

## Appendix S: League of American Bicyclists – 2011 BFC Application

# LEAGUE OF AMERICAN BICYCLISTS



Bicycle Friendly Community Application

## Name of Community

- \* Name of Community  
**City of Davis**
- \* State  
 **California**
- \* Mayor or top elected official  
**Mayor Joe Krovoza**
- \* Phone  
**5307575602**
- \* Email  
**jkrovoza@cityofdavis.org**
- \* Address  
**23 Russell Boulevard**
- \* Website  
**www.cityofdavis.org**

## Applicant Profile

- \* Applicant Name  
**Tara Goddard**
- \* Title  
**Bicycle/Pedestrian Coordinator**
- \* Employer  
**City of Davis**
- \* Address  
**23 Russell Boulevard**
- \* City  
**Davis**
- \* State  
 **California**
- \* Zip  
**95616**
- \* Phone  
**5307575669**
- \* Email  
**tgoddard@cityofdavis.org**

## Community Profile

The data in this section is gathered by the U.S. census. Click [here](#) to find the most recent information on your community.

\* 1. Type of Jurisdiction

- Town/City/Municipality**
- County**
- Metropolitan Planning Organization or Council of Governments**
- Regional Planning Organization**
- Rural Planning Organization**
- Indian Nation**
- Other**

If other, describe

- \* 2. Population  
**65622**
- 3. Square milage of community
- \* Total area  
**10.5**
- \* Water area  
**0.04**
- \* Land area  
**10.46**
- \* 4. Population Density  
**6615**

5. Climate

- \* Average temperature for January  
**53**
- \* Average temperature for April  
**72**
- \* Average temperature for July  
**93**
- \* Average temperature for October  
**79**
- \* Average precipitation for January  
**4.04**
- \* Average precipitation for April  
**0.97**
- \* Average precipitation for July  
**0.03**
- \* Average precipitation for October  
**0.90**

\* 6. Median Household Income  
**58280**

7. Age distribution

- \* % under 5  
**4.1**
- \* % age 6-17  
**13.1**
- \* % age 18-64  
**74.8**
- \* % age 65+  
**8**
- \* Totals  
**100**

8. Race

- \* % White  
**64.9**
- \* % Black or African American  
**2.3**
- \* % American Indian and Alaskan Native  
**0.5**
- \* % Asian  
**21.9**
- \* % Native Hawaiian and Other Pacific Islander  
**0.2**
- \* % Some other race  
**4.8**
- \* % One race  
**94.6**
- \* % Two or more races  
**5.4**
- \* Totals  
**100**
- \* % Hispanic or Latino (of any race)  
**12.5**

\* 9. What is the name of your community's bicycle program manager?

**Tara Goddard**

\* 10. In which department does your bicycle program manager work?

- Engineering/public works**
- Planning**
- Parks and Recreation**
- Transportation**
- Other**

If other, describe

\* 11. Are you the Bicycle Program Manager?

- Yes**
- No**

\* Bicycle Program Manager Phone

**5307575669**

\* Bicycle Program Manager Email

**tgoddard@cityofdavis.org**

\* 12. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?

- 10% or less**
- 10-25%**
- 25-50%**
- 50-75%**

75-100%

\* 13. How many government employees, expressed in full-time equivalents, work on bicycle issues in your community?

\* 14. Do you have a [Bicycle Advisory Committee](#)

Yes

No

\* 14a. How often does it meet?

Monthly

Every two months

Quarterly

Annually

Other (describe)

If other, describe

\* 14b. How many members serve on the committee?

\* 14c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee?

User group

Law enforcement

Chamber of commerce

Public health

Planning department

Transportation department

School board

Parks department

Recreation department

Transit agency

Other (describe)

If other, describe

\* 14d. Name of Bicycle Advisory Committee Chair

**John Berg**

\* Email of Bicycle Advisory Committee Chair

**jrberg@ucdavis.edu**

\* 15. Is there a bicycle advocacy group(s) in your community?

Yes

No

15a. What is the name of the advocacy group(s) (if more than one, list them all)

**Davis Bicycles!; The Davis Bike Collective; The Bicycle User Group.**

\* 15b. Are any of them working with you on this application?

Yes

No

\* 15c. List the name of the primary group:

**Davis Bicycles!**

\* 15d. Does this group have paid staff?

Yes

No

\* 15e. Do you contract with this group for any services or programs?

Yes

No

\* 15f. Who is the primary contact for them?

**Mont Hubbard**

\* 15g. Email of primary contact of advocacy group  
**mhubbard@ucdavis.edu**

\* 16. What are the primary reasons your community has invested in bicycling?

Improved quality of life

Improving public health

Community connectivity

Transportation options

Climate change concerns

Decrease traffic congestion

Increase tourism

Increase property values

Cooperation with adjacent communities

Public demand

Economic development

Traffic safety

Other (describe)

If other, describe

17. What was your community's most significant investment for bicycling in the past year?

**Financially, our biggest investment was over \$650,000 of bike path upgrades from asphalt to concrete, included widened and improved ramps. This was funded by ARRA. We also completed the installation of \$250,000 worth of new bicycle racks, grant funded by Caltrans. Additionally, we invested in the bicycling community by adding small but significant facilities like on-street bicycle parking and shared roadway bicycle markings ("sharrows"). We also invested significant City resources in hosting the Amgen Tour of California, the Livestrong Challenge Ride, and the US Bicycling Hall of Fame Induction Ceremony. All of these raise the profile of bicycling and help us garner support locally and beyond.**

18. What specific improvements do you have planned for bicycling in the following year?

**All of the following are underway: Additional on-street bicycle parking (various locations downtown); Bicycle boulevard (Drexel Drive); Major arterial road diet to add bicycle lanes (Fifth Street Corridor); Additional bicycle undercrossing on bike path network (Drummond Avenue Undercrossing); Bicycle wayfinding pilot (Putah Creek Undercrossing); New roundabout with "bicycle by-passes" per newest design guidelines (Drummond/Cowell/Chiles); Roll-out of new Safe Routes to Schools programs; Additional use of "sharrows"; Improved bicycle program website; Additional traffic calming on heavy bicycle corridors;**

## Engineering

19. Does your community have

[a complete streets policy?](#)

a bicycle accommodation policy (a policy that requires the accommodation of cyclists in all new road construction and reconstruction and resurfacing)?

Neither

19a. When was it adopted

2012

19b. Provide a link or attach a copy of this legislation or policy.

**The City is one-third complete with a update to the General Plan Transportation Element and the new Transportation Implementation Plan. A Complete Streets Policy is included, and is in initial draft form. This will be adopted either the end of 2011 or the beginning of 2012. The draft document is not available at this time, but will be shortly.**

19c. How was it adopted?

Legislation

Resolution

Internal Policy

Other

If other, describe  
**see note above. It will be adopted by Council resolution.**

19d. What tools are in place to ensure implementation?

Implementation Guidance

Design

Manual

Training

Other

If other, describe

20. How do you ensure your engineers and planners accommodate cyclists according to [AASHTO](#) and [MUTCD](#) standards?

Training

Offer [FHWA/NHI Training Course](#)

Hire Outside consultants to train staff

Send staff to [bicycle-specific conferences/training](#)

Require project consultants to have bike/ped qualifications

Internal training or [design manual](#)

20a. Describe each checked

**The City of Davis expects all engineers and planners to be familiar with Davis Standard Specifications, Section 1000 of the Highway Design Manual, Part 9 of the California Manual on Uniform Traffic Control Devices and other planning guides. City staff receive training on bicycle-specific planning and engineering through webinars and in-person trainings, including recent participation in training provided by APBP, America Walks, Caltrans, the Sacramento Area Council of Governments, WALKSacramento, the Initiative for Bicycle and Pedestrian Innovation, UC Davis and ITE. The Bicycle/Pedestrian Coordinator has recently attended Pro Walk/Pro Bike, the Transportation Research Board Annual Meeting, the Comprehensive Bike/Ped Planning course at IBPI, and the Caltrans workshop on Intersection Design for Bicycles and Pedestrians. In addition, staff circulate design guides, like the FHWA Roundabout Guide, the AASHTO Bikeway Guide, and the NACTO Bikeway Guide. Finally, the City's internal Standard Specifications included bicycle-specific facility design standards.**

\* 21. What percentage of bridges and tunnels in your community are accessible to bicyclists?

100

21a. What are the exceptions?

N/A

\* 22. How do you ensure there are end-of-trip facilities for bicyclists?

Bike parking ordinance

Bike parking ordinance for all new developments

Ordinance requiring showers and lockers

Building accessibility ordinance

On street bike parking

[Ordinance that allows bike parking to substitute for car parking](#)

Standards for bicycle parking that conform to [APBP guidelines](#)

Other

If other, describe

**The bicycle parking ordinance, including the in-lieu parking requirement, is under draft review and is anticipated to be adopted within six months.**

23. How many bike parking spaces are there in your community?

23a. Bike racks

3200

23b. Bike lockers

46

23c. Bike depot (i.e. [Bikestation](#))

0

23d. In-street bike parking

3

24. Approximately what percentage of these locations have bike racks or storage units?

24a. Schools

91-100%

24b. Libraries

**91-100%**

24c. Transit Stations

**91-100%**

24d. Parks & Recreation Centers

**91-100%**

24e. Government buildings

**91-100%**

24f. Office buildings

**76-90%**

24g. Shops

**76-90%**

24h. Public Housing

**91-100%**

\* 25. Does your community have transit service?

**Yes**

**No**

\* 25a. Are buses equipped with [bike racks](#)?

**Yes**

**No**

25b. What percentage?

**less than 15%**

25c. Are bikes allowed inside transit vehicles?

**Yes**

**Sometimes**

**No**

If yes or sometimes, describe

**Folding bikes are permitted on transit vehicles. All Yolo County system (Yolobus) buses are equipped with bike racks. Unitrans, the UC Davis bus system, could not accommodate the thousands of students using bikes and chooses not to provide racks. The only transit system that allows non-folding bikes to be brought inside is the Amtrak Capital Corridor service.**

\* 26. What is the mileage of your total road network?

**162**

\* 27. What is the mileage of your total shared-use path network?

**50**

28. List your current and planned bicycle accommodations?

a. [Bike lanes](#)

Current Miles

**54**

Planned Miles

**56**

b. [Shared lane markings](#)

Current Miles

**1**

Planned Miles

**1**

c. [Bike boulevards](#)

Current Miles

**0**

Planned Miles

**1**

d. Signed bike routes

Current Miles

**12**

Planned Miles

**40**

e. Paved shared use paths

Current Miles

**60**

Planned Miles

**65**

f. Natural surface shared use paths

Current Miles

**5**

Planned Miles

**7**

g. [Singletrack](#)

Current Miles

**0**

Planned Miles

0

\* 29. What other innovative ways have you improved on-road conditions for bicyclists?

- [Road diets](#)
- [Area wide traffic calming](#)
- [Cycle tracks](#)
- [Contra-flow bike lanes](#)
- Speed limits 20 mph or less on residential streets
- Bike cut thrus
- [Way-finding signage with distance and/or time information](#)
- None
- Other

If other, describe

**We have plans for cycle tracks, contra-flow bike lanes, and way-finding that is all expected to be implemented in the next year.**

\* 30. What percentage of arterial streets have bike lanes or paved shoulders?

98

\* 31. What percentage of natural surface, trails and singletrack are open to bicyclists?

25

31a. What are the exceptions?

**We have many decomposed granite walking paths, particularly in small parks or gardens, that are pedestrian-only, but they usually parallel a paved bike path.**

32. What maintenance policies or programs ensure *bike lanes* and *shoulders* remain usable and safe?

\* 32a. Street sweeping

- More than other travel lanes
- Same as other travel lanes
- Weekly
- Monthly
- Quarterly
- Annually
- Never
- Other

If other, describe

\* 32b. Snow clearance

- Before other travel lanes
- Same time as other travel lanes
- Within 48 hours of storm
- Never
- Other
- Not applicable

If other, describe

\* 32c. Pothole maintenance

- Within 24 hours of complaint
- Within one week of complaint
- Within one month of complaint
- Never



Other

If other, describe

32d. Other Maintenance policies or programs for bike lanes and shoulders (describe)

**As part of the City's annual transportation maintenance efforts, bike lanes are visually inspected and cracks, potholes and other surface damage is repaired by City crews. Striping, pavement legends/markers and signage is also updated and maintained on an annual basis by City forces. Visual inspection data for the entire roadway network, including bike lanes, is input into the City's Pavement Maintenance System database to evaluate maintenance priorities.**

33. What maintenance policies or programs ensure *shared-use paths* remain safe and usable?

\* 33a. Path sweeping

Weekly

Monthly

Quarterly

Annually

Never

Other

If other, describe

**Bike path pruning and blowing are done as needed daily Monday through Friday. Paths are blown with leaf-blowers to remove grass, leaves and other debris after mowing/edging or when otherwise necessary.**

\* 33b. Vegetation maintenance

Weekly

Monthly

Quarterly

Annually

Never

Other

If other, describe

**General pruning guideline in the landscape contracts areas is to raise lower limbs of trees to a nine foot clearance over walks or bike paths and to cut back shrubs to a one foot clearance of bike paths. Aggressive pruning may be necessary for line of sight safety concerns. To assure line of sight along bike paths and roadway intersections, we hard prune on curves or at intersections for visibility. Pruning to remove reported hazards is done immediately.**

\* 33c. Snow clearance

Before roadways

Same time as roadways

Within 48 hours of storm

Never

Other

Not applicable

If other, describe

\* 33d. Surface repair

Within 24 hours of complaint

Within one week of complaint

Within one month of complaint

Never

Other

If other, describe

33e. Other Maintenance policies or programs for shared-use paths (describe)

**As part of the City's annual transportation maintenance efforts, bike paths are visually inspected and cracks, potholes and other surface damage is repaired by City crews. Striping, pavement legends/markers and pathway signage is also updated and maintained on an annual basis by City forces. Vegetation is trimmed to maintain a clear, unobstructed corridor for path users. Visual inspection data for the entire bike path network is input into the City's Pavement Maintenance System database to evaluate maintenance priorities in a similar manner as the City's roadway network.**

\* 34. How do you accommodate cyclists at intersections in your community?

All / Most signals are timed for bicyclists

All / Most signals are timed

[Loop detector markings](#)

[Video detection](#)

[Advance stop line or Bike Box](#)

[Bicycle signal heads](#)

Other

None of the above

If other, describe

**We have bicycle-only left-turn lanes in heavy bike-traffic intersections. We also have bicycle push-buttons for cyclists uncomfortable with waiting in the front of the automobile queue.**

\* 35. Are there other infrastructure improvements in your community to promote bicycling?

Yes

No

If yes, describe

**Most things have been captured above, but providing infrastructure to make bicycling not only safe, but convenient and fun is of paramount importance in our community. Every project includes consideration, and even priority, of bicycles, even before the idea of Complete Streets was born.**

## Education

\* 36. Do schools in your community offer a [Safe Routes to School](#) (or comparable) program that includes bicycling education?

Yes

No

What percentage of schools in your jurisdiction participates?

a. Elementary (percentage)

50

b. Middle School (percentage)

60

c. High School (percentage)

50

\* 37. Outside of schools, how are children taught safe bicycling skills?

Youth bike clubs

[Bike clinics or rodeos](#)

Youth recreation programs

Helmet fit seminars

[Safety town](#)

Trail riding classes

Other

None of the above

If other, describe

**In 2005, the City launched Street Smarts, a traffic-calming public education program targeted to drivers, bicyclists and pedestrians. The program stresses personal responsibility for traffic safety and awareness of all types of traffic. In the schools, through hand-outs, speeches, bike rodeos, and outreach, the Street Smarts program addresses critical issues of safe bicycling, including the proper use of helmets and hand signals and the importance of obeying traffic signs and signals. The program reaches more than 5,500 children. The Street Smarts program also reaches out to children participating in both City and UC Davis summer camps. Every summer, the City's bicycle patrol officer give weekly presentations to children in City-sponsored camps on bicycle safety. The UC Davis Bicycle Program Coordinator gives bicycle safety presentations to children participating in university-sponsored summer camps. Children who participate in City-sponsored camps ride their bikes throughout the city to various camp activities. It is a common sight in Davis to see dozens of kids riding the streets during the summer months to parks, the pool, the bowling alley and elsewhere. Camp instructors are given training on how to safely shepherd the participants to their destinations. Bike safety is a recurring message in City quarterly information bulletins mailed to all residents. This reaches approximately 800 children each summer. In addition, various schools and parent groups at those schools have implemented bicycle education and promotion programs, including programs with the locally run saveagallon.org like AutoGreen and Notify, which checks into school and notifies the parents of kids who have biked or walked to school, a 30-for-30 bike giveaway to students of need, and bicycle repair classes.**

\* 38. Do you have a [diversion program](#) for cyclists or motorists?

**Yes**

**No**

If yes, describe

**Motorists have a ticket diversion program through the county court system. UC Davis Transportation & Parking Services offered a cyclist ticket diversion program beginning in the mid-1990s. That program is currently transitioning from an in-person class requiring attendance at specific weekly days and times to an on-line bike traffic school which will allow violators to take the class at any time. The online course will also be available for anyone to take to learn more about safe cycling with a focus on conditions on campus and in Davis.**

\* 39. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely?

**Public service announcements**

**Community newsletter article**

**New resident packet**

**Utility bill insert**

**Bicycle ambassador program**

**Newspaper column/blog on bicycling**

**Dedicated bike page on community Web site**

**Billboards**

**Share the Road Signs**

**Share the road information in driver's education**

**Other**

**None of the above**

If other, describe

**Recent articles by the Bicycle Coordinator:**

<http://www.davisenterprise.com/Archived-Stories-0/davis-bicycles-a-visit-to-the-bike-city-of-south-korea/>

<http://www.davisenterprise.com/local-news/city/shared-roadway-markings-will-debut-on-second-street/>

<http://www.davisenterprise.com/local-news/news-columns/davis-continues-to-be-at-the-forefront-of-urban-biking/>

40. What of the following options are available on a regular basis to your community?

\* 40a. [Traffic Skills 101](#) (or equivalent) classes -- including classroom and on-bike instruction.

**Weekly**

**Monthly**

**Quarterly**

**Annually**

**Never**

**Other**

If other, describe

**The classes happen on an ad-hoc basis.**

\* 40b. Cycling Skills classes -- three to four hour classroom training courses

**Weekly**

**Monthly**

**Quarterly**

**Annually**

**Never**

**Other**

If other, describe

\* 40c. Commuter classes - one/two hour classes

**Weekly**

- Monthly
- Quarterly
- Annually
- Never
- Other

If other, describe

**Various times, usually at local bike communte festivals or events.**

\* 41. Has your community hosted a [League Cycling Instructor seminar](#) in the past two years?

- Yes
- No

\* 42. How many [League Cycling Instructors](#) are there in your community?

**4**

43. List active League Cycling Instructors (active means they have taught at least one class during the past 12 months).

**David Takemoto-Weerts Kathy Coulter Paul Guttenberg Paul Dorn**

44. Does your community have driver training for any of the following professional drivers that include information on sharing the road with cyclists?

- City staff
- Taxi drivers
- Transit operators
- School bus operators
- Delivery drivers
- Other

\* If other, describe

\* 44a. If yes to any of the above, describe the program.

**Information on sharing the road with bicyclists is mandatory for all Unitrans operators and City staff who drive City vehicles. This is particularly important for buses when pulling back into traffic after stopping at a bus stop.**

\* 45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations.

**The City has translated many of our bicycle education information, particularly that aimed at schoolchildren, into Spanish. We've also made strides to accommodate ESL learners at our bicycle rodeos.**

\* 46. Are there other education efforts in your community to promote bicycling?

- Yes
- No

\* 46a. If yes, describe

**The Davis Bike Collective runs Bike Forth, a bicycle cooperative focused on educating people how to maintain and repair their own bicycles. They offer classes most nights of the week, including classes aimed at women and new bicyclists. They also provide education on bicycling and bike maintenance at various festivals and events, and work with local schools and out-of-town visitors. They recently held Bici Bici, a conference of West Coast bicycle cooperatives.**

## Encouragement

\* 47. How do you promote [National Bike Month](#)?

- City Proclamation
- Community Ride
- Mayor-led Ride
- Public Service Announcements
- Publish a guide to Bike Month Events
- Bike Month Web site
- Commuter Challenge
- Commuter Breakfasts
- Trail construction or maintenance day

Other

No promotion

\* If other, describe

**The City coordinates with the UC Davis Bicycle Program staff, the Yolo Transportation Management Association, and the County Air Quality District staff and advertises our local events in the newspapers, at community activities, on community web sites and on the local government access television channel. The City Bicycle/Pedestrian Program also maintains a Facebook page where the events calendar is published and promoted**

**(<http://www.facebook.com/pages/City-of-Davis-Bicycle-and-Pedestrian-Program/61500623013>).**

\* 48. How many people participate in [Bike Month](#) events?

**3338**

\* 49. How do you promote bicycling outside of [National Bike Month](#)?

Community Ride

Mayor-led Ride

Public Service Announcements

Trail construction or maintenance day

[Summer Streets/Ciclovia/Sunday Parkways](#)

Commuter Challenge

Commuter Breakfasts

Other

No promotion

\* If other, describe

**In addition to supporting the myriad of events and programs discussed in this application, the City even chose the bicycle for the City logo - promoting bicycling is one of the most integral parts of what we do. We are also formulating plans for our first Sunday Parkways next spring.**

\* 50. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?

Yes

No

\* 50a. If yes, describe

**We provide a commuter breakfast on Bike to Work Day, and hand out t-shirts and other goodies. We also provide information to local employers on our local Transportation Management Association, which provides bicycle commuting incentive programs. The City of Davis provides a bicycle loan program for employees, and has actively promoted that program to other employers.**

\* 50b. Approximately what percentage of the community workforce do you reach?

16-30%

\* 51. List the signature cycling events in your community?

**Tour d'Cluck, a bicycle tour of backyard chicken farming, [www.tourdecluck.org](http://www.tourdecluck.org); Bike Loopalooza, family-oriented ride on the Davis Bike Loop, [www.davisbicycles.org/wordpress/bike-loopalooza](http://www.davisbicycles.org/wordpress/bike-loopalooza); World's Greatest Bicycle Parade, <http://worldsgreatestbicycleparade.com/>; Amgen Tour of California (we've been a start stage twice); Livestrong Challenge Ride, <http://davis2011.livestrong.org/faf/home/default.asp?ievent=447594>; US Bicycling Hall of Fame Induction Ceremony; Davis Double Century (since 1970); Foxys Fall Century (since the 1960s); 4th of July Criterium (since 1976); Steve Dunlap Time Trial; March Bicycle Madness (riders log miles for which the Davis Bike Club then pledges a penny/mile plus entry fees towards purchase of bike helmets which are distributed at helmet fit clinics to disadvantaged youth in the region); Gold Rush Randonee: quadrennial ultra-distance (750-mile) endurance ride; Brevet Series: The brevet series is a sequence of four, increasingly longer cycling distances of 200, 300, 400, and 600 km in length; 12/24 Challenge: Ultimate time trial: how far can you ride in 12 or 24 hours? This is a RAAM qualifying event and is sanctioned by the Ultramarathon Cycling Association;**

\* 52. Does the municipality sponsor or actively support any of these rides?

Yes

No

\* 52a. If yes, how?

**In-kind staff time, Redevelopment Area Funds, grant funds, solicitation of public/private partnerships.**

\* 53. Does your local tourism board promote bicycling in your area?

Yes

No

\* 53a. If yes, how?

**The Yolo County Visitor's Bureau actively promotes bicycle tourism through their website and through the interactions with the public, including providing Davis Bike Maps to visitors. They also promote the local hotels that provide bicycles to guests.**

\* 54. Are there cycling organizations in your area?

Recreational Bike Clubs

Mountain Bike Clubs

- Friends of the Trail Groups
- National Mountain Bike Patrol
- Racing Clubs or Teams
- Bicycle Co-ops
- Other
- None

\* If other, describe.

\* 54a. For each type of club checked, list names of the organizations.

**Davis Bike Club (recreational); Davis Bike Club Race Team (racing); UC Davis Aggie Cycling Team (racing); Mad Cow Racing Team (triathletes); Davis Bike Collective/Bike Forth (co-operative); Yolo United Mountain Bikers;**

\* 55. How many [specialty bicycle retailers](#) ( i.e shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?

**8**

\* 55a. List their names.

**Ken's Bike-Ski-Board Blisworks UC Davis Bike Barn B&L Bike Shop Wheelworks Freewheeler Apex Cycles Davis Bike Exchange**

\* 56. Which of these bicycling areas or facilities do you have in your community?

- BMX track
- Velodrome
- Cyclocross course
- Mountain bike park
- Pump Tracks
- Other
- None

\* If other, describe.

\* 57. Is there a skatepark in your community?

Yes

No

\* 57a. If yes, do bikes have access to the skatepark?

Always

Sometimes

Never

\* 58. Are there opportunities to rent bicycles in your community?

Yes

No

\* 59. Does your community have a bike sharing program?

Yes

No

59a. If yes, of what use is it?

Public use

Private institution

Other

\* If other, describe

\* 60. Do you have any current [Bicycle Friendly Businesses](#) in your community?

Yes

No

\* 60a. If yes, list the names of the businesses.

\* 61. Does your community have youth recreation and/or intervention programs centered around bicycling?

- [Recycle a Bicycle](#)
- [Trips for Kids chapter](#)
- [Earn a Bike program](#)
- Co-op or Community Cycling Center**
- Other**
- None**

\* If other, describe

**Describe Birch lane bike effort**

\* 62. What mapping and route finding information is available for your community which has been updated in the last 18 months?

- Online route finding service**
- Online map**
- Printed on-road bike-routes map**
- Printed mountain bike trails map**
- Other**
- None available**

\* If other, describe

\* 63. Does your community have other programs or policies to encourage cycling?

- Yes**
- No**

\* 63a. If yes, describe

**The City of Davis has an active "Sister City" program with several international cities. One of these cities is Sangju, South Korea, the "Bicycle City of Korea." The Bicycle Coordinator traveled there in October of 2010 with a local delegation of a City Councilmember, the school district Superintendent, and several schoolchildren with their parents. It was a remarkable trip, sharing information and the international excitement about bicycling. We were able to both teach and learn on that trip, and bring back exciting news about the amount of bicycling being done an ocean away by everyone from schoolchildren to the elderly. In particular, the 5th and 6th graders that went on that trip were able to return with great stories and memories that will last a lifetime. The city of Sangju is also proposing an exchange of high-school students between our two cities. This will be a great way to encourage the next generation of bicyclists both here and abroad.**

## Enforcement

\* 64. How does your police department interact with the local cycling community?

- A police officer is an active member of bicycle advisory committee**
- Identified law-enforcement point person to interact with cyclists**
- No current formal interaction**
- Other**

\* If other, describe

\* 65. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists?

- Basic academy training**
- [International Police Mountain Bike Association](#) or Law Enforcement Bicycle Association training
- [National Highway Traffic Safety Administration Law Enforcement Training](#)
- Completion of [Smart Cycling course](#) by Police
- Presentation by League Cycling Instructor or local cyclist
- Institute for Police Training and Development bicycle training
- Other**
- No training currently offered**

\* If other, describe

**The City of Davis has developed internal field training protocols for training officers. With several dedicated bicycle officers and approximately 25 others trained for bicycle patrol, plus the unique conditions here in Davis, it was more effective and efficient for**

**the City to implement its own training program, using tools from several established training programs.**

\* 66. What enforcement campaigns are targeted at improving cyclist safety?

- Helmet/light giveaways**
- Targeting motorist infractions**
- Targeting cyclist infractions**
- Share the road campaigns**
- Other**
- None of the above**

\* If other, describe

**Our Police Department has an arrangement with local bicycle shops. A "fix-it" ticket (no brakes, no light, etc) is good for 10% off that item at local bike shops. In addition, our Bicycle Officers focus on education rather than punishment. One bicycle officer estimates that approximately 90% of his stops of bicyclists result in education and a warning.**

\* 67. Do you have police department employees on bikes?

- Yes**
- No**

\* 67a. If yes, what percentage of police department employees is on bike?

3

\* 68. Are there any other public safety (e.g. fire department or EMS) employees on bikes?

- Yes**
- No**

\* 68a. If yes, what percentage of safety department employees is on bike?

\* 69. Do your local ordinances treat bicyclists [equitably](#)? (examples can be found on the [BFC resources page](#)).

- There are specific penalties for failing to yield to a cyclist when turning. It is illegal to park or drive in a bike lane (intersections excepted)**
- There are penalties for motor vehicle users that 'door' cyclists**
- There is a ban on cell phone use while driving.**
- There is a ban on texting while driving.**
- The community uses photo enforcement for red lights and/or speed**
- There is a state or local law that requires cyclists to use sidepaths regardless of their usability.**
- There is a state or local law that requires cyclists to use bike lanes where they are provided.**
- Cyclists are required to ride as far to the right of the road as practicable without exceptions listed in [Uniform Vehicle Code](#).**
- There is a general restriction on bicyclists riding on the sidewalk.**
- There are local or school policies that restrict youths from riding to school.**
- None of the above**
- Additional information on any of the above mentioned ordinances as it pertains to your community.**

\* If Additional Information, describe

\* 70. Are there any additional prohibitions or restrictions on cyclists in your community?

- Yes**
- No**

\* 70a. If yes, describe

\* 71. Does your community have other programs or policies to enforce safe cycling?

- Yes**
- No**

\* 71a. If yes, describe

## **Evaluation and Planning**

\* 72. What is the most current journey-to-work data for your community? (this percentage can be found in the [U.S. Census or the American Community Survey](#))



15.7

\* 73. What additional information do you have on bicycle use for your community?

**Good mode-share data is one of our biggest needs, and is a high priority action for the Bicycle Advisory Commission. In addition to Census Data, we have the UC Davis Campus Travel Survey ([http://pubs.its.ucdavis.edu/download\\_pdf.php?id=1476](http://pubs.its.ucdavis.edu/download_pdf.php?id=1476)) and school survey, but are moving toward a city-wide travel survey.**

\* 74. How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?

0

\* 75. How many cyclist/motor vehicle crashes have occurred in your community in the past five years?

221

\* 76. Do you have a specific plan or program to reduce these numbers?

Yes

No

\* 76a. If yes, provide the link to the plan or describe.

**While our numbers are extremely low, we are constantly seeking to improve bicyclist safety. In particular, staff is currently working on a traffic calming plan for all major bicycle corridors in the city.**

\* 77. Does your community have a bicycle plan?

Yes

No

\* 77a. When was it passed or most recently updated?

2009

\* 77b. Is there a dedicated funding source for implementation?

Yes

No

\* 77c. If yes, describe.

**The City uses Road Impact Fees, Redevelopment Funds, and grant funds to implement the Bicycle Plan.**

\* 77d. What percentage of the plan has been implemented?

25%

\* 77e. Are you meeting annual target goals for implementation?

Yes

No

\* 77f. Provide a link to the plan or describe.

**<http://cityofdavis.org/bicycles/pdfs/Bike-Plan-2009.pdf>**

\* 78. Do you have a trails master plan that addresses mountain bike access?

Yes

No

\* 78a. If yes, provide the link to the plan or describe.

\* 79. Is there [formal cooperation](#) between the mountain biking community and the community recreation and planning staff?

Yes

No

\* 79a. If yes, describe.

\* 80. Do you have [trip reduction ordinances, policies or programs](#)?

Yes

No

\* 80a. If yes, describe.

**The City of Davis Climate Action and Adaptation Plan sets out targets for reductions in trips and GHGs. The plan can be viewed here: [http://cityofdavis.org/cdd/sustainability/pdfs/2010\\_Davis\\_Climate\\_Action\\_Adaptation\\_Plan.pdf](http://cityofdavis.org/cdd/sustainability/pdfs/2010_Davis_Climate_Action_Adaptation_Plan.pdf). This includes a year 2015 goal to reduce by 10% from 2010 levels the average household daily vehicle miles traveled.**

\* 81. Have you done an [economic impact study](#) on bicycling in your community?

Yes

No

\* 81a. If yes, describe.

\* 82. Do you have a mechanism to ensure facilities, programs and encouragement efforts are implemented in traditionally underserved communities?

Yes

No

\* 82a. If yes, describe.

**As a small city, many of our projects are funded by grant- and/or local-state-fed funds that have environmental justice requirements. In addition, the City views it a moral imperative to ensure that the most bicycle-dependent communities in our city have equal or better access to gathering places, goods and services.**

\* 83. Does your community have other programs or policies to evaluate and/or plan bicycling conditions, programs, and facilities in your

community?

Yes

No

\* 83a. If yes, describe.

**There is a great need for better evaluation of the benefits of individual programs and policies. In particular, like other cities, Davis has an aggressive mode share goal of 25%, but measuring bicycle mode share is a nascent area for planners and engineers. The City is undertaking an effort with the University and local advocacy groups to implement an on-going research and evaluation program.**

## Final Overview

84. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?

\* 84a.

**LEARNING - To stay in the forefront as a premier bicycling city, the City of Davis actively seeks to practice the state-of-the-art when it comes to bicycle planning and engineering. Being a leader does not mean the work is done and we feel our dedication to bicyclists is shown by our constant work to learn and improve, whether from other organizations, other communities, or other countries. Significant investment is made to keep the Bicycle/Pedestrian Coordinator, other staff, the Bicycle Advisory Commission and the Council aware of, and actively open to trying, advances in the field.**

\* 84b.

**TEACHING - Through our long history and visible commitment to bicyclists, Davis provides both a "living laboratory" and an example for communities around the country and the world. It is an acknowledged and important part of staff time to provide tours, presentations, and answers to information requests. Both our ability and our willingness to serve as an example is proof of our worthiness for continued top-level Bicycle Friendly Status.**

\* 84c.

**DOING - While Davis isn't making the giant leaps forward we did in our early years, we continue to make steady and significant progress in improving the safety and attractiveness of bicycling, particularly as a viable transportation mode. In the past several years, we've opened three new bicycle over-/under-crossings (and expect to open another within a year), installed hundreds of new, better-quality bicycle racks, developed or improved miles of off-street paths, installed on-street bicycle parking, added sharrows, started multiple new encouragement activities, completely revamped and improved our Bicycle Plan, and re-invigorated the Safe Routes to School movement here in Davis. We are fiercely proud not just of what we did 30 or 40 years ago, but what we continue to do.**

85. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?

\* 85a.

**EDUCATION - Davis has previously focused on infrastructure. We have a lot of room for improvement for better bicyclist education, particularly in the age of new media and the expectation that education will be interactive, rather than passive.**

\* 85b.

**ENCOURAGEMENT - Davis is limited in the amount of progress we can make with infrastructure, because we have a saturation of bicycle facilities and little new development to bring more off-street paths. Thus, we need to turn our energy to the sector of the community who are "on the fence," or for whom bicycling is not yet a way of life. For example, Sunday Parkways encourage people of all ages and abilities to get out and experience the fun and ease of bicycling. The City needs to look for more encouragement activities to build on the success of our infrastructure and current mode share.**

\* 85c.

**EVALUATION - Like many communities, Davis lacks greatly in the area of evaluation. While methods for evaluating the impact of programs, policies and infrastructure on motorists and even pedestrians is fairly well-known, it is a new but burgeoning field for bicycling. Davis needs to follow through with our recent commitment to focus energy and resources on getting better, more useful data, so we can better understand the impacts of our work and more effectively use very limited resources.**

\* 86. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?

Yes

No

\* 86a. If yes, describe.

**Not the application specifically, but the League is one of Davis' major sources for state-of-the-art planning and design guidance for future bike projects.**

\* 87. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?

Yes

No

\* 87a. If yes, describe.

**This type of application encourages self-reflection that is always helpful in identifying the many ways we can continuously improve. In particular, since we have more bicycle infrastructure per capita than any other community in the country, we need to focus our efforts on education, encouragement and evaluation. The "low-hanging fruit" has been picked here in Davis, and we need to we need to outreach to a broader class of bicyclist.**