes and other electric mobility devices. Different policies may be enacted for each device. Access options include the following:

» Continue with existing access as allowed by state law.
  - This option provides the most mobility and accessibility for those who use these transportation options.

» Prohibit access to sidewalks and Class I shared-use paths, where pedestrians are also present, but continue access to other bikeways.
  - This option separates the slowest and some of the fastest users of the path, but will not eliminate all fast riders, as regular bicycles may travel as fast as or faster than e-devices.
  - This option would result in more e-devices mixing with motor vehicle traffic.
  - In some locations, there may be no access for electric scooters, which are prohibited from roads with speed limits greater than 35 mph unless a bike lane or separated bikeway is available.

» For Class 3 e-bikes, prohibit access to all bikeways except Class III bike routes.
  - This option provides the greatest restriction and separation.
  - This option would force e-devices to mix with vehicular traffic, which may be less comfortable or safe and reduce overall use of e-devices, and under some conditions may be prohibited by state law.

When developing these policies, consideration should also be given to other issues:

» Develop policies concerning parking and storage of these devices, especially sharing systems, to minimize impacts on flows of pedestrians and other vehicles. These policies may require use of corrals, prohibit blocking of entrances, or other aspects.

» Develop data sharing agreements in conjunction with permitting new shared services.

Appendix E
Project Priorities and Cost Estimates

This appendix provides lists of prioritized projects for the County and each City, including lengths, costs, and if the project is in a disadvantaged community, and explains how projects were prioritized and costs were estimated.

Prioritization

As discussed in the Implementation chapter, the projects identified to develop the network were prioritized based on several criteria, weighted based on relative importance:

- Proximity to key destinations, including schools, parks, medical facilities, and activity centers
- Collision locations
- Disadvantaged community indicators
- Population density
- Judgment of City staff

Prioritized projects are shown in Figures E-1 and E-2 on the following pages.

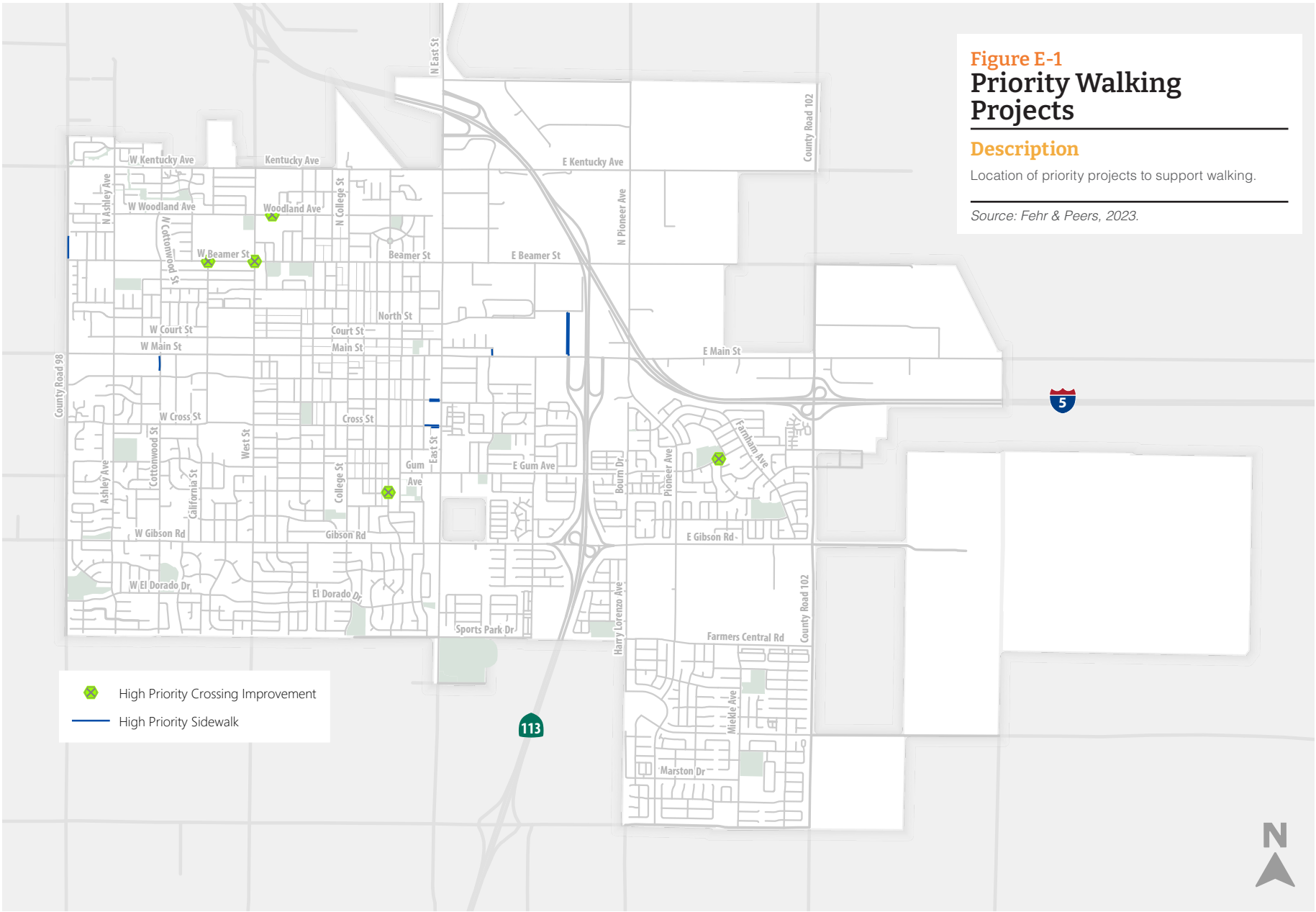


Figure E-1

Priority Walking Projects

Description

Location of priority projects to support walking.

Source: Fehr & Peers, 2023.

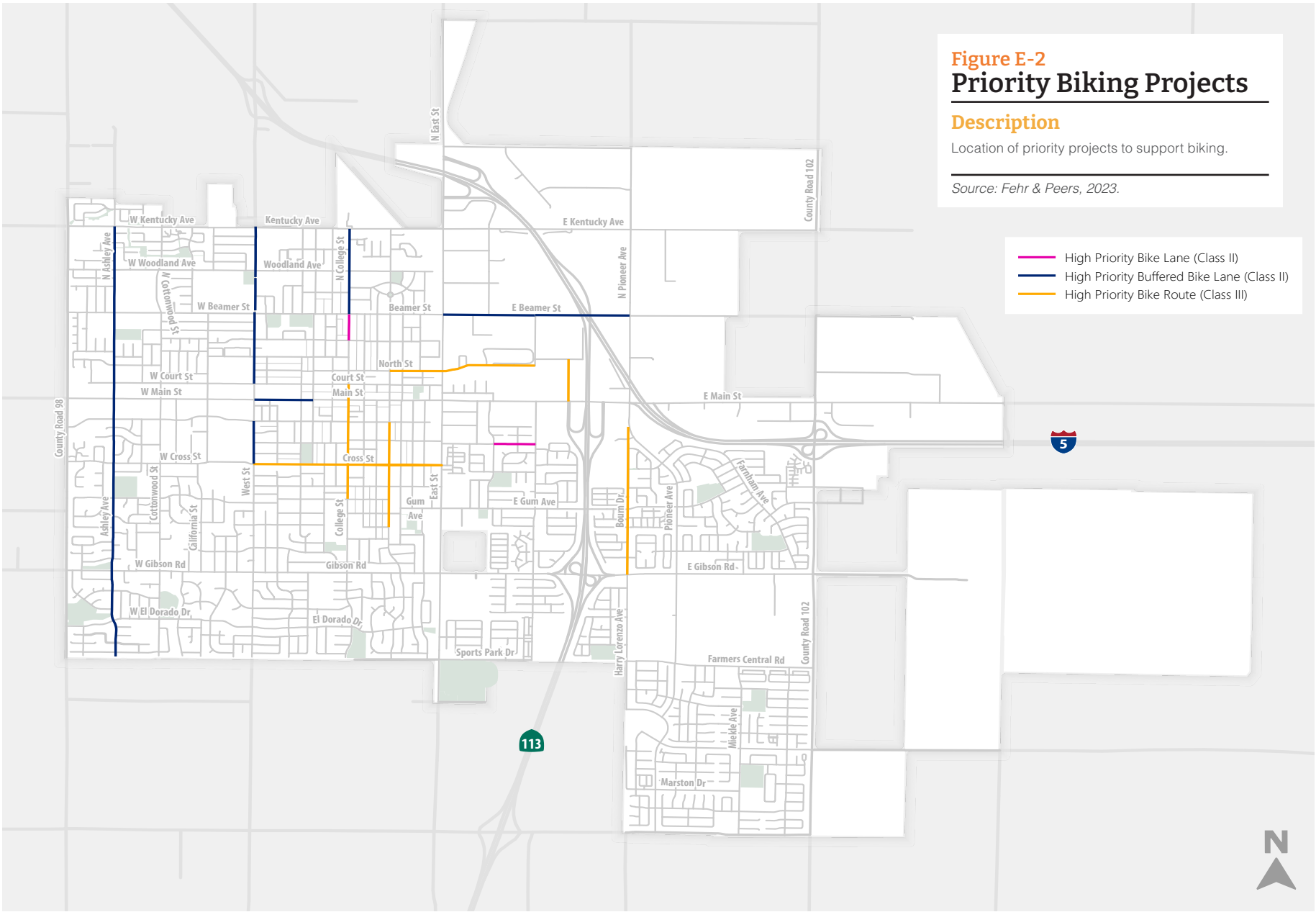


Figure E-2
Priority Biking Projects
Description
Location of priority projects to support biking.
Source: Fehr & Peers, 2023.
High Priority Bike Lane (Class II)
High Priority Buffered Bike Lane (Class II)
High Priority Bike Route (Class III)
N East St
County Road 102
E Kentucky Ave
W Kentucky Ave
Kentucky Ave
N Ashley Ave
W Woodland Ave
Woodland Ave
N College St
N Pioneer Ave
N Cottonwood St
W Beamer St
Beamer St
E Beamer St
North St
W Court St
Court St
W Main St
Main St
E Main St
County Road 98
W Cross St
Cross St
West St
East St
Gum Ave
E Gum Ave
Ashley Ave
Cottonwood St
California St
College St
Bourn Dr
Pioneer Ave
Fernham Ave
W Gibson Rd
Gibson Rd
E Gibson Rd
W El Dorado Dr
El Dorado Dr
Sports Park Dr
Harry Lorenzo Ave
Farmers Central Rd
Mielke Ave
Marston Dr
5
113
N

Cost Estimation

Cost estimates are based on unit costs developed from recent local projects. These unit costs are identified in Table E-1 below. In a few cases, more detailed cost estimates were available and used. All project cost estimates are high-level, and more detailed study of individual project will be required to refine them. Engineering, land acquisition, road widening, and utility relocation costs are not included unless otherwise noted. Specific costs will vary based on local conditions.

Pedestrian crossing improvements are based on the typical costs shown in Table E-2. These criteria are for cost estimating purposes, the actual design of the crossing treatment will require additional study and must meet California MUTCD standards.

Costs for planned projects in each jurisdiction are provided in Tables E-3 to E-5.

Table E-1: Bicycle and Pedestrian Improvement Unit Costs

Facility	Cost	Unit	Assumptions
Sidewalks	$2,270,400	Per side per mile	Includes excavation, aggregate base, concrete, mobilization, and contingency for curb, gutter, and sidewalk
Class I Shared-Use Path	$2,085,600	Per mile	Includes striping, signage, excavation, aggregate base, hot mix asphalt, geotextile fabric, intersection treatments (curb ramps and crosswalks along path), mobilization, landscape, drainage, utility adjustments and contingency. Does not include any right of way nor environmental costs.
Class II Bike Lane	$168,960	Per centerline mile	Includes striping, signage, bicycle safe grates, mobilization, and contingency.
Class II Buffered Bike Lane	$179,520	Per centerline mile	Includes striping, signage, bicycle safe grates, mobilization, and contingency.
Class III Bike Route	$55,440	Per centerline mile	Includes striping, signage, bicycle safe grates, mobilization, and contingency.
Class IV Protected Bikeway	$242,880	Per centerline mile	Includes striping, pavement markings, signage, bicycle safe grates, delineators, mobilization, and contingency.

Source: City of Woodland, 2024; Bennett Engineering, 2023.

Table E-2: Intersection Treatment Unit Costs

Facility	Cost	Unit	Assumptions
High visibility crosswalk	$1,500	Per crossing	
Bulb-out/curb extension	$10,000	Per corner	
Rectangular rapid flashing beacons (RRFBs)	$46,500	Per crossing	Full equipment installation.
Pedestrian hybrid beacon (PHB) or pedestrian signal	$200,000	Per crossing	Full equipment installation.

Source: City of Woodland, 2024; Bennett Engineering, 2023.

Table E-3: Woodland Sidewalk Projects

Location / Extent	Length (miles)	Priority	Cost
north side of E Main St between East St and E St	0.23		$514,900
north side of E Main St between E St and Matmor Rd	0.22		$510,400
south side of E Main St between home Depot driveway and Douglas Ln	0.15		$345,500
west side of Pioneer Ave between E Gibson Rd to Patriot Way	0.21		$479,900
east side of County Rd 102 between Farmers Central Rd to E Gibson Rd	0.52		$1,184,900
east side of County Rd 102 between E Gibson Rd and Maxwell Dr	0.38		$870,000
east side of County Rd 102 between WB I-5 Off-Ramp and E Main St	0.04		$92,100
north side of E Beamer St bewteen Pioneer Ave and County Rd 102	0.97		$2,213,100
west side of Pioneer St from E Beamer St to Tide Ct	0.24		$534,400
north side of Kentucky Ave from N West St to N College St	0.48		$1,088,000
north side of W Kentucky Ave between N Cottonwood St and N West St	0.44		$1,006,800
north side of W Kentucky Ave between N Cottonwood St and Mallard Dr	0.07		$167,600
south side of W Kentucky Ave between County Rd 98 and N Ashley Ave	0.22		$508,600
south side of W Kentucky Ave between Mariposa St and Nevada St	0.02		$48,500
south side of W Kentucky Ave between Nevada Ave and Yolo County Farm Bureau Driveway	0.08		$174,700
south side of W Kentucky Ave between Yolo County Farm Bureau Driveway and N West St	0.09		$201,800
west side of Cottonwood St between W Main St and W Lincoln Ave	0.08	High	$178,700
east side of N East St betweeen E Kentucky Ave and Harter Ave	0.09		$203,000
east side of N East St between WB I-5 Ramps and EB I-5 Ramps	0.02		$48,900
east side of N East St between Fortna Ave and E Kentucky Ave	0.05		$117,900
east side of N East St from Commerce Ave to Fortna Ave	0.17		$392,900
east side Industrial Way from Cannery Rd to Main St	0.23	High	$524,000
south side of Bronze Star Dr from County Rd 102 to American Dr	0.11		$247,000
south side of Bronze Star Dr from American Dr to Veterans Dr	0.10		$223,200
west side of County Rd 102 from E Beamer St to E Main St	0.48		$1,083,900
north side of County Rd 24A between Coloma Way and East St	0.24		$545,100
east side of County Rd 98 between W Woodland Ave and W Kentucky Ave	0.15		$341,300
east side of Matmor Rd between E Beamer St and Cannery Rd	0.10		$231,700
south side of E Beamer St east of Matmor Rd	0.10		$222,700
south side of Hays Ln from Hays Ln cul-de-sac to County Rd 102	0.28		$644,300

Location / Extent	Length (miles)	Priority	Cost
entire cul-de-sac of western end of Hays Ln	0.08		$175,900
north side Hays Ln to Douglas Ln	0.17		$381,400
west side of Douglas Ln from Main St to Hays Ln	0.08		$192,200
east side of Harry Lorenzo Ave between Diggs St and Parkland Ave	0.21		$475,300
south side of Cross St between 6th St and East St over railroad tracks	0.04	High	$95,800
north side of Cross St between East St and 6th St over railroad tracks	0.08	High	$177,200
south side of Oak Ave between 6th St and East St over railroad tracks	0.06	High	$127,200
north side of Oak Ave between East St and 6th St over railroad tracks	0.05	High	$123,800
north side of Clover St between Railroad Ave and 5th St	0.03		$69,200
east side of County Rd 98 between W Beamer St and W Woodland Ave	0.12	High	$274,400
east side of County Rd 98 between W Main St and W Beamer St	0.09		$198,300
west side of Industrial Way between Cannery Rd to Main St	0.23	High	$512,300
south side of Beamer between St Bee Jay Way to Matmor Rd	0.32		$724,600
south side of E Beamer St between I-5 and Pioneer Ave	0.11		$241,500
east side of N East St between NB I-5 Ramps to Churchhill Downs Ave	0.06		$125,600
south side of Armfield Ave between East St and E St	0.23		$514,000
west side of E St from Armfield Ave to E Main St	0.03	High	$79,000
west side of CR 99 from Barnard Ct to Kentucky Ave	0.56		$1,281,700
east side of CR 99 from Barnard Ct to Kentucky Ave	0.51		$1,158,600

Source: Fehr & Peers, 2024.

Table E-4: Woodland Intersection Projects

Location	Recommendation	Priority	Cost
Gibson Rd & Spruce Dr	High-visibility crosswalk on west leg with RRFB, curb extension on southwest corner, and ped refuge island		$68,000
Gibson Rd & CR 98	High-visibility crosswalk on east leg		$1,500
Woodland Ave & West St	Bulb-out/curb extension on northwest corner		$10,000
Beamer St & Ashley Ave	Bulb-out/curb extension on all corners		$40,000
Beamer St & California St	Bulb-out/curb extension on all corners	High	$40,000

Location	Recommendation	Priority	Cost
Beamer St & West St	Bulb-out/curb extension on all corners (OR upgrade traffic signal to full 8-phase signal)	High	$40,000
Gum Ave & Walker St	Upgrade existing crossing lighting to RRFB on east leg	High	$46,500
Woodland Ave & Alder Ct	Upgrade existing crossing lighting to RRFB on west leg	High	$46,500
Cottonwood St north of Gibson Rd	Upgrade existing crossing lighting to RRFB at midblock		$46,500
Farmers Central Rd west of Campos Ave	Upgrade existing crossing lighting to RRFB at midblock		$46,500
Heritage Pkwy west of Miekle Ave	Upgrade existing crossing lighting to RRFB at midblock		$46,500
Third St & Hays St	Upgrade existing crossing lighting to RRFB on north leg	High	$46,500

Source: Fehr & Peers, 2024.

Table E-5: Woodland Bicycle Facilities Projects

Location / Extent	Facility Type	Length (miles)	Priority	Cost
ASHLEY AVE (N) between Quail Dr and W Kentucky Ave	Class III	0.10		$5,500
ASHLEY AVE between Kentucky Ave and Woodland Parkway (Southern City limit)	Class II Buffered	2.50	High	$448,800
BEAMER ST between East Street and Matmor Rd	Class II Buffered	0.49	High	$88,200
BEAMER ST between Matmor Rd and Pioneer Ave	Class II Buffered	0.51		$90,700
BEAMER ST between Pioneer Ave and half mile east	Class II Buffered	0.51		$90,700
BOURN DR between Pioneer Ave and E Gibson Rd	Class III	0.86	High	$47,900
BRONZE STAR DR between Veterans Dr and I-5	Class II	1.25		$211,200
CANNERY RD between Matmor Rd and Industrial Way	Class III	0.18		$9,900
CLOVER ST between California St and First St	Class III	0.84		$46,700
COLLEGE ST between Kentucky Ave and Beamer St	Class II Buffered	0.49	High	$88,600
COLLEGE ST between Beamer St and Clover St	Class II	0.15	High	$25,700
COLLEGE ST between Cross St and Bartlett Ave	Class III	0.20	High	$11,000
COLLEGE ST between Gibson Rd and Placer Dr	Class II Buffered	0.15		$27,700
COLLEGE ST between Court St and Cross St	Class III	0.47	High	$25,900
COLOMA WAY between El Dorado Dr and Southern City Limits	Class III	0.18		$9,700
COTTONWOOD ST between Kentucky Ave and Gibson Rd	Class II Buffered	2.01	High	$270,500
COUNTY RD 22 between County Rd 22 and over I-5	Class II	0.48		$81,500
COUNTY RD 24C between East St and Harry Lorenzo Ave	Class II	0.36		$60,700
COUNTY RD 24C between East St and Harry Lorenzo Ave	Class I	0.36		$757,000

Location / Extent	Facility Type	Length (miles)	Priority	Cost
COUNTY ROAD 102 between E Beamer St and E Main St	Class II	0.50		$84,700
COUNTY ROAD 103 between Country Rd 25 and I-5	Class II	1.91		$322,700
COUNTY ROAD 24C between East St and CA-113	Class II	0.43		$72,700
COUNTY ROAD 25 between County Rd 102 and County Rd 103	Class II	1.01		$169,900
COUNTY ROAD 25A between East St and County Rd 101	Class II Buffered	0.44		$78,600
COUNTY ROAD 25A between East St and County Rd 101	Class I	0.46		$963,000
COUNTY ROAD 25A between East St and Road A (Tech Park)	Class II	0.58		$98,200
CROSS ST between West St and East St	Class III	1.00	High	$55,500
EAST ST (N) between Churchill Downs Ave and Kentucky Ave	Class I	0.47		$980,100
EAST ST (N) between Kentucky Ave and Main St	Class I	1.00	High	$2,081,800
EAST ST between County Rd 24C and County Rd 25A	Class I	0.75		$1,571,000
EAST ST between E Main St and Gum Ave	Class I	0.63	High	$1,306,100
EAST ST between Gum Ave and E Gibson Rd	Class I	0.38	High	$793,100
EAST ST between Sports Park Dr and County Rd 24C	Class I	0.19		$387,000
FOURTH ST between Cross St and Gum Ave	Class III	0.25		$13,900
HARRY LORENZO AVE between E Gibson Rd and Farmers Central Rd	Class III	0.50		$27,900
HARRY LORENZO AVE between Farmers Central Rd and Parkland Ave	Class I	0.31		$641,600
HARRY LORENZO AVE between Farmers Central Rd and Parkland Ave	Class III	0.27		$14,700
HARRY LORENZO AVE between Marston Dr and County Rd 25A	Class I	0.25		$520,000
HARRY LORENZO AVE between Parkland Ave and Marston Dr	Class I	0.43		$891,000
INDUSTRIAL WAY between Cannery Rd and E Main St	Class III	0.25	High	$13,600
KENTUCKY AVE (E) between Woodland Biomass Power and CR 102	Class II	0.53		$88,700
KENTUCKY AVE (W) between County Road 98 and N West St-County Rd 99	Class II Buffered	0.96		$173,100
LEMEN AVE between East St and Matmor Rd	Class III	0.50	High	$27,700
MAIN ST (E) East St and Matmor Rd	Class I	0.50	High	$1,045,500
MAIN ST between West St and Walnut St	Class II Buffered	0.31	High	$56,500
MARSTON DR between Harry Lorenzo Ave and CA-113	Class I	0.36		$751,600
MARSTON DR between Harry Lorenzo Ave and CA-113	Class II	0.36		$60,900
MATMOR RD between E Beamer St and Lemen Ave	Class II	0.29		$49,100
MATMOR RD EXTENSION (Parallel CA-113) between Parkland Ave and East St	Class II	0.57		$95,900
MATMOR RD EXTENSION (Parallel CA-113) between Sports Park Dr and Parkland Ave	Class II	0.28		$47,900
MOTTA ST between Farmers Central Rd and Ortiz Ave	Class III	0.13		$7,100

Location / Extent	Facility Type	Length (miles)	Priority	Cost
NORTH ST between Third St and East St	Class III	0.28	High	$15,600
OAK AVE (E) between East St and Thomas St	Class III	0.28		$15,400
OAK AVE (E) between Thomas St and Matmor Rd	Class II	0.22	High	$37,900
ORTIZ AVE between Motta St and Camacho Way	Class III	0.28		$15,400
PARKLAND AVE between Harry Lorenzo Ave and CA-113	Class II Buffered	0.22		$39,100
PARKLAND AVE between Harry Lorenzo Ave and CA-113	Class I	0.22		$462,200
PATRIOT WAY between Harry Lorenzo Ave and Pioneer Ave	Class III	0.48		$26,900
ROAD A and ROAD G (Tech Park)	Class II Buffered	0.35		$63,700
ROAD B (parallel to CA113) between County Rd 25A and Parkland Ave	Class I	0.75		$1,565,700
ROAD B (Tech Park) between County Rd 25A and Parkland Ave	Class II Buffered	0.74		$133,500
ROAD B (Tech Park) south of County Rd 25A	Class II Buffered	0.12		$21,200
ROAD C (Tech Park) between Road A and Road B	Class I	0.09		$191,600
ROAD C (Tech Park) between Road B and Road D	Class II Buffered	0.19		$34,200
ROAD D (Tech Park) between Marston Dr and CR 25A	Class II	0.25		$41,800
ROAD D (Tech Park) between Road E and Marston Dr	Class III	0.34		$18,600
ROAD E (Tech Park)	Class I	0.41		$856,900
ROAD F (Tech Park)	Class III	0.29		$16,300
SIXTH ST between Main St and Pendegast St	Class III	0.50		$27,700
THIRD ST between Cross St and Hays St	Class III	0.36	High	$19,900
THIRD ST between Lincoln Ave and Cross St	Class III	0.25	High	$13,900
THOMAS ST between E Main St and E Oak Ave	Class II	0.26		$43,300
THOMAS ST between E Oak Ave and E Gum Ave	Class II	0.38		$64,500
THOMAS ST EXTENSION between E Gum Ave and E Gibson Rd	Class I	0.38		$788,300
WALNUT ST between Beamer St and Main St	Class III	0.50		$27,800
WALNUT ST between Main St and Cross St	Class III	0.37		$20,700
WEST ST (N) between Kentucky Ave and E Beamer St	Class II Buffered	0.48	High	$86,300
WEST ST between Beamer St and Court St	Class II Buffered	0.42	High	$74,600
WEST ST between Lincoln Ave and Cross St	Class II Buffered	0.25	High	$44,500
WOODLAND PARKWAY (Southern City Limits) between County Rd 98 and West St	Class I	0.99		$2,071,100
WOODLAND PARKWAY (Southern City Limits) between West St and East St	Class I	1.00		$2,088,900

Source: Fehr & Peers, 2024.

Appendix F
Funding Sources

The funding sources on the following pages are organized into local, state, and federal opportunities. A brief description is provided for each. Note that funding sources may be limited to certain project types as noted. For further details on each funding program, visit the link provided.

Table F-1: Regional Funding Sources

Source/Program	Agency	Description	Project Types	Website
Regional Active Transportation Program (ATP)	Sacramento Area Council of Governments (SACOG)	Provides trails and networks to improve connections and increase riding, walking, and rolling. Projects and programs funded through this program are consistent with the vision of the Blueprint and support the implementation of the long-range transportation plan for SACOG.	Infrastructure	https://www.sacog.org/funding/regional-funding-programs/regional-active-transportation-program
Engage, Empower, Implement (EEI)	SACOG	Funding program that will establish and fund community-based outreach and engagement projects throughout the six-county SACOG region. Community-based organizations (CBOs) and SACOG member jurisdictions will partner to plan and implement these projects in their local communities with assistance from the EEI process, technical resources, and tools. EEI will incorporate community-led planning and design principles to identify communities' priorities and develop projects that meet their needs.	Infrastructure	https://www.sacog.org/funding/regional-funding-programs/engage-empower-implement
Metropolitan Transportation Improvement Program (MTIP)	SACOG	Short-term listing of surface transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant. Many, but not all, transit, highway, local roadway, bicycle and pedestrian investments are included in the MTIP. Only projects included in with the Metropolitan Transportation Plan (MTP) may be incorporated into the MTIP.	Infrastructure	https://www.sacog.org/funding/transportation-improvement-programs

Table F-2: State Funding Sources

Source/Program	Agency	Description	Project Types	Website
Active Transportation Program	California Department of Transportation (Caltrans)	Primary statewide funding program for active transportation projects, non-infrastructure programs, and planning. Annual cycle.	Infrastructure, Non-Infrastructure, Planning	https://catc.ca.gov/programs/active-transportation-program
Affordable Housing and Sustainable Communities (AHSC) Program	Strategic Growth Council	Program funds can be used for projects which demonstrate reduction in vehicle miles traveled through fewer or shorter vehicle trips or mode shift to transit use, bicycling or walking within areas lacking high quality transit, with an emphasis on providing disadvantaged community benefits.	Infrastructure, Non-Infrastructure	https://sgc.ca.gov/programs/ahsc/
Clean Mobility Options Program	California Air Resources Board	This pilot program makes $20 million available for low-emission mobility projects (such as bike sharing and on-demand shuttles) in disadvantaged and low-income communities.	Infrastructure	http://www.cleanmobilityoptions.org/
Land and Water Conservation Fund	California Department of Parks and Recreation	These grants provide funding for the acquisition or development of land to create new outdoor recreation opportunities for the health and wellness of Californians.	Infrastructure	https://www.parks.ca.gov/?page_id=21360
Local Streets and Roads (LSR) Program	California Transportation Commission	The purpose of the program is to provide approximately $1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Infrastructure	https://catc.ca.gov/programs/sb1 /local-streets-roads-program
Local Partnership Program (LPP)	California Transportation Commission	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes $200 million per year to improve aging infrastructure, active transportation, and safety.	Infrastructure	https://catc.ca.gov/programs/sb1 /local-partnership-program
Local Transportation Fund (LTF)	California Department of Transportation (Caltrans) [Administered by SACOG]	Limited amounts (2%) from the Local Transportation Fund (LTF), which is part of the Transportation Development Act (TDA) and derived from a ¼ cent of the general sales tax collected statewide, can be used for bicycle and pedestrian facilities. Article 3 funds for planning and construction of pedestrian and bicycle facilities are administered locally through SACOG and are allocated to member agencies based on population and taxable sales.	Infrastructure	https://dot.ca.gov/programs/rail-and-mass-transportation/transportation-development-act
Office of Traffic Safety Grant Program	Office of Traffic Safety	The Program provides funds annually to prevent serious injury and death resulting from motor vehicle crashes. Projects need to be supported by local crash data that demonstrates a need for funding. Safety education and encouragement campaigns for pedestrian and bicycles safety. Applications are due every January.	Non-Infrastructure	https://www.ots.ca.gov/Grants/

Source/Program	Agency	Description	Project Types	Website
Reconnecting Communities: Highways to Boulevards	Caltrans	In response to the adoption of Streets & Highways Code 104.3, this Pilot Program was launched. Funding is for planning and constructing the conversion of key underutilized highways in the state into multimodal corridors to reconnect communities divided by transportation infrastructure. The historical harm will be addressed through community-based transportation planning, design, demolition, and/or reconstruction of city streets, parks, or other infrastructure.	Infrastructure, Planning	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b
Recreational Trails Program	California Department of Parks and Recreation	The Recreational Trails Program (RTP) provides funds annually to develop non-motorized recreational trails and trails-related facilities.	Infrastructure	https://www.parks.ca.gov/?page_id=24324
Road Maintenance and Rehabilitation Account & Highway Users Tax Account (RMRA & HUTA)	California State Controlled	A percentage of RMRA funding is apportioned by formula to eligible cities and counties pursuant to Streets and Highways Code section 2032(h) for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. Revenues from the gas tax deposited into the Highway Users Tax Account (HUTA), apportioned by the SCO to cities and counties.	Infrastructure	https://www.sco.ca.gov/aud_road_maintenance_sb1.html
Solutions for Congested Corridors Program (SCCP)	California Transportation Commission	The program provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes $250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.	Infrastructure	https://catc.ca.gov/programs/sb1 /solutions-for-congested-corridors-program
State Transportation Improvement Program (STIP)	California Transportation Commission	The STIP is the biennial five-year plan adopted by the CTC for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. As the Metropolitan Planning Organization, local agencies should work through SACOG to nominate projects for inclusion in the STIP.	Infrastructure	https://catc.ca.gov/programs/state-transportation-improvement-program
Sustainable Transportation Planning Grants	Caltrans Division of Transportation Planning	The program encourages local and regional planning that furthers state goals, including the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.	Planning	https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants

Source/Program	Agency	Description	Project Types	Website
Sustainable Transportation Equity Project (STEP)	California Air Resources Board	The project funds clean transportation and supporting projects that increase transportation equity by addressing community-identified transportation needs and increasing access to key destinations and services without increasing GHG emission and vehicle miles traveled. STEP funds active transportation infrastructure, zero-emission buses, and public transit subsidies.	Infrastructure, Non-Infrastructure, Planning	https://ww2.arb.ca.gov/resources/fact-sheets/sustainable-transportation-equity-project
Transformative Climate Communities (TCC) Program	Strategic Growth Council and Department of Conservation	The program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. TCC is one of many California Climate Investments programs.	Infrastructure	http://www.sgc.ca.gov/programs/tcc/
Urban Greening Program	California Natural Resources Agency	The program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Proposed projects can include tree planting, and construction of bicycle paths, bicycle lanes, or pedestrian facilities to connect important destinations.	Infrastructure	https://resources.ca.gov/grants/urban-greening

Source: Fehr & Peers, 2023; Caltrans, 2023

Table F-3: Federal Funding Sources

Source/Program	Agency	Description	Project Types	Website
Carbon Reduction Program	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA) [Administered by SACOG]	The programs seeks to reduce transportation emissions through the development of state carbon reduction strategies and by funding projects designed to reduce transportation emissions as established by the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL).	Infrastructure, Non-Infrastructure	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp.cfm
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA) [Administered by SACOG]	The program provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The program supports surface transportation projects and other related efforts that contribute to air quality improvement and provide congestion relief, including bicycle and pedestrian facilities, shared micromobility projects, diesel engine retrofits, transit improvements, and more. Federal funds from STBGP and CMAQ programs are allocated to SACOG. Distribution is allocated either competitively or proportionally according to jurisdiction population.	Infrastructure, Non-Infrastructure	https://www.fhwa.dot.gov/environment/air_quality/cmaq/
Highway Safety Improvement Program (HSIP) Grants	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA)	The program focuses on roadway safety; projects with documented collision history are typically ranked higher. While this funding source is often used for major roadway improvement projects, installation of traffic signals, and most other cost-intensive projects, funding has routinely been awarded to bicycle and pedestrian projects. Successful projects have included: median refuges and curb extensions, curb, gutter, and sidewalk, paved shoulders, upgraded traffic signals with pedestrian countdown signals, pedestrian-scale lighting, bicycle lane striping, crosswalk striping, and rectangular rapid flashing beacons (RRFB). The Caltrans Division of Local Assistance (DLA) manages California's local agency share of HSIP funds. Solicitation varies from annually to semi-annually.	Infrastructure	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	U.S. Department of Transportation (DOT)	This grant program provides funding to support surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, and community resilience and evacuation routes. The discretionary program offers two types of awards: planning grants and Competitive Resilience Improvement Grants.	Infrastructure, Planning	https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving

Source/Program	Agency	Description	Project Types	Website
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	U.S. Department of Transportation (DOT)	The discretionary grants help municipalities, Tribal governments, counties, and others complete critical freight and passenger transportation infrastructure projects. Half of the funding will go to projects in rural areas, and at least $15 million in funding is guaranteed to go towards projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities.	Infrastructure	https://www.transportation.gov/RAISEgrants
Rural Surface Transportation Grant Program	U.S. Department of Transportation (DOT)	The Rural Surface Transportation Grant Program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	Infrastructure	https://www.transportation.gov/grants/rural-surface-transportation-grant
Safe Streets and Roads for All (SS4A)	U.S. Department of Transportation (DOT)	The program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and our goal of zero roadway deaths using a Safe System Approach. Funding is available until 2026. Over $3 billion is still available for future funding rounds.	Infrastructure, Planning	https://www.transportation.gov/grants/SS4A
Surface Transportation Block Grant Program (STBGP)	U.S. Department of Transportation (DOT) [Administered by SACOG]	Federal funding is authorized through the Surface Transportation Block Grant Program (STBGP). The STBGP provides flexible funding that may be used by localities for projects on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. STBG promotes flexibility in local transportation decisions and provides flexible funding to best address regional and local transportation needs. Federal funds from STBGP and CMAQ programs are allocated to SACOG. Distribution is allocated either competitively or proportionally according to jurisdiction population.	Infrastructure	https://www.fhwa.dot.gov/specialfunding/stp/ https://www.sacog.org/funding/regional-funding-programs/regional-flexible-funding-programs

Source: Fehr & Peers, 2024; Caltrans, 2023

Appendix G
Project Fact Sheets

The following pages provide information relevant to funding applications on several corridors in the city:

- Ashley Avenue
- Beamer Street
- College Street
- Cottonwood Street
- West Street

Information includes local destinations served, existing and planned walking and biking facilities, disadvantaged communities served, cost estimates, and funding sources.

Ashley Avenue

Project Description

Ashley Avenue is a residential collector street in west Woodland. This project will increase safety and accessibility to Rhoda Maxwell Elementary School, Cesar Chavez Community Center, Yolo County Special Education, and Ralph Harris Park. Ashley Avenue is also a key western segment of the Woodland Bike Loop.

There are existing bike lanes and sidewalks along Ashley Avenue, along with crosswalks at intersections with arterial roads. This project will implement buffered bike lanes along the entire corridor from Kentucky Avenue to the southern city limit, and construct curb extensions on all corners of the Ashley Avenue and Beamer Street intersection.

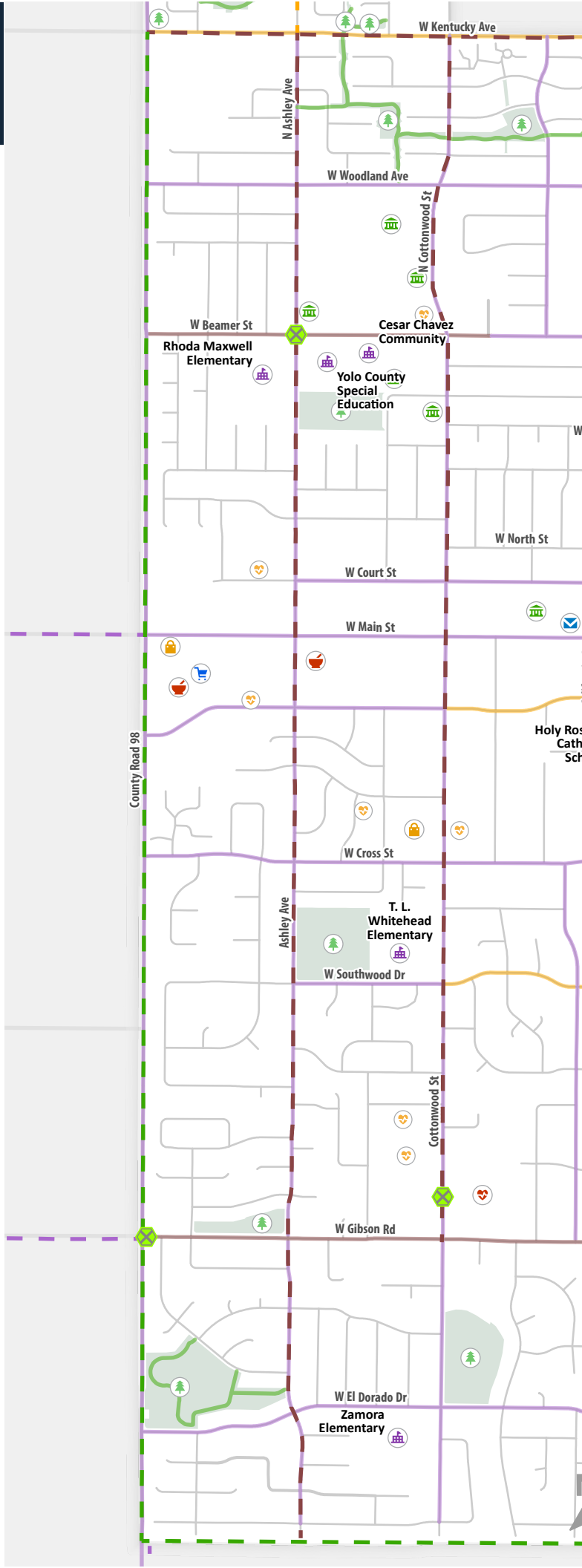
Disadvantaged Community Indicators

Sections of the project meet the following disadvantaged community criteria:

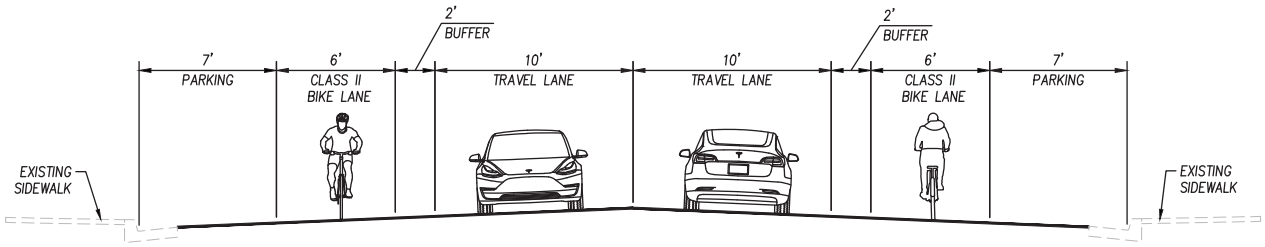
- Median Household Income: between Kentucky Avenue and Ridgeview Drive
- Free or Reduced Price Meals: Rhoda Maxwell Elementary School and Cesar Chavez Community School
- SACOG Environmental Justice Areas: between Beamer Street and Main Street
- Federal Climate and Economic Justice Tool: between Main Street and Ridgeview Drive
- US DOT Equitable Transportation Community Disadvantaged Community Tool: between Kentucky Avenue and Beamer Street

These criteria are described and shown in maps in the Existing Conditions chapter of the ATP.

- School
- County Facility
- Post Office
- Hospital
- Park
- Senior Facilities
- Grocery
- Pharmacy
- Retail Destination
- Proposed Crossing Improvement
- Proposed Shared-Use Path (Class I)
- Proposed Bike Lane (Class II)
- Proposed Buffered Bike Lane (Class II)
- Proposed Bike Route (Class III)
- Existing Shared-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Buffered Bike Lane (Class II)
- Existing Bike Route (Class III)



Typical Cross-Section



Source: Bennett Engineering Services, 2024

Cost Estimate

Item	Cost
Traffic Control	$23,000
Storm Water	$30,000
Buffered Bike Lane	$344,000
Curb Extensions	$92,000
Mobilization	*$24,000*
Contingency	*$123,000*
BUDGETARY TOTAL	**$640,000**

Source: Bennett Engineering Services, 2024

Applicable Funding Sources

Regional Programs:

- Metropolitan Transportation Improvement Program

State Grants:

- Active Transportation Program
- Local Streets and Roads Program
- Local Transportation Fund
- Road Maintenance and Rehabilitation Account & Highway Users Tax Account

Federal Grants:

- Congestion Mitigation and Air Quality Improvement Program
- Safe Streets and Roads for All (in conjuction with LRSP corridors)

Beamer Street

Project Description

Beamer Street is an arterial street in north Woodland. This project will increase safety and accessibility to Beamer Elementary School, Cesar Chavez Community School, Greengate School, Rhoda Maxwell Elementary School, Woodland High School, and Ralph Harris Park.

There is a mix of existing bike lanes, buffered bike lanes, and bike routes along Beamer Street. There are existing sidewalks throughout the entirety of Beamer Street and crosswalks where it intersects other arterial roads. The project will implement curb extensions on all corners of the California Street and Beamer Street intersections, completing a visibile and connected network of pedestrian facilities in a high-traffic area.

Disadvantaged Community Indicators

Sections of the project meet the following disadvantaged community criteria:

- Median Household Income: between County Road 98 and East Street
- Free or Reduced Price Meals: Cesar Chavez Community School, Woodland Senior High School, and Freeman Elementary School
- SACOG Environmental Justice Areas: between County Road 98 and East Street
- Federal Climate and Economic Justice Tool: between College Street and East Street
- US DOT Equitable Transportation Community Disadvantaged Community Tool: between County Road 98 and East Street

These criteria are described and shown in maps in the Existing Conditions chapter of the ATP.

Cost Estimate

Item	Cost
Traffic Control	$6,000
Storm Water	$30,000
Curb Extensions	$92,000
Mobilization	*$13,000*
Contingency	*$18,000*
BUDGETARY TOTAL	$160,000

Note: Cost estimate for California Street intersection only; Ashley Street and West Street intersection costs are included in prior fact sheets
Source: Bennett Engineering Services, 2024

Applicable Funding Sources

Regional Programs:

- Metropolitan Transportation Improvement Program

State Grants:

- Active Transportation Program
- Local Streets and Roads Program
- Local Transportation Fund
- Road Maintenance and Rehabilitation Account & Highway Users Tax Account

Federal Grants:

- Congestion Mitigation and Air Quality Improvement Program
- Safe Streets and Roads for All (in conjuction with LRSP corridors)

College Street

Project Description

College Street is a centrally located collector street. Improvements to College Street will increase safety and access to Dingle Elementary School, Gibson Elementary, Douglass Middle School, City Park, Woodland Public Library, and downtown businesses. College Street is also a central segment of the Woodland Bike Loop.

Currently, sidewalks exist on the entirety of College Street and crosswalks are present at intersections with high levels of pedestrian traffic. However, biking facilities are sparse throughout College Street. This project will install a buffered bike lane between Kentucky Avenue and Beamer Street and bike lanes between Beamer Street and Clover Street. The project also includes bike route treatments between Court Street and Bartlett Avenue.

Disadvantaged Community Indicators

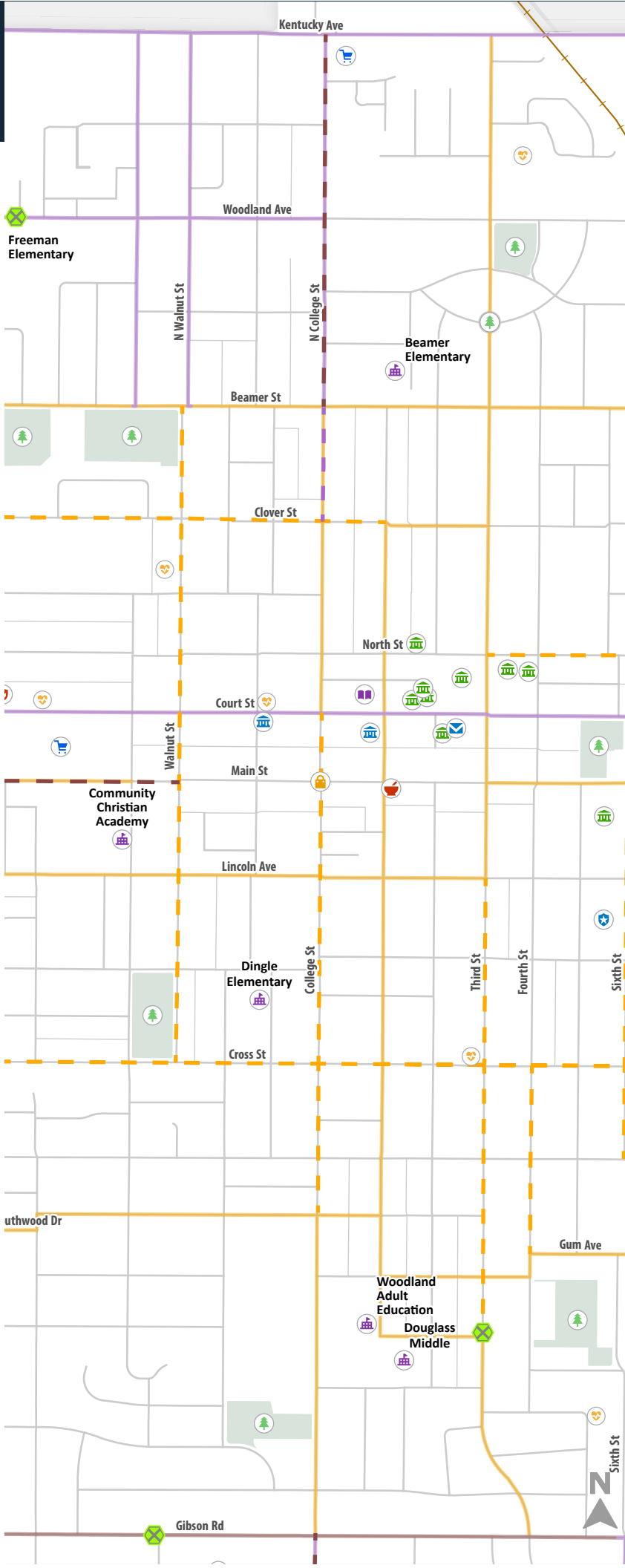
Sections of the project meet the following disadvantaged community criteria:

- Median Household Income: between Kentucky Avenue and Gibson Road
- Free or Reduced Price Meals: Dingle Elementary School and Douglass Middle School
- SACOG Environmental Justice Areas: between Kentucky Avenue and Pendegast Street
- Federal Climate and Economic Justice Tool: between Kentucky Avenue and Pendegast Street
- US DOT Equitable Transportation Community Disadvantaged Community Tool: between Kentucky Avenue and Main Street

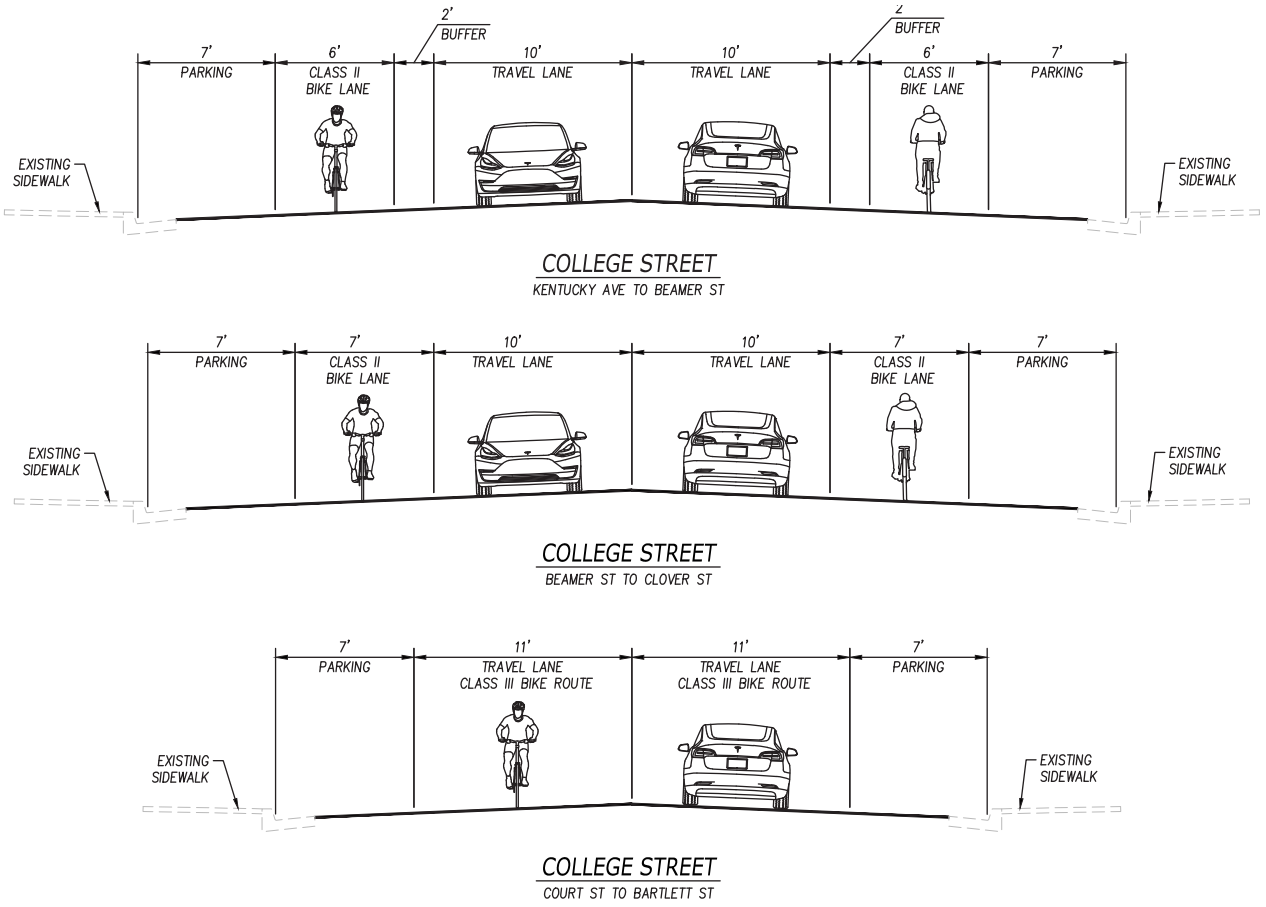
These criteria are described and shown in maps in Existing Conditions chapter of the ATP.

- School
- City Facility
- County Facility
- Fire Station
- City Law Enforcement
- Library
- Post Office
- Park
- Senior Facilities
- Grocery
- Pharmacy
- Retail Destination

- Proposed Crossing Improvement
- Proposed Bike Lane (Class II)
- Proposed Buffered Bike Lane (Class II)
- Proposed Bike Route (Class III)
- Existing Bike Lane (Class II)
- Existing Buffered Bike Lane (Class II)
- Existing Bike Route (Class III)



Typical Cross-Sections



3/13/2024

Source: Bennett Engineering Services, 2024

Cost Estimate

Item	Cost
Traffic Control	$8,000
Storm Water	$23,000
Buffered Bike Lane	$20,000
Bike Lane	$68,000
Bike Route	$57,000
Mobilization	*$9,000*
Contingency	*$46,000*
BUDGETARY TOTAL	$240,000

Source: Bennett Engineering Services, 2024

Potential Funding Sources

Regional Programs:

- Metropolitan Transportation Improvement Program

State Grants:

- Active Transportation Program
- Local Streets and Roads Program
- Local Transportation Fund
- Road Maintenance and Rehabilitation Account & Highway Users Tax Account

Federal Grants:

- Congestion Mitigation and Air Quality Improvement Program
- Safe Streets and Roads for All (in conjuction with LRSP corridors)

Cottonwood Street

Project Description

Cottonwood Street is a residential collector street in west Woodland. This project will increase accessibility to Ferns Park, T. L. Whitehead Elementary School, and Woodland Memorial Hospital.

There are existing bike lanes along the entire corridor and sidewalks along most of the corridor, and crosswalks at intersections with arterial roads. This project will install a buffered bike lane along Cottonwood Street between Kentucky Avenue and Gibson Road and fill a sidewalk gap along the west side of the street between Main Street and Lincoln Avenue. The project also includes replacing an existing pedestrian crossing flasher north of Gibson Road near Woodland Memorial Hospital with a rectangular rapid flashing beacon and updated high-visibility crosswalk.

Disadvantaged Community Indicators

Sections of the project meet the following disadvantaged community criteria:

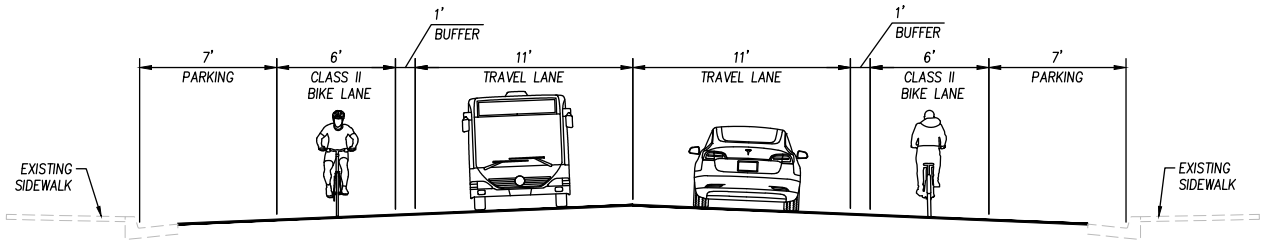
- Median Household Income: between Kentucky Avenue and Southwood Drive
- Free or Reduced Price Meals: Whitehead Elementary School
- SACOG Environmental Justice Areas: between Beamer Street and Pendegast Street
- Federal Climate and Economic Justice Tool: between Main Street and Pendegast Street
- US DOT Equitable Transportation Community Disadvantaged Community Tool: between Kentucky Avenue and Beamer Street

These criteria are described and shown in maps in the Existing Conditions chapter of the ATP.

- School
- County Facility
- Post Office
- Hospital
- Cemetery
- Park
- Senior Facilities
- Grocery
- Pharmacy
- Retail Destination

- Proposed Crossing Improvement
- Proposed Sidewalk
- Proposed Buffered Bike Lane (Class II)
- Proposed Bike Route (Class III)
- Existing Shared-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Buffered Bike Lane (Class II)
- Existing Bike Route (Class III)

Typical Cross-Section



Note: Sidewalk to be constructed along west side between Main Street and Lincoln Avenue
Source: Bennett Engineering Services, 2024

Cost Estimate

Item	Cost
Traffic Control	$25,000
Storm Water	$30,000
Sidewalk	$140,000
Buffered Bike Lane	$275,000
Rectangular Rapid Flashing Beacon	$56,000
High-Visibility Crosswalk	$1,000
Mobilization	*$26,000*
Contingency	*$138,000*
BUDGETARY TOTAL	$700,000

Source: Bennett Engineering Services, 2024

Applicable Funding Sources

Regional Programs:

- Metropolitan Transportation Improvement Program

State Grants:

- Active Transportation Program
- Local Streets and Roads Program
- Local Transportation Fund
- Road Maintenance and Rehabilitation Account & Highway Users Tax Account

Federal Grants:

- Congestion Mitigation and Air Quality Improvement Program
- Safe Streets and Roads for All (in conjuction with LRSP corridors)

West Street

Project Description

West Street is a key arterial in west Woodland. This project will improve bicycle connectivity to the various businesses located along West Street, in addition to the Community Swim Center and Woodland High School.

Existing bike lanes and bike routes are present along West Street. Sidewalks and crosswalks at intersections where West Street intersects other arterial roads are present along the corridor. This project will install buffered bike lanes along West Street between Kentucky Avenue and Cross Street, excluding a small portion between Court Street and Lincoln Avenue where the roadway narrows. A curb extension is planned on the northwest corner of the West Street and Woodland Avenue intersection. A full 8-phase traffic signal is planned at West Street and Beamer Street intersection.

Disadvantaged Community Indicators

Sections of the project meet the following disadvantaged community criteria:

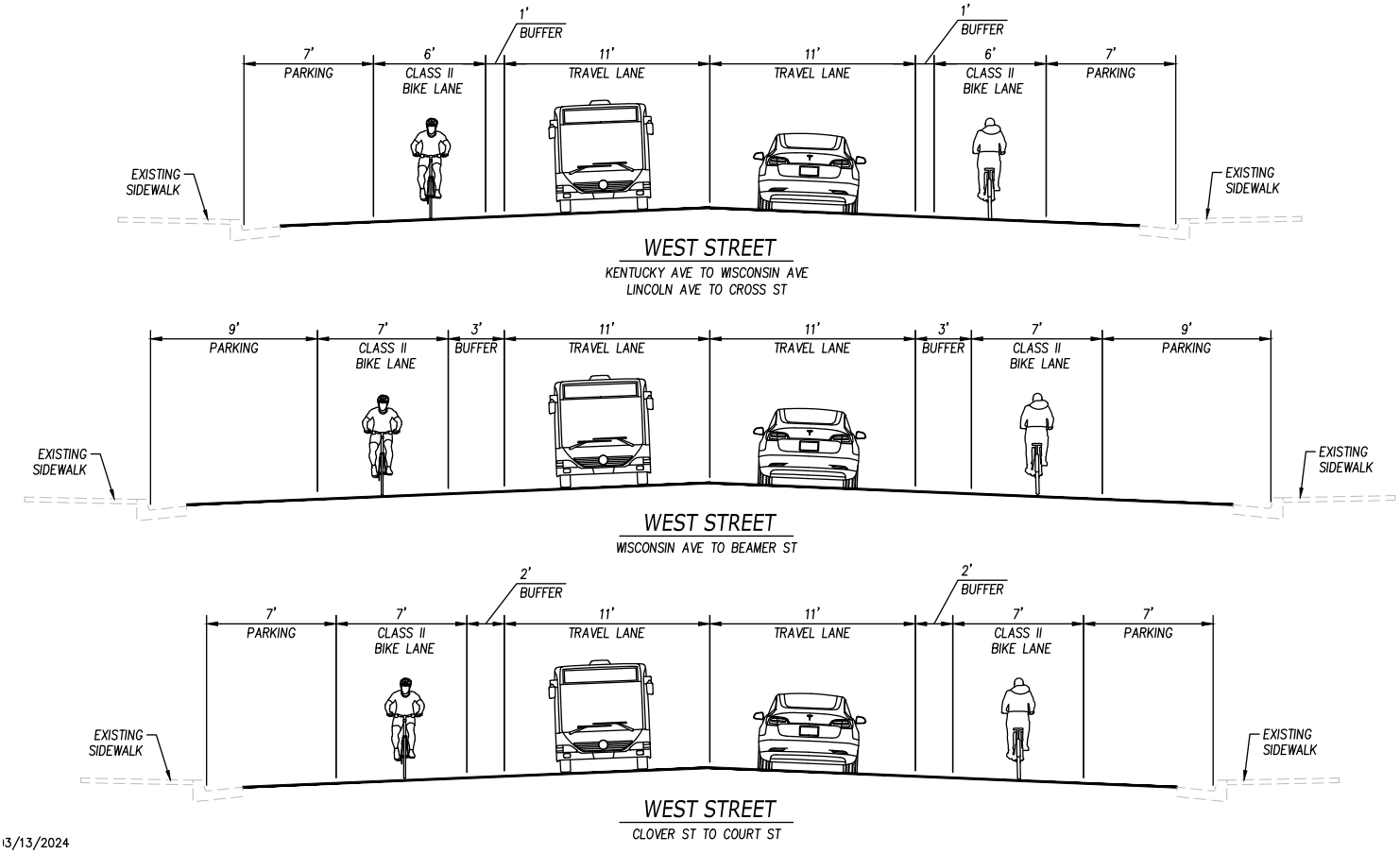
- Median Household Income: between Kentucky Avenue and Southwood Drive
- Free or Reduced Price Meals: Woodland Senior High School, Freeman Elementary School, and Lee Middle School
- SACOG Environmental Justice Areas: between Kentucky Avenue and Southwood Drive
- Federal Climate and Economic Justice Tool: between Main Street and Southwood Drive
- US DOT Equitable Transportation Community Disadvantaged Community Tool: between Kentucky Avenue and Beamer Street

These criteria are described and shown in maps in the Existing Conditions chapter of the ATP.

- School
- County Facility
- Fire Station
- Post Office
- Cemetery
- Park
- Senior Facilities
- Grocery
- Pharmacy
- Retail Destination

- Proposed Crossing Improvement
- Proposed Buffered Bike Lane (Class II)
- Proposed Bike Route (Class III)
- Existing Shared-Use Path (Class I)
- Existing Bike Lane (Class II)
- Existing Buffered Bike Lane (Class II)
- Existing Bike Route (Class III)

Typical Cross-Sections



Source: Bennett Engineering Services, 2024

Cost Estimate

Item	Cost
Traffic Control	$19,000
Storm Water	$30,000
Buffered Bike Lane	$157,000
Curb Extensions	$184,000
Upgrade Traffic Signal	$1,000,000
Mobilization	*$20,000*
Contingency	*$324,000*
BUDGETARY TOTAL	$1,740,000

Source: Bennett Engineering Services, 2024

Applicable Funding Sources

Regional Programs:

- Metropolitan Transportation Improvement Program

State Grants:

- Active Transportation Program
- Local Streets and Roads Program
- Local Transportation Fund
- Road Maintenance and Rehabilitation Account & Highway Users Tax Account

Federal Grants:

- Congestion Mitigation and Air Quality Improvement Program
- Safe Streets and Roads for All (in conjuction with LRSP corridors)

Appendix H
Plan Conformance With ATP Guidelines

Table H-1 identifies the page number of the plan or the specific appendix where each required element for active transportation plans, according to the California Transportation Commission 2023 Active Transportation Program Guidelines, is addressed in this ATP. (The Draft 2025 Active Transportation Program Guidelines published January 12, 2024, have only minor editorial changes from the 2023 Guidelines.)

Table H-1: Required Active Transportation Plan Elements

Item	Requirement	Pages
A	**Mode Share:** The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	Existing: 15 Increase: 55
B	**Description of Land Use/Destinations:** A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 18-22, Appendix A Proposed: Figure C-1
C	**Pedestrian Facilities:** A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Existing: 30-31 Proposed: 44-46
D	**Bicycle Facilities:** A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Existing: 32-34 Proposed: 45, 47
E	**Bicycle Parking:** A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Existing: 35 Proposed: 48
F	**Wayfinding:** A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Existing: 45 Proposed: 45
G	**Non-Infrastructure:** A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	Existing: 49-50 Proposed: 49-50

Item	Requirement	Pages
H	**Collision Analysis:** The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Existing: 36-40 Goal: 55
I	**Equity Analysis:** Identify census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents, including lack connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	Existing: 23-29 Needs: Appendix A
J	**Community Engagement:** A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	6, Appendix B
K	**Coordination:** A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, housing or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	5, Appendix C
L	**Prioritization:** A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Projects: 44-47, 53-56 Programs: 49-50 Methodology: 52, Appendix E Timeline: 52
M	**Funding:** A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential funding for bicycle and pedestrian uses.	Costs: 53, Appendix E Revenue Sources: 54-55, Appendix F
N	**Implementation:** A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	52
O	**Maintenance:** A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	50
P	**Resolution:** A resolution showing adoption of the plan by the city, county, or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix I

Appendix I
Resolution Adopting the Plan

RESOLUTION NO. 8221

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND ADOPTING THE ACTIVE TRANSPORTATION PLAN, CIP 22-17

WHEREAS, the Woodland Active Transportation Plan complies with the California Transportation Commission 2023 Active Transportation Program Guidelines; and

WHEREAS, the Woodland Active Transportation Plan is in compliance with the Woodland General Plan; and

WHEREAS, the Woodland Active Transportation Plan is an implementation tool to the Woodland General Plan Transportation and Circulation Element; and

WHEREAS, the Woodland Active Transportation Plan promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails, walkways, and bikeways that provides safe, convenient, and enjoyable connections to key destinations and neighborhoods in Woodland; and

WHEREAS, the Woodland Active Transportation Plan promotes pedestrian and bicyclist safety and collision reduction; and

WHEREAS, the Woodland Active Transportation Plan will improve the accessibility of funding for pedestrian and bicycle related-related improvements in the City of Woodland; and

WHEREAS, adoption of the Woodland Active Transportation Plan meets eligibility requirements for Active Transportation Program funding; and

WHEREAS, the City desires to adopt the Active Transportation Plan through the adoption of this Resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WOODLAND AS FOLLOWS:

Section 1. The City Council hereby adopts the Woodland Active Transportation Plan.

Section 2. A final copy of the plan will be available and on file in the City Clerk's office, and is incorporated herein by reference and made a part of this Resolution.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Woodland at a regular meeting held on the 19th day of March 2024, by the following vote:

AYES: Members Fernandez, Lansburgh, Stallard, Vega and Mayor Garcia-Cadena
NOES: None
ABSENT: None
ABSTAIN: None

Tania Garcia-Cadena, Mayor

ATTEST:

Ana B. Gonzalez, MMC, City Clerk