

2020 Bicycle Action Plan Update

Below are a list of the sections and deliverables proposed in the 2014 plan. The table also includes where we are in 2020, if staff has implemented the deliverable, and where we are going in the future.

	2014 Bicycle Action Plan Deliverables	Where we are in 2020	Deliverable implemented ✓ = Implemented Δ = implementation approach changed † = Beginning phases of implementation	Next Steps
Section				
3.1 Ride Walk Davis	Develop a comprehensive website that will serve as the hub of all active transportation information.	GettingAroundDavis.org serves as a hub for active transportation information.	✓	Continue to keep GettingAroundDavis.org website up to date.
	New bike map, print and electronic versions	Since 2014, two bike map updates have occurred. The bike map is now made using GIS, which allows for quick and easy updates of the bike network.	✓	Continue to update the bike map annually. Work on developing low-cost tear-off map that would be placed at tourist destinations and hotels. Add more Davis Bike Loops.
	Foster relationship with select European cities	In 2018, transportation Staff, City Management and members of City Council travelled to the Netherlands to learn best practices in design. The City currently has a Dutch consulting firm, Bike Minded, under contract for on-call services.	✓	Continue relationships with European design consultants.
	Educational seminar on best practices in bicycle oriented street design- host one week program that provides training to community leaders, planners, engineers, students and advocates.	While the City and UC Davis have not collaborated on a one-week educational program, there have been conferences at UC Davis, including the International Bicycle Safety Conference. Members of the Dutch Bicycling Embassy have also presented in Davis on best practices in bicycle-oriented street design.	Δ	The City will continue to host educational programs, but probably not largescale, multiday programs.
	Bike theft reduction programs	In 2017, the Davis Police Department launched a bait bike program. In summer 2020 they relaunched the program and have been catching thieves stealing the bait bikes. In spring 2020, the Police Department began their own bike registration system. The Bike/Ped Program provides education about bicycle security. The Bike/Ped Program also posts educational info on social media about locking bikes securely.	✓	Continue to provide education on how to deter thieves. Provide any assistance to the Davis Police Department to help combat theft.
	Thematic poster series on bike, pedestrian, and motorist safety	The Streets Smarts Program has created a themed poster series to demonstrate principles of bicycle, motorist, and pedestrian safety.	✓	Continue to develop Street Smart posters.
	Bike light safety program in conjunction with UC Davis and Davis Police Department	Since 2016, the City of Davis has given out over 1,000 bike lights in coordination with UC Davis. Staff from UC Davis and the City setup and install lights on peoples bikes at a high-traffic bike intersection. The bike lights are given to people riding at night who do not have a bike light.	✓	In addition to giving out bike lights at night to people without bike lights, Staff is working on getting bike light vending machines at bars, restaurants, and theatres to provide lights at places where people are at night. Staff will continue to provide bike lights to people in a variety of ways.
	Develop 1-3 minute web-based traffic safety videos	Staff has created one in-house video, with Hoot's Quarters that was targeted at preschool and elementary school students. For the most part, Staff uses bike education videos from other organizations like the League of American Bicyclists, because they create excellent videos to share.	Δ	Staff will continue to promote and share educational videos created by the League of American Bicyclist and others.

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3.2 Davis Bicycle Ambassador	Conduct 15 bicycle safety and encouragement presentations annually to local businesses, service groups, and general public	Davis does not have a bike ambassador program. Efforts were made to launch this program in 2017, but it never materialized. Currently, City Staff and the Bike Campaign provide bike education and encouragement presentations to the community.	Δ	A bike ambassador program is deferred due to lack of interest from community members. Staff will continue to provide bike education and encouragement presentations.
	Conduct at least 4 bicycle safety classes each year	City Staff developed Biking with Confidence, a bike education course and teaches the course monthly. During COVID, the class is now online for free.	✓	Continue to offer bike education for free.
	Provide additional trained volunteers for existing and future bicycle related events and programs	There is not a training program for volunteers.	Δ	Consider creating a training program for volunteers. Currently, City Staff sends out calls for volunteers to help at events and trains at the event. There is no formal volunteer group.
	Host and provide instructors for League Cycling Instructor (LCI) training courses	Since 2016, Staff has hosted two LCI courses in Davis.	✓	City Staff planned to host an LCI training in fall 2020, but this training has been postponed. The LCI training teaches people how to teach bike education. All City bike education instructors are LCIs. All Bike/Ped Staff are LCIs.
3.3 Introducing Safe Routes to School	Foundational development of robust Safe Routes to School Program	The City has established a robust Safe Routes to School Program with programs and activities that educate, encourage, and promote bicycling.	✓	Continue to provide Safe Routes to School programming.
	Guided bike tours for students and their families when transitioning to new schools	The City does not have a program that provides guided bike tours for students and families. However, students who participate in the in-person Biking with Confidence class are asked where they go to school and we practice riding bikes from their neighborhood to their school.	Δ	Continue to provide in-person rides. Work with schools to help promote transition bike rides.
	Formal program through the local Child Development Corporation (CDC) that provides comprehensive afterschool bike training	No formal plan exists between Safe Routes to school CDC to provide bike education. However, the Safe Routes to School program does provide bike education classes as requested by CDC. This includes bike education for Davis Independent Studies bike education and CDC summer programs.	Δ	Consider formal program to provide comprehensive afterschool bike training.
	Replacement of current bike parking at schools with contemporary bike racks	In 2019, the School district and Bike Davis improved bike parking at Willett Elementary School and Cesar Chavez Elementary School through Yolo Solano Air District Grants. The new bike racks allow students to lock their bike frames to the racks.	✓	Continue to improve bike parking at schools.
	Development of a U.S. Bicycling Hall of Fame field trip program	No official field trip program has been developed by City Staff. However, some classes do take field trips to the U.S. Bicycling Hall of Fame.		Consider working with the U.S. Bicycling Hall of Fame on developing field trip program.
	Ongoing, inter-school competitions promoting higher levels of ridership among elementary and middle school aged children	The Safe Routes to School Program has implemented inter-school competitions and continues to encourage these competitions. On bike to School Day, the school with the most students who bike wins the Golden Wheel Torphy and an ice cream party. There are also competitions for the longest bike train to school.	✓	Continue to promote these challenges.
	Feasibility analysis of constructing a traffic skills playground by developing outdoor location designed for formalized bicycle safety training	Staff has explored constructing an outdoor bike safety training area with both City Parks and Community Development Department and the School District. It is not feasible at this time to implement this project.		Continue to make requests for a bicycle safety training course.
	Annual electric bike parade that promotes biking and safe after dark travel, in which families adorn their bikes with lights and reflectors and gather to ride in the evening	Staff has not organized and hosted an electric bike parade. Instead, City Staff has organized and hosted Bike Party Davis, a fun bike ride on Friday evenings once a month. This event attracts families and encourages them to light up their bikes.	Δ	Recently the City handed over organization of Bike Party Davis to UC Davis Transportation Service Bike Program Coordinator.
Program to collect and distribute used youth and adult bicycles	The City does not have a program to distribute youth and adult bicycles. Staff relies on non-profits such as the Davis Bike Collective and the Bike Campaign to provide bikes to youths and adults.	Δ	Continue to rely on other organizations to provide this service.	

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3.4 Reaching High School Students	Increase the number of high school students riding bicycles to school	The City encourages high school students to ride to school on Bike to School Days. Staff also provides in-person bike training at the Davis teen summer camp and at the Recreation Leadership training program.	✓	Staff will continue to develop programs that encourage high school students to ride to school.
	Decrease number of high school students involved in bicycle crashes	This plan deliverable does not include any details of how to decrease the number of high school students involved in bicycle crashes or provide crash data. Staff is responding to this deliverable by working a project to improve the bike facilities near the high school. Staff plans on implementing a protected intersection pilot project at 14th Street and Oak Ave to improve safety around the high school. There are also plans to improve the 14th Street/ Villanova corridor with a two-way cycle track on the north side and improved bike lanes.	†	Staff will continue to design and construct bicycle facilities that help reduce crashes.
	Increase safety measures like proper use of helmets and bike lights	At the beginning of each school year, the SRTS program provides information on biking to school to parents and students. This includes educational information about wearing a helmet and bike theft prevention. City Staff also give out bike lights to high school students during Light the Night events. The Davis Bike Fairy has placed bike lights on students bikes parked in the high school bike corral as part of the Davis Bike Fairy program.	✓	Staff will continue to develop programs that encourage high school students to ride to school.
3.5 Coordination with UC Davis Bicycle Program	Traffic Skills 101 and LCI Seminar	Traffic Skills 101 and the LCI Seminar are the classes a person needs to take in order to teach bike education. Since 2016, The City of Davis have offered both Traffic Skills 101 and the LCI Seminar in Davis. These classes have successfully resulted in bike education instructors. The City and UC Davis were in the process of collaborating on a Traffic Skills 101 and LCI class for the fall of 2020; however, this is on hold.	✓	Staff plans to make arrangements for these classes once it is safe to do so.
	Additional bike tours in fall and spring quarters	In 2017, Bike/ Ped Staff worked with UC Davis Housing to host group bike rides for students at night during the UC Davis fall welcome week. These rides were semi-successful, but did not occur the following years because of staffing changes at UC Davis. Since 2017, Staff has hosted bike tours for international students during the fall and a bike tour for students, faculty, and staff in the spring. In addition to these yearly planned rides, Staff has hosted rides for UC Davis summer programs and conferences. Staff also provides bike tours to visitors from other cities interested in Davis bike infrastructure.	✓	Continue to offer bike tours of Davis.
	Bicycle safety information packets and mandatory viewing of new BEEP program for incoming students at orientation	In 2011, UC Davis began the Bicycle, Education and Enforcement Program (BEEP). People who recieved bicycle infractions on UC Davis Campus could reduce the cost of their ticket from \$220 to \$70 if they took the BEEP online bike education training. In 2020, UC Davis is moving away from the BEEP class and is about to launch the Cycling Savvy platform to provide online bike education to students. The City cannot require UC Davis to make their bike education program mandatory.		Staff will continue encouraging UC Davis to require bicycle education for incoming students.
	Explore academic opportunities for students to collaborate with the City on community projects	City Staff works annually with UC Davis environmental design students on a bicycle scavenger hunt. In addition, Staff has collaborated with design students on the development of bike and pedestrian wayfinding signs.	✓	Staff will continue to collaborate with UC Davis faculty and students on community projects.
	Monthly bike safety stations- provide tabling on campus and conduct bicycle safety checks, provide education material and register bikes.	City Staff attend events on campus to promote biking. However, City staff do not provide monthly safety checks and register bikes on campus.	Δ	Encourage UC Davis to provide this service.
	Bicycle safety road shows- organize bicycle safety clinics for residence halls, campus departments, and other campus organizations.	City Staff have not coordinated bicycle clinics for resident halls, campus departments, and other campus organizations. City Staff recommends that UC Davis Bicycle Program organize these activities. City Staff can provide support. City Staff has organized a 5-part bike education and bike maintenance training for students, faculty and staff, which is held each April.	Δ	Encourage UC Davis to provide this service.

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3.6 Gender Equity in Cycling: Women on Bikes	Targeted promotion of Traffic Skills 101 and LCI seminars to women	City Staff have encouraged women to take bike education classes	✓	Continue to encourage women to take classes. And extend this encouragement to people of color and the LGBT+ communities.
	Balance of male and female Bike Ambassadors	The City does not have an ambassador program.		City Staff is no longer pursuing bike ambassador program.
	Engage girls in schools through outreach and education programs that promote bicycling to all activities	City Staff does not have a bike education program that targets girls.		This deliverable requires Staff to target a specific user group. The ability to provide this level of outreach would require more staff and resources. Because there is no SRTS Coordinator so far in 2020, this deliverable is not achievable.
	Public events on women in cycling and historical presentations by female cycling authors	City Staff have not planned any events specifically on women in cycling.		Staff does not have the resources or time to develop a program that showcases female cycling authors.
	Coordination with bicycling organizations to set up female cycling groups for commuting and recreation	City Staff has not developed a female cycling group.		Staff will defer this activity until resources/staffing allow.
	Informational posters that include more women in commuting and unitarian situations	Staff uses women on bikes in posters.	✓	Staff will continue to create artwork that includes women. If Staff has more resources and time then Staff recommends extending this deliverable to include people of color and the LGBT+ communities.
	Balanced gender representation in all social networking outlets: website, Facebook, twitter, LinkedIn	Staff will continue to tailor messages through a female lens that appeal to females.	✓	Staff will continue to promote women on bikes. If Staff has more resources and time then Staff recommends extending this deliverable to include people of color and the LGBT+ communities.
	Emphasis on infrastructure improvements that decrease perceived safety risks, such as off-street separated bike facilities, protected bike facilities, safe bike-friendly intersections, and bikeways on quite streets/ bike boulevards	Staff strives to plan for women and children when designing infrastructure.	✓	Staff will continue to design for women and children. Staff recommends adding that Staff will design for the aging community and disabled community.
3.7 Senior Travel Training	Biannual Senior Travel Training Events	Staff continues to provide senior travel training and is extending this training to other groups.	✓	Staff will continue to promote and offer travel training.
	Periodic travel excursions for seniors	Staff implemented this at the first few traveling training classes and interest levels were low. This deliverable was not successful.	✓	This deliverable was not effective and may reconsider only if community interest increases.
3.8 Enforcement and Education	Collaboration with City departments and other stakeholders to conduct a feasibility analysis on the possibility of creating a bike diversion program	Staff has started conversations several times with Davis Police, UC Davis Police and UC Davis transportation services about the development of a bike diversion program in-lieu of a paying a ticket. UC Davis Police said that Staff would need to provide the in-person classes once a week, because of the ticketing process. Unfortunately, offering a weekly bike education class is not feasible, because of the limited number of people able to teach bike education classes.	⊕	City Staff will begin conversations again about a bike diversion program, but focus on an online class.
	Proposed amendments to the California Vehicle Code - In 2014, the California Vehicle Code did not allow agencies to administer bicycle diversion programs	In 2020, the vehicle code has changed and agencies are allowed to administer diversion programs.	✓	This deliverable has been completed.
	Ongoing dialogue with Davis Police Department to identify and prioritize enforcement measures pertaining to common types of bicycle infractions, including bicycling at night without a light	City Staff works with Davis Police and UC Davis Police on common types of bicycle infractions. City Staff developed a bike education card for police to hand out to people biking instead of giving them a ticket with the rules of the road.	✓	City Staff will continue to work with Davis Police

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3.9 Embracing the E-bike	Change regulations to permit e-bikes on Class I bike paths with strict speed limits, either permanently or via temporary pilot program to observe potential safety concerns	E-bikes are allowed on the pathways. The Davis Municipal code states the speed limit on the pathways is 10 mph.	✓	This item is complete. Staff now intends to promote and educate the community about e-bikes.
3.10 Bicycle Friendly Businesses	Davis Bicycle friendly business marketing materials	City Staff has not pursued developing a Davis Bicycle friendly business program. Instead, Staff is promoting the established League of American Bicycle Friendly Business Program. Using the League of American Bicyclists Friendly Business Program benefits our Community, because having League of American Bicycle Friendly businesses, positively impacts of community bicycle friendly status. There are currently 9 designated bicycle friendly businesses in Davis. See the list of businesses at https://bikeleague.org/bfa/search/map?bfaq=95616&centroid=001G000000tqCOXIA2	Δ	Staff will not develop a local program and instead using the national bicycle-friendly business program.
	Quick guide to traffic laws for bicyclists and drivers			
	Workplace audits and business recommendations			
	Safety education and commute presentations			
	50 designated bicycle friendly businesses by 2016			
4 designated bicycle friendly business districts by 2016	Online, searchable map of Davis Bicycle friendly businesses and districts			
4.1 Best Practices in Contemporary Street Design	Official City endorsement of NACTO's Urban Bikeways Design Guide and Urban Street Design Guide	To become a NACTO City, the City of Davis would need to pay an annual fee of \$7,500, which is almost 40% of the Bike and Pedestrian annual budget. Staff recommends not using program funds to become a NACTO City and instead use these funds on other deliverables.		Staff strongly supports NACTO's mission but does not believe membership provides value commensurate to the costs. However, Staff will continue to attend NACTO conferences, training session, and use the design guides.
	Utilization of best practices in street design for all projects	Staff strives to integrate street design best practices to the greatest extent possible and collaborates with Bike Minded and other engineers that specialize in street design.	✓	Staff will continue to learn best practices in street design and use those practices.
	Complete inventory of priority destinations and bicycle network links	In 2019 Staff began developing the Citywide Connectivity Study, a bicycle network plan and motor vehicle network plan. This work is currently on hold, because of funding constraints.		Staff plans to proceed with this project once funding is available or integrate it into a new General Plan update.
	Implementation of intersection and corridor enhancements that improve the bicycle network	Since the City adopted the Bicycle Action Plan several intersection and corridor enhancements have occurred to improve the bicycle network. These include: 1. Mace Blvd Class IV bikeway and Cowell Blvd protected intersection 2. Cannery undercrossing/Covell/F Street connection 3. Cannery pathways & shared use path improvements 4. L Street buffered bike lanes 5. L Street and Covell Boulevard intersection 6. H Street Little League pathway improvements 7. Cowell Boulevard and Drummond Avenue roundabout and new pathway tunnel 8. Third Street improvements 9. US40 Bike Path/Olive Drive two-way cycle track 10. Bike/Ped wayfinding project, and pathway etiquette signage 11. Installation of 3 new Rapid Reflective Flashing Beacons and 13 new speed radar boards	✓	Staff will continue to improve intersections and corridors.
	Coordination with City's Pavement Maintenance Program to implement new bicycle facilities in conjunction with roadway resurfacing projects	Staff coordinates with the City's Pavement Management Program to repair and replace bikeways. Recent pavement improvement projects which have included bike facility improvements include the 8th Street corridor, the L Street Corridor and Mace Boulevard.	✓	Staff will continue to improve bikeways as part of the Pavement Management Program.

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4.2 Bicycle and Pedestrian Wayfinding	Wayfinding signage along primary bikeways	In fall 2020 bike and pedestrian wayfinding signs will be installed along the primary bikeways and pathways in east Davis and south Davis. Other sections of Davis will follow.	✓	Staff will continue to locate and install wayfinding signs throughout Davis.
	Wayfinding pavement markings along secondary, neighborhood bikeways	The existing bike and pedestrian wayfinding project includes some of the neighborhood bikeways identified in the Bicycle Action Plan.	✓	Depending on funding, Staff might be able to add more signage along less travelled routes. This will be assessed later in the project.
	Thermoplastic markings to replace current pavement markings for Davis Bike Loop	Staff has decided to install Bike Loop signs with directional arrows to replace the existing Bike Loop markers. The goal of these signs is to reduce maintenance costs. If there are sections of the Bike Loop that need additional markers, staff will determine if thermoplastic markers are a good fit.	✓	Staff will continue to install Bike Loop signs along the Bike Loop.
4.3 Shared Use Pathway Safety: Signage, Markings, and Maintenance	Completion of missing links in the shared use path network as outlined in the Davis greenways Plan	Since the City adopted the Bicycle Action Plan, Staff has constructed one of the missing links identified in the shared use path network. The new link is the grade separated crossing of Covell Boulevard into the Wildhorse neighborhood. In fall of 2020, the City will construct the Olive Drive to Pole Line Road connection, which is another missing link.	⊕	Staff will continue to construct missing links.
	15 mph speed limit along the shared use pathway network	The current speed limit is 10 mph along the shared use paths. Currently, Staff has no plans to increase the speed limit, because the pathways are design for slow speeds and are intended to serve families, seniors, and people with special needs. Increasing the speed limit might increase crashes and decrease the number of people using the pathway. The pathways are not designed to be bicycle highways.		Staff does not recommend pursuing this deliverable. If the City were to consider increasing the speed limit, Staff recommends having a path for only bikes and another for pedestrians.
	Installation of etiquette and cautionary signs along paths that communicate safety messages	Staff placed temporary pathway etiquette signs along the high-traffic pathways during the summer of 2020.	✓	Staff will provide pathway etiquette messages as funding allows.
	Striping and marking including (1) reflective centerlines on specific sections of shared use paths; (2) markings at conflict points to increase bicycle/pedestrian safety	Staff has implemented striping on pathways sparingly, because of pathway maintenance costs. One example of new pathway striping is the Cannery underpass.	⊕	Staff will continue to add striping when possible, while understanding of impacts to budgets and maintenance staff workloads.
	Shared use path maintenance	Each year the City replaces a section of pathway. Since 2016, the City has replaced over 2.5 miles of pathway, including in North Star Park, Covell Park, and along Alhambra Drive. In 2020 Staff will be replacing the pathways in the Green Meadows neighborhood. The City determines which pathways to replace by assessing their pavement condition. Pathways with the worst pavement condition and in high traffic area are prioritized.	✓	The City will continue to replace pathways.
4.4 Bicycle Parking	Additional bike parking in downtown core area and throughout Davis	Since 2016, the City has added around 100 bike parking spaces downtown. This includes more parking on downtown streets as well as Central Park. Bike parking has also been added to parks throughout Davis.	✓	The City uses its new bike occupancy data map to justify the addition of more bike parking to downtown Davis and throughout the community. Staff will continue to add more parking.
	New efficient and mobile bike racks for special events	The City of Davis has light-weight bike racks that we use for events. These racks are also shared with other organizations to use.	✓	Staff will continue to use and provide our mobile bike racks at events.

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4.5 Davis Bike Park	Recruitment of diverse volunteer board members to oversee project plans	The non-profit, Davis Bike Park Alliance is the volunteer board overseeing this project.	✓	This deliverable can be considered accomplished with the creation of the Davis Bike Park Alliance.
	Bike park location selection	A location for the bike park has been identified at Community Park.	✓	This deliverable can be considered accomplished.
	Biannual progress reports to the BTSSC and City Council highlighting the progress on the construction of the park	Staff have provided the BTSSC with updates about the Bike Park. However, these updates are not biannual basis.	✓	Staff can continue to provide updates at key milestones.
	Phased installation of Davis Bike Park	The plan for constructing the Bike Park was about to go out for bid, before COVID-19. Because of budget constraints, this project is on hold.	✓	Staff is waiting for the project to be constructed.
5.1 Enhanced Bicycle Parking Facilities at Davis Train Station	Removal of existing key-issued individual bike lockers	Staff has not removed any of the key-issued bike lockers. The lockers are in use at the Davis Train Station and City Hall. At this time, Staff does not believe there is a need to remove these lockers. However, Staff does not have plans to replace these lockers once they have exceeded their useful lifespan.		Staff will continue to rent these lockers to community members.
	Installation of 50 additional short-term bicycle racks at the train station	There are 225 short-term bike racks at the Davis Train Station. Since the Bicycle Action Plan was drafted more bike parking has been installed at the Davis Train Station. Staff found that during the bike occupancy survey that at most 42% of the bike parking was occupied during peak time. As a result, Staff has determined that there is ample bike parking at the Davis Train Station.	✓	Staff will continue to monitor the bike parking at the Davis Train Station and evaluate if more is needed.
	Installation of 20 e-lockers at the train station	Staff has installed 36 e-lockers at the Davis Train Station.	✓	Staff has achieved this deliverable, but is recommending to continue to monitor the demand for long term bike parking and add more as needed.
	Installation of 10-20 additional e-lockers at downtown and transit locations	Staff has not installed bike lockers downtown outside of the Davis Train Station, because of right-of-way constraints. However, the Davis Downtown Plan included plans for more secure bike parking.	⊕	Once the Davis Downtown Plan is adopted Staff recommends continuing to pursue more secure bike parking for downtown visitors and employees.
	Possible installation of secure bicycle parking area in conjunction with a bicycle service provider	Staff has considered adding a bicycle storage and mechanic station at the Davis Train Station. However, because of funding and workload constraints Staff is not pursuing this operation at this time.	⊕	Staff eventually would like to pursue this endeavor or open a call to businesses to provide these services.
	Installation of video surveillance	There are surveillance cameras at the Davis Train Station.	✓	This item is complete.
5.2 Folding Bikes for Hire	Installation and operation of a 10 unit, folding bike rental dock	Staff have not moved forward on this deliverable because of staffing and resource constraints.		Staff plans to pursue this when funding and resources allow.
5.3 Regional Bike Share System	Regional bike share business plan	SACOG and the Sacramento Air District developed the regional bike share plan. This plan has been implemented since 2018.	✓	This deliverable have been achieved.
	Installation and operation of a bike share system in Davis	In May 2018, bike share launched in Davis.	✓	In April 2020, JUMP removed all bike share bikes from Davis and sold their company to Lime. Staff is working with Lime on next steps for bike share operations. Staff will continue to pursue bike share.

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6.1 Tracking Progress Towards Diamond	Permanent automated bicycle counters at various locations to collect on-going data on bicycling and to determine trends	There are three permanent bike share counters in Davis. (1) 3rd Street and University, (2) Pole Line and Loyola, and (3) on the east side of the Sycamore bike/ ped bridge.	✓	Staff currently has two counters operational and posts the data on the Bike/ Ped website. We plan to have the third one operational when funding is available.
	Temporary automated bicycle counters at various locations to determine impact of new bicycle facilities	SACOG is in the process of purchasing temporary automated bike counters that regional partners can use. Staff is waiting for this program to begin offering the counters, before we move forward with bike counts.	⊕	Staff plans to use SACOG bike counters in the future.
	Development and administration of statistically valid public satisfaction survey	In 2019 the City of Davis hired EMC Research to conduct a survey to understand the satisfaction of Davis residents to City Services. Here is the link to the survey results: http://documents.cityofdavis.org/Media/CityManagersOffice/Documents/PDF/CMO/Press-Releases/2019-07-09-EMC-Research-City-Council-Presentation.pdf . This survey shows that overall people have a good quality of life in Davis. Fifteen percent of people noted traffic, road conditions and parking as their biggest concern. Even though the 2019 study did not directly ask people about their perception of biking in Davis, it can be inferred that overall they are satisfied. Biking was not listed as a major city service concern.	⊕	Staff proposes to include these questions in the household survey. The request for the survey is in the TIP.
	Development and administration of statistically valid shopping, dining and errands survey	The 2014, Bicycle Action Plan includes a table on page 77 with performance metrics for the percentage of people riding to work, school and shopping/ dining. The plan states that in 2013 20% of people were biking to work, 27% were biking to school, and there was no data for shopping/ dining. The Bicycle Action Plan includes performance metrics to achieve diamond status. Data from the UC Davis Travel survey and STRS school surveys can be used to determine our most recent metrics.		
6.2 2017 Bicycle World's Fair	Formation of a skunk works special committee to plan the components of the bicycle world's fair	skunkworks is defined as an "enriched environment that is intended to help a small group of individuals design a new idea by escaping routine organizational procedures." Staff have not formed a skunkworks to plan the components of a bicycle world's fair. The plan proposed that the world's fair be held in 2017; however no world's fair occurred. Currently, Staff does not have the bandwidth or funding to plan and implement a world's fair. If Staff were to plan and implement a world's fair, then other programs and projects would be placed on hold.		Staff does not have plans at this time to pursue this deliverable. Staff will continue to promote and encourage bicycling with other events and activities.
	Execution of a success Bicycle World's Fair in 2017	A World's Fair was not held in 2017.		Staff does not intend to pursue this activity in the near future.