

Appendix A: Action Implementation Table

Beyond Platinum - Bicycle Action Plan Implementation Table

VISION: Davis will become a world-class bicycling city where a majority of people of all ages and abilities choose bicycling as their primary mode of transportation for everyday trips.

Bike Plan GOAL #1: Davis will develop and maintain a community of healthy, comfortable, and safe cyclists.

- 1- Decrease the bike crash rate in Davis by 35% by 2020
- 2- Increase expressed riding confidence and improve appropriate cycling behavior by 25% by 2015 and 40% by 2017

Corresponding Transportation Element (TE) Goals and Policy Recommendations

TE Goal #2: The Davis transportation system will evolve to improve air quality, reduce carbon emissions, and improve public health by encouraging usage of clean, energy-efficient, active (i.e. human powered), and economically sustainable means of travel.

Performance Objective #2.1: Reduce carbon emissions from the transportation sector 61% by 2035

Performance Objective #2.2: Reduce vehicle miles traveled (VMT) 39% by 2035

Performance Objective #3.2: Reduce the total number of collisions between motor vehicles and bicyclists or pedestrians by 50% by 2035

Policy TRANS 1.2 (Goals: 1,2,3). Transportation access, accommodations, and circulation should contribute to creating a supportive environment for economic development in downtown

Policy TRANS 1.6 (Goal: 2). Reduce carbon emissions from the transportation system in Davis by encouraging the use of non-motorized and low carbon transportation modes.

Policy TRANS 1.7 (Goal: 2). Promote the use of electric vehicles and other low-polluting vehicles, including Neighborhood Electric Vehicles (NEV).

Policy TRANS 1.8 (Goals: 1,2). Develop and maintain a work trip-reduction program designed to reduce carbon emissions, criteria pollutants, and local traffic congestion.

Policy TRANS 1.9 (Goals: 1,2). Develop a program with DJUSD to reduce trips to school using motor vehicles.

Part	Program Title	Program Element	Specific Objective	Program Element Description	Program Element Deliverables	Evaluation Method	Funding Sources	Timeframe
3.1	Ride Walk Davis – An Active Transportation Program	Mainstream Marketing Approach	Streamline access to bike information	A branded, one-stop shop for all your biking needs in Davis.	Comprehensive website; updated Davis bike map; mobile map app; safety posters; web-based safety videos	Biannual progress reports to BAC and City Council highlighting progress and status of programmatic endeavors	1, 10	ongoing
		Educational Opportunities	Raise community awareness about bike planning and design	Offer opportunities for residents to see bike infrastructure on fields trips abroad. Host seminars in which practitioners, academics, students, and public entities can learn about best practices in planning and design.	Best practices educational seminar; selection of Dutch sister city	Enrollment rates in seminars and exchange program	1, 10	ongoing
		Bike Theft Reduction	Reduce frequency of incidents of bike theft and vandalism	Deter theft through improved community awareness and education.	Bike bait program; bikeindex.org registration, Craigslist data mining; abandoned bike removal	Reported bike thefts	1, 10	ongoing
3.2	Davis Bicycle Ambassador	Bicycle Ambassador Program	Create a cadre of bike savvy educators to proliferate bike safety citywide	Tiered, train-the-trainers program with four levels of ambassador opportunities that will empower, train and coordinate efforts of community volunteers.	Monthly presentations and classes, including Traffic Skills 101	Class attendance; program participation and completion rates	1, 2	Summer 2014
		LAB LCI Program	Increase LCIs in Davis	Additional LCIs in Davis will increase the frequency of bike safety education classes and projects.	LCI training courses	Number of certified LCIs	1, 2	Summer 2014
3.3	Introducing Safe Routes to School (SRTS)	Street Smarts Program	Increase bike safety awareness for kids	engages K-8th grade to develop multimodal safety education materials through school poster competitions	Dissemination of outreach materials addressing issues such as distracted driving, proper helmet use, and traffic compliance.	Helmet checks; observation of bike behavior at intersections	1	Spring 2015
		Youth Biking Program	Increase bike safety for kids	Afterschool program and summer camp about bike safety, maintenance, and the fun and responsibility of independent exploration. Local LCIs and city staff will support and train volunteers and camp counselors.	Summer bike camp; after-school bike classes	Attendance rates	1	Spring 2015

		<i>Regional and National Coordination of Safe Routes to School Program</i>	Increase number of children walking and biking to school; reduce annual crashes involving school children	Provide child and family education and training; serve as conduit for prioritizing and applying for future infrastructure grant projects that support biking and walking.	SRTS website; community forums; walk and bike audits; suggested route maps; grant-ready reports; new bike racks; USBHOF field trips; guided bike rides; inter-school bike mode share competitions; electric bike parade	Monthly bike rack counts; annual crash data	1, 3	Spring 2015
		<i>Bike Drives</i>	Eliminate cost prohibitive barrier to biking	Develop a program to collect and distribute used youth and adult bikes and serve as a model for smart resource management and reuse.	Annual or semi-annual bike drive	Number of participants; number of bikes sold	1, 3	Spring 2015
		<i>Child Development Corporation (CDC) Bike Training</i>	Improve children's bike safety	Formalized program through local Child Development Corporation (CDC) providing comprehensive after-school bike training.	After-school bike training	Enrollment rates	1, 3	Spring 2015
3.4	Reaching High School Students	<i>Encouragement and Safety Outreach Events</i>	Decrease number of bike crashes	Coordinate with college-age students looking for volunteer experience.	DIY bike maintenance clinics and/or classes in the high schools	Monthly bike rack counts	1	ongoing
		<i>Junior High/High School Mentorship Program</i>	Increase daily high school cyclists	Encourage experienced high school students to teach junior high school students the basics of bicycling as well as the responsibility of an increased freedom found through cycling.	Mentorship program development	Annual bike crash analysis	1	ongoing
		<i>High School Cycling League</i>	Recruit teenagers for mountain biking league	Work with NorCal High School Cycling League to recruit more riders in areas where no teams currently exist.	Increased Davis participation in Cycling League	Cycling league enrollment numbers	1	ongoing
		<i>Promote Junior Cycling Program with the Davis Bike Club (DBC)</i>	Increase number of teenagers on bikes	DBC mission: give aspiring junior cyclists access to racing at both the local and national level; develop an active, lifelong healthy lifestyle in their athletes; and create well-rounded community minded individuals.	Information sessions about DBC at high school events	DBC enrollment numbers	1	ongoing
3.5	Coordination with UC Davis Bicycle Program	<i>Bike Light Giveaway</i>	Improve UCD student bike safety	Provide free bike lights to cyclists without head lights.	Purchase and distribute bike lights	Nighttime counts of bikes without head lights	1, 5	ongoing
		<i>Student Orientation Bike Safety Information</i>	Improve campus and citywide biking behavior	Coordinate with the registrar's office to verify feasibility of requiring a bike education component at incoming student orientation.	Mandatory viewing of BEEP Bike Safety Video	Video viewing rates; number of bike citations	1, 5	ongoing
		<i>Ongoing Safety Outreach</i>	Improve campus bike safety; deter bike theft	Provide regularly scheduled tabling and safety clinics at campus locations. City staff and bike ambassadors perform bike safety checks, provide safety materials, register bikes, and answer questions.	Safety materials; bike laws pamphlet; monthly bike safety stations; bike safety clinics on campus; abridged LCI courses	Course enrollment numbers	1, 5	ongoing
3.6	Gender Equity with Bicycling, Women on Bikes	<i>Public Outreach and Representation</i>	Increase percentage of female bicyclists to 50%; increase female participation in bike events	Focus of gender equity by having a balance of men and women bike ambassadors, at bike safety stations, etc.. Develop historical presentations, invite bicycling authors, host public events on women and cycling.	Women's cycling group; balanced representation of women in all social media outlets; informational posters	Mode share surveys; ACS commute data	1	ongoing

3.7	Senior Travel Training	Senior Travel Training Courses	Increase understanding and usage of local transportation options by seniors	Training sessions with presentations, practice rides, and Q&A sessions to teach seniors how to ride bicycles, utilize transit options.	Two travel-training events per year in the spring and fall.	Baseline and 6 month travel training survey (# of trips, mode shares, change in access, and change in life	1, 10	ongoing
		Senior Travel Training Field Excursions	Increase confidence in using different transportation modes; provide opportunity for	Scheduled, guided bus and bike tours to specific destinations in and around Davis.	Monthly travel training field excursions	6 month travel training survey	1, 10	ongoing
3.8	Enforcement and Education: A Mutual Relationship	Diversion Program	Add educational component to enforcement measures	Collaborate with DPD and UC Davis, to explore the feasibility of creating a diversion program in Davis.	Amendment to the California Vehicle Code that permits diversion programs	Number of repeat offenders of bike traffic laws	1	2014-15
3.9	Embracing the E-bike	Educational Campaigns and Incentive	Raise awareness of benefits of e-bikes; increase use of e-bikes	Work with local bike shops to promote e-bike test rides; promote e-bikes for longer commutes via BFB program	Opportunities for test rides	Include e-bike as distinct travel mode in surveys; UCD CTS	1	2014
		Appropriate E-bike Regulations	Make bike paths safe for all users	Change regulations to permit e-bikes on class I bike paths, either permanently or via a temporary pilot program to observe potential safety concerns	New legislation	Crash data analysis	1	2014
3.10	Bicycle Friendly Businesses	Bicycle Friendly Business (BFB) Program	Reduce employee VMT	Provide an advisory role to encourage and support local businesses to submit BFB applications to both the LAB and SACOG.	Marketing materials; guide to traffic laws; workplace audits and recommendations; Monthly Bike to Work Day; active commute presentations; 50 BFBs by 2016	Progress reports; commuter mode share surveys	1, 2	Summer 2014 - Winter 2016
		Bicycle Friendly Business Districts (BFB) Program	Reduce patron VMT	Improve infrastructure at targeted shopping centers to foster bike-friendly environment for customers.	Additional bike racks, bike lanes, and signage at designated BFB shopping areas	Bike rack occupancy rates; intercept surveys	1, 2	Summer 2014 - Winter 2016

Bike Plan GOAL #2: Davis will offer a complete and integrated bikeway network on and off street that is accessible to and comfortable for people of all ages and abilities.

- 1 - Implement 80% of identified improvements as noted in Part 4: Designing Livable Streets for All (8-80) by 2020
- 2 - Apply best practices in livable street design that equitably allocate road space to all users
- 3 - Integrate innovative designs into the City's ongoing street pavement maintenance program

Corresponding Transportation Element (TE) Goals and Policy Recommendations

TE Goal #3: Davis will provide a safe and convenient Complete Street network that meets the needs of all users, including children, families, older adults, and people with disabilities.

Policy TRANS 4.2 (Goals: 1,2,3,4). Develop a continuous trails and bikeway network for both recreation and transportation that serves the Core, neighborhoods, neighborhood shopping centers, minimizes conflicts between pedestrians, bicyclists, equestrians, and automobiles; and minimizes impacts on wildlife. Greenbelts and separated bike paths on arterials should serve as the backbone of much of this network.

Policy TRANS 2.1 (Goals: 1,2,3,4). Provide Complete Streets to meet the needs of drivers, public transportation vehicles and riders, bicyclists, and pedestrians of all ages and abilities in all transportation planning, programming, design, construction, reconstruction, retrofit, operations, and maintenance activities and products. The City shall view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in Davis and recognizes bicycle, pedestrian, fixed-route transit, and demand-response para transit modes as integral elements of the transportation system along with motor vehicles.

Policy TRANS 2.2 (Goals: 1,2,3,4). Implement state-of-the-art street design solutions to improve bicycle/pedestrian access, comfort, and safety

Policy TRANS 2.3 (Goals: 2,3). Apply best practices in sustainability to new streets and redesigns of existing streets/corridors.

Policy TRANS 2.5 (Goals: 1,2,3,4). Create a network of street and bicycle facilities that provides for multiple routes between various origins and destinations.

Policy TRANS 2.6 (Goals: 1,3,4). Maintain existing bicycle facilities in good repair.

Policy TRANS 2.7 (Goal: 2). Minimize impacts of vehicle traffic on local streets to maintain or enhance livability of the neighborhoods. Consider traffic calming measures along collector and minor arterial streets, where appropriate and feasible, to slow speeds

Policy TRANS 2.8 (Goal: 2). Improve the function, safety, and appearance of selected corridors as illustrated.

Policy TRANS 2.9 (Goals: 1,2,4). Enhance access to downtown, including from south Davis and I-80 by improving circulation and connectivity for all modes through and across the Richards Boulevard/First Street

Part	Program Title	Program Element	Specific Objective	Program Element Description	Program Element Deliverable	Evaluation Method	Funding Sources	Timeframe
4.1	Best Practices in Contemporary Street Design	<i>Corridor and Intersection Improvements</i>	Improve the comfort and safety of bikeways; increase number of cyclists	Coordinate with the roadway rehabilitation / pavement maintenance program to implement new bicycle facilities in conjunction with roadway resurfacing.	Inventory of key destinations and network links; implementation of intersection and corridor enhancements; official endorsement of NACTO's <i>Urban Street Design Guide</i>	Overall bike mode share evaluation; annual crash analysis	1, 4, 7	ongoing
4.2	Bicycle Wayfinding	<i>Wayfinding</i>	Increase ease, efficiency, and navigability of bike network	Guide bicyclists to specific corridors or destinations with signs and markings. Wayfinding provides clear information to all bicyclists to help clarify complexities of the bike network to new riders.	Wayfinding signage along primary and neighborhood (secondary) bikeways; improved markings for Davis bike loop	Public satisfaction survey about wayfinding signing and marking	1, 7	2014
4.3	Shared Use Path Safety: Signage and Marking and Maintenance	<i>Shared Use Signage</i>	Increase safety awareness for all users of shared paths	Install shared-use path etiquette signage to educate to bicyclists and pedestrians of using audible signal before passing on the left, keep right except to pass, and bicycle slow zones.	Installation of etiquette and safety signs along the paths	Shared use path public satisfaction survey	1, 7	2014
		<i>Striping and Markings</i>	Decrease path conflicts between bicyclists and pedestrians	Improved infrastructure markings and striping to help instruct all path users on proper travel lanes.	Reflective centerlines on specific path sections; markings at conflict points	Annual bike crash analysis	1, 7	2014
		<i>Path Maintenance</i>	Improve overall safety on shared-use paths	Upkeep of path sections that frequently experience particularly unsafe conditions.	Priority list of path sections that need repair or have unsafe lateral conditions or overgrowth; increased frequency of routine maintenance	Annual bike crash analysis	1, 7	2014
4.4	Bicycle Parking – End of Trip Facilities	<i>Downtown Core Bike Parking</i>	Provide efficient, secure, and ample bike parking throughout Davis	Increase bike parking while maintaining a comfortable balance between the number of on-street bike parking stalls and vehicle parking stalls.	Additional long-term bike racks downtown; new temporary bike racks for special events	Ongoing evaluation of bike parking demands citywide	1, 9	ongoing
		<i>Sustainable Revenue Stream via Paid Parking</i>	Provide sustainable funding source to maintain bike parking	Initiate paid parking in downtown core and designate 5% of annual revenues to bike parking installation and maintenance.	Introduction of paid parking downtown	Amount of money generated	1, 9	ongoing
4.5	Davis Bike Park	<i>Davis Bike Park</i>	Spur local economic development; increase tourism revenue	Bike park equipped with an assortment of off-road amenities including single-track trails, jumps, technical rock gardens, log rides, trials sections, pump tracks, and more – attracting riders of all ages and abilities on many types of bicycles.	Recruitment of diverse volunteer board members to oversee project plans; bike park location selection; phased installation of Davis Bike Park	Revenue and jobs generated from Bike Park construction and maintenance; bike park usage rates	10	Fall 2014-board; Summer 2015 location; 2017 complete

GOAL #3 Davis will integrate cycling with transit options both locally and regionally.

1 - Increase the number of regional commuters utilizing a combination of bicycling and transit options by 25% by 2020

Corresponding Transportation Element (TE) Goals and Policy Recommendations

TE Goal #1: Davis will provide a comprehensive, integrated, connected transportation system that provides choices between different modes of transportation.

Performance Objective #1.2: Increase use of walking, bicycling, and public transportation to and from the following places: Work, Schools, UC Davis, Downtown

Performance Objective #3.1: Improve quality of service for all users of the transportation system

Policy TRANS 4.3 (Goals: 1,2,3,4). Continue to build transportation improvements specifically targeted at bicycles.

Part	Program Title	Program Element	Specific Objective	Program Element Description	Program Element Deliverable	Evaluation Method	Funding Sources	Timeframe
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5.1	Enhanced Bicycle Parking Facilities at Amtrak Station	<i>Short-Term Bike Parking</i>	Increase available bike parking; increase number of intermodal trips to and from Davis	Improved and additional bike parking options at Amtrak station.	50 additional short-term bike racks; feasibility study of installing secure bike parking areas (SPAS); monthly removal of abandoned bikes	Occupation rates of additional bike parking	6, 7, 8	Summer 2014
		<i>Shared E-Lockers</i>	Improve utilization of secure bike parking options	E-lockers can be shared between 5 and 7 users that rent locker time with an electronic activation key.	Remove key-issued individual bike lockers; install 20-40 shared e-lockers at Amtrak station	Occupation rates of additional bike parking	6, 7, 8	Summer 2014
		<i>Video Surveillance at Amtrak Station</i>	Deter bike theft	Increase security at Amtrak station with video cameras.	Install video surveillance at Amtrak station	Reported incidents of bike theft and vandalism	6, 7, 8	Summer 2014
5.2	Brompton Dock - Folding Bikes for Hire	<i>Introducing the Brompton Dock</i>	Increase number of intermodal, regional trips to and from Davis	Each solar-powered Brompton Dock comes equipped with 40, 20, or 10 folding bikes. Members check out and return bikes via text message. Annual membership and daily use options.	Installation of Brompton Dock with 10 or 20 units at Amtrak station	Subscription and usage rates	6, 8	Spring 2015
5.3	Automated Public Bike Share System	<i>Regional Bike Share System Business Plan</i>	Increase multimodal trips within and to and from Davis	The business plan will identify the necessary components of Bike Share system and offer up professional judgment of the viability of operating a Regional system of rental bikes at key locations	Analysis of demand potential; list of prospective dock locations; funding strategies; density analysis; cost	Usage rates; public satisfaction surveys	7	Spring 2014
		<i>Bike Share System Implementation</i>	Increase bike trips between UC Davis and train station; improve tourism; connect transit	(transit, campuses, shopping centers). Subscription options will include annual, monthly, weekly, single and multi-day options. The system will track user	Bike share station installation; designated bike share webpage for registration and information	Internal utilization rates tracker	7	Spring 2015

GOAL #4: Davis will obtain Diamond Level Bicycle Friendly Community designation from the League of American Bicyclists.

- 1 - Increase bicycle trips to school, work, and for errands to 30% of all trips taken by 2020
- 2 - Attain a local resident 50% public satisfaction rate for bike safety, bicycle facilities, bicycle parking, and bicycle community leadership

Corresponding Transportation Element (TE) Goals and Policy Recommendations

Goal #4: Davis will strengthen its status as a premier bicycling community in the nation by continuing to encourage bicycling as a healthy, affordable, efficient, and low-impact mode of transportation accessible to riders of all abilities and by continuously improving the bicycling infrastructure.

Performance Objective #1.1: Achieve at least the following mode share distribution for all trips by 2035: 10% of trips by walking, 10% of trips by public transportation, 30% of trips by bicycle

Performance Objective #4.1: Commit a minimum of \$140,000 annually (in 2012 real dollars), reflective of funding needed for implementation of the “Beyond Platinum – Bicycle Action Plan”

Policy TRANS 4.1 (Goals: 1,2,3,4). Devote sufficient resources to implement and update the Bicycle Plan.

Part	Program Title	Program Element	Specific Objective	Program Element Description	Program Element Deliverable	Evaluation Method	Funding Sources	Timeframe
6.1	Tracking Progress Toward Diamond - Data Collection and Evaluation	<i>Permanent Data Collection</i>	Understand trends of citywide bike use; identify safety and other barriers to cycling	Use automated counting technology, intercept surveys, and bicycle crash analyses to better understand cyclist behavior and determine most effective upgrades.	Permanent automated bicycle counters at key locations	Analyze and report bicycle crash data in relation to bike count data	1, 7	ongoing
		<i>Investigatory Data Collection</i>	Gauge effectiveness of new bike facilities in increasing cycling	Install temporary automated bicycle counters at various locations to collect data on bicycles and extrapolate trends from permanent counter data.	Temporary bike counters	Biennial progress reports to BAC and City Council highlighting data trends	1, 7	ongoing
6.2	2017 Bicycle World's Fair	<i>Bicycle World's Fair</i>	Attract bike tourism; generate economic development; celebrate bike achievements	Showcase Davis to the international community with demonstrations of new bike facilities, keynote speakers, artistic events, educational seminars and workshops, and lot of bike rides!	Formation of a skunk works special committee to plan the components of the Bicycle World's Fair	Event attendance rates; revenue generate; extent of media coverage	1, 11	2014 committee; 2017 fair

Funding Sources

1 Ride Walk Davis Program Implementation Funding

7 SACOG Funding Cycle

- 2 SACOG Tier II Transportation Demand Management Funding
- 3 Caltrans Active Transportation Program Safe Routes to School Funding
- 4 City of Davis Roadway Rehabilitation/Pavement Maintenance Funding
- 5 UC Davis Transportation and Parking Services
- 6 Capitol Corridor Bicycle Access Plan Funding

- 8 Federal Transit Administration Grant
- 9 Downtown core paid parking revenue
- 10 Supplemental grants, corporate gifts, fundraising, and other donations
- 11 Sponsorships