

Form: 18780

Davis

Started at: 9/9/2020 12:58 PM - Finalized at: 10/1/2020 02:43 PM

**Page: BFC: Application Intro**

**PLEASE NOTE:** The Fall 2020 BFC Application submission deadline has been extended to **October 1, 2020**.

As of August 10, 2020 this online application has been updated. [Please download the current Word document preview of the BFC Application here](#), which highlights all updates made. **For a complete summary and explanation of the changes made, please download this accompanying Word document.**

**Community Name:**

Davis

**Has the community applied to the Bicycle Friendly Community program before?**

Returning Application > Applying for Higher Award Level

**What year was the community's most recent BFC application?**

2016

**What was the result of the community's most recent BFC application?**

Platinum

*If awarded, the following links will appear on your BFA Award Profile on the League's [Connect Locally Map](#).*

**Community Website:**

[www.cityofdavis.org](http://www.cityofdavis.org)

**Community's Twitter URL:**

<https://twitter.com/CityofDavis>

**Community's Facebook URL:**

<https://www.facebook.com/CityofDavis>

**Page: BFC: Contact Information**

**Applicant First Name**

Jennifer

**Applicant Last Name**

Donofrio

**Job Title**

Bike and Pedestrian Coordinator

**Department**

Public Works- Engineering and Transportation

**Employer**

City of Davis

**Street Address (No PO Box, please)**

1717 5th Street

**City**

Davis

**State**

California

**Zip**

95616

**Phone #**

5307478284

**Applicant Email Address**

bikes@cityofdavis.org

**Did you work with any other local government agencies, departments, or city staff on this application?**

Yes

**Please list up to 10 additional government agency contacts.**

Agency Contacts

Brian Abbanat  
City of Davis, Public Works Engineering and Transportation  
Senior Planner  
babbanat@cityofdavis.org

---

Loretta Moore  
City of Davis, Public Works Engineering and Transportation  
Safe Routes to School Coordinator  
lmoore@cityofdavis.org

---

Jeffery Bruchez  
UC Davis, Transportation Services  
Bicycle Program Coordinator  
jpbruchez@ucdavis.edu

---

Dillon Fitch  
National Center for Sustainable Transportation  
Co-Director, BicyclingPlus Research Collaborative  
dtfitch@ucdavis.edu

---

Jeff Flynn  
Unitrans  
Director  
jjflynn@ucdavis.edu

---

Jose Perez  
Yolo Bus  
Deputy Director  
jperez@yctd.org

---

Ramon Zavala  
UC Davis, Transportation Services  
TDM Coordinator  
rgzavala@ucdavis.edu

---

Matt Wolf  
City of Davis  
Senior Engineering Assistant- GIS  
mwolf@cityofdavis.org

---

Michael Munoz  
Davis Police  
Lieutenant of Traffic Unit  
MMunoz@cityofdavis.org

---

**Did you work with any local advocacy organizations or citizen volunteers on this application?**

Yes

**Please list up to 10 additional local advocacy contacts.**

Advocacy Contacts

Nicolas Fauchier Magnan  
Bike Davis  
President  
nmagnan@bikedavis.us

---

Maria ContrerasTebbutt  
The Bike Campaign  
Director  
funmaria@sbcglobal.net

---

Christal Waters  
Active4.me  
volunteer  
chrystal2waters@yahoo.com

---

Darell Dickey  
community member and bike advocate  
  
darelldd@gmail.com

---

Diane Swann  
Bike Davis  
community member and bike advocate  
dswann@comcast.net

---

Ken Bradford  
Ken's Bike Ski Board  
Bike Shop Owner  
ken@kensbikeski.com

---

Todd Edelman  
Bicycling, Transportation, and Street Safety Commission  
commissioner  
todd@deepstreets.org

---

**Are there other local bicycle, active transportation, or transportation equity advocacy groups in your community not already identified?**

Yes

**Please list the primary contact for each organization or group.**

### Additional Advocacy Contacts

Chris Granger  
Cool Davis Transportation Task Force  
Director  
cdtransportationtaskforce@googlegroups.com

### Page: BFC: Community Profile

**Please note:** The application will refer to your type of jurisdiction as '**community**' throughout the application, which should not include any bicycle amenities, services and other resources outside your boundaries.

#### A1. Name of Community:

Davis

#### A2. County/ Borough/Parish:

Yolo

#### A3. State:

California

#### A4. Link to map of community boundaries:

<https://www.google.com/maps/@38.5545123,-121.7323098,14.31z?hl=en>

**A5. If your community spans multiple jurisdictions or does not align with the name of your community given in Question A1, please specify your census geography(ies) here.**

#### A6. Type of Jurisdiction

Town/City/Municipality

#### A7. Size of community

9.9

**A8. Total Population:**

69289

**A9. Population Density:**

6999

**A10. Which of the following best describe your community? Check all that apply.**

Low density suburban

**A11. What is the street network density?**

More than 15.0

*(For internal use only.)*

**A12. Name**

Gloria Partida

**A12. Title**

Mayor

**A12. Street Address**

23 Russell Boulevard

**A12. City**

Davis

**A12. State**

California

**A12. Zip**

95616

**A12. Phone**

530-757-5686

**A12. Email**

gpartida@cityofdavis.org

**B1. Does your community currently have any of the following policies in place?**

Local Complete Streets ordinance adopted by local governing body

**B1a. What year was the ordinance adopted?**

2013

**B1b. Please provide a link to the ordinance.**

<https://www.cityofdavis.org/home/showdocument?id=7314>

**B1c. Since the adoption of the ordinance, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?**

More than 75%

**B2. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based of levels of motor vehicle speed and volume?**

Yes

**B2a. Please describe.**

In 2016 the City of Davis adopted new street standards. This document includes selection criteria for bike facilities based on motor vehicle speed. Here is the link to the street standards: <https://www.cityofdavis.org/home/showdocument?id=8324>

**B3. Does your community currently have any of the following policies in place that promote shorter distances between homes and destinations? Check all that apply.**

Mixed-use zoning or incentives, Planned Unit Development zoning, Form-based/design-based codes, Connectivity policy or standards

**B4. Does your community currently have any of the following street design policies in place that promote a more comfortable cycling environment? Check all that apply.**

Design manual that incorporates the AASHTO Guide for the Development of Bicycle Facilities, 4th Edition, Streetscape design guidelines



**B5. Does your community currently have any of the following additional policies in place? Check all that apply.**

Policy to preserve abandoned rail corridors for multi-use trails, Accommodation of bicyclists through construction sites in the public right-of-way, Policy or set schedule for routine maintenance of bike facilities, such as repainting bike lanes, Established budget for routine maintenance of bike facilities, such as repainting bike lanes, Paid public car parking

**B6. How do engineers and planners learn how to accommodate bicyclists according to the most current AASHTO or NACTO standards? Check all that apply.**

FHWA/National Highway Institute Training Course, Portland State University Initiative for Bicycle and Pedestrian Innovation Training Course, Staff participate in bicycle-specific conferences/trainings/educational tours, Webinars , Internal peer training, Training by outside consultant/advocate, Require project consultants to have bike/ped qualifications

**B7. What policies or programs increase the amount of end-of-trip facilities for bicyclists? Check all that apply.**

Bike parking ordinance for all new developments specifying amount and location , Building accessibility ordinance (Bicycles are allowed to be parked inside non-residential buildings), Public uncovered bike racks, Public covered bike racks, Bike valet parking available at community events , Public or private program that provides grants for bike racks or free bike racks upon request

**B8. What, if any, end-of-trip facilities are available to the general public in your community? Check all that apply.**

Publicly accessible air pumps

**B9. Do your standards for bicycle parking: Check all that apply.**

Conform with APBP guidelines?, Address the need for parking spaces for cargo bicycles?

**B10. What percentage of public and private bike racks conform with APBP guidelines?**

51-75%

**B11. Is there a program (e.g. publicly funded, public-private partnership, or development regulation) that provides or increases bike parking at any of the following locations? Check all that apply.**

Public & private schools (K-12), Day care, child care centers and preschools, Libraries, Hospitals and medical centers, Parks & recreation centers, Other government-owned buildings and facilities, Event venues (e.g. convention center, movie complex), Hotels & restaurants, Office buildings, Retail stores (excluding grocery stores), Grocery stores, Multi-family housing (excluding subsidized or public housing, if any), Subsidized or public housing

**B12. Does your community have a rail transit or bus system?**

Yes

**B12a. Are bikes allowed inside transit vehicles, including buses? Check all that apply.**

Yes, at all times in rail vehicles, Folding bikes are allowed in folded position in buses, Folding bikes are allowed in folded position in rail vehicles, There is specialized space (e.g. hooks or luggage space) for bikes in buses, There is specialized space (e.g. hooks or luggage space) for bikes in rail vehicles

**B12b. What percentage of buses are equipped with bike racks?**

11-25%

**B12c. What percentage of transit stops are equipped with secure and convenient bike parking, including bus stops?**

11-25%

**B12d. Has your community made specific bicycle infrastructure investments around major transit stops to improve accessibility?**

Yes

**Please describe any bicycle infrastructure investments around major transit stops that have improved accessibility.**

The City has installed 225 short term bike parking spaces at the Davis Train Station. In addition, there are 42 bike lockers at the train station. There are 36 on demand BikeLink bike lockers, which anyone can use with a BikeLink card. Twelve of the 36 BikeLink bike lockers accommodate bikes up to 84 inches in length. Six bike lockers are owned by the City and are rented to community members for a fee annually. Here is the news article about the new bike lockers at the Davis Train Station: <https://www.davisenterprise.com/local-news/city-adds-more-bike-lockers-at-train-station/>

**B12e. How are residents and visitors encouraged to combine cycling and public transportation? Check all that apply.**

Cyclists can practice mounting their bike on a bus bike rack at community events, Brochure describing bike rack use/how to store bikes inside a transit vehicle , Information on bike racks/storage provided on transit schedules, Stickers on the outside of buses with bike racks that say bicycles are welcome

**B13. Are there any off-street facilities within your community's boundaries that can be legally used by bicyclists?**

Yes

**Answer all that apply. (in miles)**

**Paved shared use paths (≥10 feet)**

58.3

**Paved shared use paths (≥ 8 and <10 feet)**

3

**Unpaved shared use paths (≥10 feet)**

2.1

**Unpaved shared use paths (≥ 8 and <10 feet)**

0

**Singletrack**

0

**B13b. Which of the following features are provided for bicyclists and pedestrians at off-street path crossings of roads with posted speed limits above 25 mph? Check all that apply.**

Bike/pedestrian overpasses/underpasses, Raised path crossings, Refuge islands, Path crossing with high visibility markings/signs/ HAWK signals/ Rapid Flashing Beacons, Curb extensions, Signalized crossings

**B13c. What measures have been taken to improve the safety and convenience of bicyclists on off-street paths? Check all that apply.**

"Cut-throughs" that improve network connectivity for bicyclists (e.g. connecting dead-ends or cul-de-sacs), Off-street way-finding signage with easily visible distance and/or riding time information for bicyclists while riding, Parallel but separated paths for bicyclists and pedestrians, Signage or markings to designate right-of-way on shared-use paths, Education/awareness campaign about shared-use path etiquette

**Sweeping**

Quarterly or more frequently

**Vegetation maintenance**

Annually

**Snow and ice clearance**

N/A - No snow or ice

**Surface repair**

Within one week of complaint

**Restriping/ repainting markings**

As needed

**B14. What is the centerline mileage of your total road network (including federal, state, county, local, and private roads)?**

169

(in centerline miles)

***Note:** If you have unposted roads that are subject to a county or statewide speed limit in one of the following speed categories, please include those miles in the appropriate speed category below.*

**≤25mph**

140

**>25mph and ≤35mph**

21

**>35mph**

8

**Unknown**

0

**B16. Does your community have on-street bicycle facilities?**

Yes

**B16a. Are there any on-street bicycle facilities on roads with posted speeds of ≤ 25mph?**

Yes

Answer in centerline miles. Write "0" if facility is not present in community.

**Bike boulevards**

1

**Shared lane markings (not counted under Bicycle Boulevards)**

2

**Wide paved shoulders (ridable surface  $\geq 4$  feet, and minimum clear path of  $\geq 4$  feet between rumble strips)**

0

**Bike lanes (incl. standard, contra-flow, left-side) (ridable surface  $\geq 4$  feet)**

27

**Buffered bike lanes**

2

**Protected bike lanes (one-way or two-way)**

0.25

**Raised cycle tracks (one-way or two-way)**

0

**B16b. Are there any on-street bicycle facilities on roads with posted speeds of  $>25$ mph and  $\leq 35$ mph?**

Yes

Answer in centerline miles. Write "0" if facility is not present in community.

**Shared lane markings**

0

**Wide paved shoulders (ridable surface  $\geq 4$  feet, and minimum clear path of  $\geq 4$  feet between rumble strips)**

0

**Bike lanes (incl. standard, contra-flow, left-side) (ridable surface  $\geq 4$  feet)**

18

**Buffered bike lanes**

1

**Protected bike lanes (one-way or two-way)**

1

**Raised cycle tracks (one-way or two-way)**

0

**B16c. Are there any on-street bicycle facilities on roads with posted speeds of >35mph?**

Yes

Answer in centerline miles. Write "0" if facility is not present in community.

**Wide paved shoulders (ridable surface  $\geq 4$  feet, and minimum clear path of  $\geq 4$  feet between rumble strips)**

0

**Bike lanes (incl. standard, contra-flow, left-side) (ridable surface  $\geq 4$  feet)**

6

**Buffered bike lanes**

1

**Protected bike lanes (one-way or two-way)**

0.5

**Raised cycle tracks (one-way or two-way)**

0

**Sweeping**

Same time as other travel lanes

**Snow and ice clearance**

N/A - No snow or ice

**Pothole maintenance/ surface repair**

Within 48 hours of complaint

**Restriping/ repainting markings**

Annually

**B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?**

No

**B18. How has your community calmed traffic? Check all that apply.**

Used lower design speeds when designing for new roadways, Physically altered the road layout or appearance , Road diets , Lane diets, Speed feedback signs/cameras, Car-free/Car-restricted zones, Shared Space/Home Zone/Living Street/Woonerf

**B19. In what other ways has your community improved riding conditions and amenities for on-street bicyclists? Check all that apply.**

Roundabouts that accommodate bicycles , Colored bike lanes outside of conflict zones, Removal of on-street car parking, On-street way-finding signage with distance and/or time information, Signed bike routes, Bicycle-friendly storm sewer grates

**B20. Are there any signalized intersections in your community?**

Yes

**B20a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?**

Video or microwave detection for demand-activated signals, Demand activated signals with loop detector (and marking), Push-buttons that are accessible from the road, Timed signals, Signals timed for bicycle speeds, Bicycle Signal Heads, Advanced Stop Line or Bike Box, Protected intersection, Colored bike lanes in conflict areas, Intersection crossing markings for bicycles, Refuge islands, Right corner islands ("pork chops"), Right-on-red restrictions in certain signalized intersections

*Exclude any private bike sharing systems that are limited to employees of a certain business or students of a certain university.*

**B21. Does your community currently have a community-wide bike sharing program that is open to the general public?**

The community's bike share program(s) closed recently due to the COVID-19 pandemic

**B21t. Please describe the circumstances under which the bike share program(s) closed, and any plans or efforts to re-launch in the future.**

JUMP launched bike share to Davis, West Sacramento and Sacramento in May 2018. In March 2020, JUMP removed all their bikes from the system. In May 2020, Uber sold JUMP to Lime. The City of Davis is currently in negotiations with Lime to start up bike share. Lime has shared that bikes alone are not profitable, unless the City subsidizes the business. The City of Davis and UC Davis has requested information from Lime to better understand the costs of subsidizing bike share.

**B22. What other shared mobility services are available in the community, beyond bike share, if any?**

Public car share (i.e. Car2Go, Zipcar, etc. )

**B22a. Has the presence of this service (public car share) affected bicycle planning or ridership in your community? If so, please describe.**

No. Car share companies see themselves as part of a broader car-lite transportation ecosystem.

**B23. Which of the following bicycling amenities are available within your community boundaries? Check all that apply**

Bicycle-accessible skate park, Signed loop route(s) around the community

**B24. Which of the following safety amenities are available in your community? Check all that apply**

Emergency call boxes/phones along trails, Street lighting on most arterials, Street lighting on most non-arterials, Lighting of most shared-use paths

**B25. Describe any other policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists of all ages and abilities.**

The City of Davis meets the Diamond level engineering requirements.

Total Bicycle Network Mileage to Total Road Network Mileage  
(63.4 miles of off-street bike network + 59.75 miles of on-street bike network)/ 169 Road Network = .72 or 72%

Arterial Streets with Bike Lanes

Number of miles of arterial streets = 29

Number of miles of arterial streets with bike lanes = 27

Percentage of Arterials with bike lanes: 93%

Bike Access to Public Transportation

Transit service in Davis is provided by Unitrans, YoloBus, and Capitol Corridor. Unitrans, the city's



transit operator, carries 4 million riders a year. YoloBus is the city's regional bus operator and Capitol Corridor is the regional train operator. There are 250 Unitrans bus stops, 148 Yolo Bus Stops, and one train station in Davis. Unitrans and YoloBus share 103 bus stops. Between Unitrans and YoloBus there are 35 bus stops with bike parking. There is also substantial bike parking at the Davis Train Station (225 bike racks and 42 lockers), which serves the Capitol Corridor train. Capitol Corridor also provides tips on their website about how to bring a bike on the train: <https://www.capitolcorridor.org/bicycles/>.

Ninety-five percent of Davis residents live within one-quarter mile of a bus stop. Roughly 90% of Unitrans riders trips begin or end at UC Davis. Forty percent of bus stops are located within neighborhoods, while 60% of bus stops are along arterials. The service level of our bus system is uncommon for a community the size of Davis, with routes reaching deep into single family residential neighborhoods. Unlike larger cities, the entire city of Davis can be traversed by bicycle. According to the 2018 UC Davis Travel Survey, 40% of people bike to UC Davis, while 18% ride the bus and 1% ride the train.

Since our Bicycle-friendly Community application in 2016, the City of Davis has made improvements to bicycle access to public transportation. One of the biggest improvements was working with Unitrans, our City bus operator and locating bike share stations next to popular transit stops. Placing the bike share stations near transit stops helped with bus rider demand and also first-mile, last-mile trips.

JUMP Bikes were also available at the Davis Train Station. Once JUMP users arrived at the Davis Train Station they could park their JUMP bike at any of the 225 short term bike parking spaces. Furthermore, because JUMP was a dockless bike share system, users had flexibility in where they parked to racks near transit.

In addition to JUMP serving the Davis Train Station, the City also improved the long term bike parking at the train station. In 2016, the Davis Train Station had six bike lockers which community members rented annually. Since 2016, the City of Davis has received two Caltrans Low Carbon Emission Grants and as a result we now have 36 additional bike lockers at the train station. These new lockers are available to anyone with a BikeLink account. The newest BikeLink lockers are two-stories and allow for bikes up to 84 inches long.

### Bike Parking

Since 2016, the City of Davis has collected both bike rack location and occupancy data. There are over 4,300 short-term bike parking spaces in Davis. Of the over 4,300 bike parking spaces, there are over 2,000 spaces in downtown Davis. The City has conducted bike rack occupancy counts to better understand bike rack use by time of day and day of week. This data is used to inform bike parking needs when new developments enter downtown. For example, a new business believes that the existing bike parking is ample; however our data shows that during certain times of the day and week over 80% of the bike parking is occupied. This data helps us justify the need for the new business to provide more bike parking downtown. Here is the link to the GIS bike occupancy map: <http://davis.maps.arcgis.com/apps/TimeAware/index.html?appid=3c0e6d9a7ede4c298cc257ebb49e0d38>

Data collected during the bike rack occupancy survey showed the need for additional bike parking at the Davis Farmers' Market. On a Wednesday evening Staff counted 277 bikes with 146 bike parking spaces. Recently, the City converted grass to 42 additional parking spaces near the Davis Farmers' Market.

All new bike racks comply with ABPB standards. When land use development applications are received, the permit process begins. Bike and Pedestrian Staff ensure that non-compliant bike parking is replaced with new bike racks which meet the City and APBP standards. All new projects are required to provide both short-term and long-term bike parking. Long term bike parking includes parking inside buildings, secure cages and lockers. Since 2016, the City has approved several large-scale housing projects which included bike rooms that accommodate hundreds of bikes, cargo bikes, e-bikes, scooters, and mechanic areas. Many new businesses have opened up in Davis since our last application, all of the new businesses provided long-term bike parking for employees.

The City has a bike rack request program and we install bike racks in the public rights of way.

Here is the link to the City GIS bike rack inventory map:

[https://davis.maps.arcgis.com/home/webmap/viewer.html?](https://davis.maps.arcgis.com/home/webmap/viewer.html?webmap=fe823e94c0024e69ab212293e8679f9e)

[webmap=fe823e94c0024e69ab212293e8679f9e](https://davis.maps.arcgis.com/home/webmap/viewer.html?webmap=fe823e94c0024e69ab212293e8679f9e). Although Davis does not have an official ordinance that allows on-street bike corrals, we do have on-street bike corrals in our downtown. Before 2016, there were seven on-street bike corrals. Since 2016 we have installed two more on-street bike corrals, adding 24 bike parking spaces on the street.

Staff from the City of Davis, UC Davis, and the Bike Campaign provide bike parking at some community events. In addition, the City of Davis loans out event bike valet racks for community uses, like the opening day of Davis Little League and City summer camp programs.

#### Improving Bike Parking at Schools

In conjunction with Bike Davis, the Davis Joint Unified School District recently improved bike parking at two elementary schools (Willett Elementary School and Cesar Chavez Elementary School). This improvement was funded by Yolo Solano Air District- Clean Air Funds. These new racks allow students to lock the frame of their bikes to the rack. Previously students could only lock their wheels. These new racks will help reduce bike theft at schools, as more bikes will be securely locked.

#### Repair Stations and Bike Pumps

The City of Davis used to have bicycle repair stations; however because these stations were vandalized regularly and were used to break down stolen bikes, the stations were removed from public spaces and donated. Since donating the stations to private businesses in Davis the City has not received any complaints about vandalism of the stations. Dero bike pumps are available at all schools next to bike parking areas.

#### Davis Pump Track

The City of Davis recognizes the importance of providing bicycle amenities for community enjoyment. Together, the Davis Bike Park Alliance (<https://www.facebook.com/DBPARides/>) and City have completed construction drawings for a pump track in Community Park. Construction

bidding for this project was scheduled for this summer (2020). Because of COVID-19, significant budget reductions occurred for many FY 20/21 capital projects, including this one. Once funding is available the pump track will be constructed.

#### Bike and Pedestrian Wayfinding

The City of Davis Bicycling, Transportation, and Street Safety Commission recently supported adding "Except Bikes" below "No Outlet" signs where there are cut-throughs to pathways. In addition to "Except Bikes" signs to let people on bikes know of cut throughs and access to pathways, the City is planning to install over 100 on and off street bike and pedestrian wayfinding signs in fall 2020. The City has already installed 30 bike and pedestrian wayfinding signs, as part of the Davis bike and pedestrian wayfinding program. In addition, the City has developed and placed bike and pedestrian shared-use pathway etiquette signs along the high-traffic pathways. These signs encourage slow speeds, passing on the left, calling out, and not blocking the path. Here is a link to a post about the pathway etiquette signs:

<https://gettingarounddavis.org/2020/08/pathway-etiquette-signs-summer-2020/>

#### Response Time to Repairs

Community members can easily report transportation issues to the City of Davis. Information can be shared by calling the City, emailing us or reporting an issue using the phone application.

#### More Cycle Tracks Since 2016

The City has more than doubled the length of cycle tracks since 2016. The new cycle tracks are located on Olive Drive (<https://www.google.com/maps/@38.5453349,-121.7296301,3a,75y,74.16h,79.6t/data=!3m6!1e1!3m4!1s5rkWuPUYnRAEKwjsLSRA3Q!2e0!7i16384hl=en>) and on Mace Boulevard ([https://www.google.com/maps/@38.5439407,-121.6945294,3a,75y,339.7h,79.78t/data=!3m6!1e1!3m4!1sYXV7DILSs3H\\_K7YEqS3UOQ!2e0!7i16384hl=en](https://www.google.com/maps/@38.5439407,-121.6945294,3a,75y,339.7h,79.78t/data=!3m6!1e1!3m4!1sYXV7DILSs3H_K7YEqS3UOQ!2e0!7i16384hl=en)). The Olive Drive cycle tracks will eventually connect to a new bike and pedestrian bridge that joins with the Pole Like overpass and pathway network on the east side of Davis. Here is the project website for the new bike and pedestrian bridge:<https://www.cityofdavis.org/city-hall/improvement-projects/pole-line-road-olive-drive-connection>. The bridge is planned to be constructed in 2020. This cycle track and overpass will drastically reduce the distance Davis school children living on Olive Drive have to bike or walk to school. The Mace Boulevard cycle track has improved bike riding to school from 14% ridership to 27% ridership.

**B26. What, if any, biking-related infrastructure changes has your community implemented in response to the COVID-19 pandemic? Are these changes temporary or permanent? How did your community address or incorporate equity into these changes? Please describe in as much detail as possible.**

The onset of COVID-19 forced Davis residents to shelter in place. As a result, more community members began using the pathway system for exercise and release stress. As more people were on the pathways, the City began receiving complaints about pathway etiquette. To help remind people to be kind and courteous, the City placed pathway etiquette messages along the high-traffic pathways. In addition to the signs, the City also shared pathway etiquette messages on social media and in the local newspaper.

Businesses in Davis setup parklets in parking lanes and each weekend blocks of downtown Davis are closed to motor vehicle traffic and open for vendors, people on bikes and pedestrians to shop and eat.

**Page: BFC: Education**

**C1. Do any public or private elementary schools offer regular bicycle education to students?**

Yes

**C1a. What percentage of your public and private elementary schools offer bicycle education?**

100%

**C1b. What type of bicycle education is offered?**

Optional on-bike education

**C1c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?**

No, bicycles are not provided

**C2. Do any public or private middle schools offer regular bicycle education to students?**

Yes

**C2a. What percentage of your public and private middle schools offer bicycle education?**

100%

**C2b. What type of bicycle education is offered?**

Bicycle safety presentation with no on-bike component

**C2c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?**

No, bicycles are not provided

**C3. Do any public or private high schools offer regular bicycle education to students?**

Yes

**C3a. What percentage of your public and private high schools offer bicycle education?**

100%

**C3b. What type of bicycle education is offered?**

Bicycle safety presentation with no on-bike component

**C3c. Are bicycles provided to students by the school district, police, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?**

No, bicycles are not provided

**C4. Outside of schools, how are children and youth taught safe cycling skills? Check all that apply.**

Learn to ride classes, Bike clinics or rodeos, ABCs of Family Biking, family bike show-and-tell, or similar program focused on families with toddlers and young children, Youth bike clubs, Scouts bicycle training, Youth development road or cross racing teams, Youth development mountain bike racing teams, Summer camps, Bicycle-related after school programming

**C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?**

Yes

**C5a. What type of classes are available for adults? Check all that apply.**

Classes that include on-bike instruction, Classroom-based classes , Information sessions/workshops

**C5b. What topics are covered in these classes? Check all that apply.**

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Sharing the road, trail, or path with vehicles or pedestrians, Bike commuting basics

**C5c. Who teaches these classes? Check all that apply.**

League Cycling Instructor, Local bicycle advocate, Local law enforcement officer

**C5d. On average, how often are these classes offered?**

Monthly or more frequently

**C5e. Are bicycles provided to adults by the community, non-profit, or other entity to allow every resident to participate in on-bike instruction?**

Yes

**C6. Which of the following communications methods are used to share bicycle information with adults in your community? Check all that apply.**

Community-wide public education campaign, Educational group rides, Videos on community website/TV channel/social media, Bike-specific website or social media accounts for community, Neighborhood listserves, Community newsletter (print or digital), Community maps (print or digital), Handouts or brochures, Welcome packet for new residents, Permanent signage, displays, or information kiosks, Table or booth at community events

**C7. Which of the following information is shared using the methods checked above? Check all that apply.**

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Sharing the road, trail, or path with vehicles or pedestrians, Commuting tips and resources, Traffic laws/ rules of the road, Bicycle purchase and fitting guidance, Equipment, gear, and accessories, Theft prevention, Riding in inclement weather, Family biking

**C8. Do any of the above educational classes, resources, or programs for adults specifically target any of the following traditionally-underrepresented groups? Check all that apply.**

Seniors, Low-income populations , University students , ADA community

**C9. In what ways have motorists in your community been educated on sharing the road safely with bicyclists of all ages and abilities? Check all that apply.**

Public service announcements, Community-wide public education campaign, Dedicated Share the Road website or social media sites, Neighborhood listserves, Community newsletter/magazine article/blog, Community maps (print or digital), Information in new resident packet, Information for students and parents from the school system, Utility bill insert, Flyer/handout , Bicycle-related traffic signs installed (e.g. Share the Road, Bicycles May Use Full Lane, etc.)

**C10. Which of the following groups of professional drivers receive training that includes information on sharing the road with bicyclists? Check all that apply.**

Local government staff, Transit operators

**C11. How many League Cycling Instructors are active (have taught a class in the last year) in your community?**

6

**C12. Are any of the following educational materials published by the League of American Bicyclists provided to community residents and/or businesses?**

Smart Cycling Quick Guide, Smart Cycling Student Manual, Smart Cycling Education videos

**C13. Describe any other education efforts in your community that promote safe cycling.**

Public Education Outreach

City of Davis Staff organize and attend over 80 events a year, mostly focused on bike education. In addition to City Staff, bike advocacy organizations also contribute to promoting bike education and outreach. Below are some of the activities happening in Davis each month.

Beginning at the start of the fiscal year in July, City of Davis Bike and Pedestrian Staff attend summer camps. At the summer camps, we talk to youth campers about group riding, how to properly fit a helmet, hand signals, and how to communicate when biking. Staff also trains high school student camp leaders about the rules of the road and group riding. City Staff developed fun games to share information to campers and leaders. The City has developed two popular bike education games that they bring to events. The game, Pin the Reflectors on the Bike, allows participants to show where the seven required reflectors are located on a bicycle. Staff also has a spin wheel with bike education questions. Both of these games allow for Staff to have conversations about bike education with community members. These games attract community members of all ages. The City of Davis also hosts bike education classes in July and bike mechanic classes at the Davis Senior Center.

In August, Safe Routes to School Staff attends tabling events at the junior high and high schools encouraging parents to have their kids bike to school and answer questions about the rules of the road. Staff provides suggested safe routes to school maps to students and parents. Safe

Routes to School Staff works with parent champions at the elementary schools to sign students up for the Active4me program, the opt-in scanning program that counts walking, biking, scooting, park and walk and carpooling to school. The system generates real time statistics including CO2, calories, miles and gas savings for each student. In late August, Bike and Pedestrian Staff attend the City of Davis Employee Health Fair and talk with City employees about bike education. The City also hosts bike education classes.

In September, City of Davis Bike and Pedestrian Staff and UC Davis Bike Program Staff host bike education classes for new international students. These classes include a presentation about the rules of the road, a bike check, and fun ride. Also in September, members from Cool Davis, Bike Davis, The Bike Campaign, JUMP Bike, and Ken's Bike Ski Board attend an electric vehicle event at the Davis Farmers' Market which highlights electric bikes. During UC Davis welcome week, City Staff attend events and provides bike education information to new and returning students. Together with UC Davis Police and City of Davis Police, City of Davis Bike and Pedestrian Program Staff and UC Davis Staff hand out bike lights to people without lights at night. Bike Rodeos at the elementary schools begin in late September. Volunteers from Bike Davis and the UC Davis Aggie bike team join City of Davis Staff in teaching students hand signals, bike control, and how to stop and start a bicycle.

In early October, the Davis Chamber of Commerce welcomes UC Davis students to Davis by hosting a street fair where the City of Davis provides bike valet and hands out bike education information. October continues with a pathway cleanup event, bike helmet encouragement events at UC Davis, and more bike rodeos at the elementary schools. In late October, City of Davis Bike and Pedestrian Staff hosts an event at the Davis Train Station thanking people for biking to the train station and talking about bike education. The Safe Routes to School Program hosts bike mechanic classes at the junior high schools and an after school program with Bike Davis called Learn to Drive Your Bike. Learn to Drive Your Bike is geared towards junior high students riding independently to school. The class teaches students how to stop, turn, and ride in traffic. This class is mostly on the road training.

In October 2019, The Bike Campaign and the City worked collaboratively on developing and implementing an in-school bike education program for 2nd graders. With the help of community volunteers, the City and Bike Campaign provided a 4-part bike education class during P.E. class for second graders. The training was very well received and more teachers and schools signed up for this training. The Bike Campaign brought bikes, helmets, and vests for all of the students. Students who were not ready to ride on two wheels practiced balancing, while other students practiced stopping and starting, bike control, hand signals and more.

In November, City of Davis Staff and UC Davis host light giveaway events at popular intersections. These events allow staff to share bike education rules with people and provide them with bike lights to safely get to their destination. In November 2019, the City of Davis collaborated with Bike Davis and The Bike Campaign on a signature bike event called PedalFest. PedalFest included a bicycle film festival, bike test rides, obstacle course, mechanics, and bike education. In late November, members from Bike Davis and other groups help provide traffic control on bikes for the City's annual Tree Lighting Parade.



In February, Safe Routes to School encourages students to bike to school in a month-long event called Polar Pedal. Polar Pedal won the Helen Putnam Health and Fitness award in 2018. This award winning program, developed by the City of Davis Safe Routes to School Coordinator, encourages elementary school students to ride bikes to school to adopt polar bears. The campaign teaches kids that their efforts to bike to school have direct impacts on the environment, especially greenhouse gas emissions. Students learn about polar bears from Polar Bear International. Here is a link to an article about Polar Pedal <https://www.davisenterprise.com/local-news/pupils-pedal-for-polar-bears/>.

In March, the Safe Routes to School Program hosts bike education assemblies at each of the elementary schools. City of Davis Safe Routes to School and Bike and Pedestrian Program Staff work directly with school assembly developers and performers to ensure that the assemblies are tailored to the educational needs of Davis students. All performers attend the City of Davis bike education class as part of their preparation. March also includes bike education classes and bike light events at UC Davis.

In April, City of Davis Bike and Pedestrian Staff promote biking and bike education at a senior travel training workshop. Also in April, City of Davis Staff and UC Davis Staff host a 5-part bike education class at UC Davis for students, faculty and staff. The 5-part class includes learning about the parts of a bicycle, mechanics of the bike, how to fix a flat, how to brakes and shifting work, and the rules of the road. The class ends with a fun bike ride. Bike rodeos at the elementary schools begin again in April. As well as Bike Your Kid to School Day, an event where parents and City of Davis Police lead bike trains to schools.

May is filled with more events that promote bike education, including the celebration of May is Bike Month. May begins with Loopalooza, a family-friendly bike event along the 12-mile Davis Bike Loop. Loopalooza is organized by the City of Davis and Bike Davis. The event includes fun activities along the route including helmet decorating with reflective materials, bike bell decorating, bike safety checks, and test rides. The City of Davis hosts a bike to work block party that attracts hundreds of community members. Attendees enjoy a free lunch, as well as new reflectors for their bikes, bike checks, bike safety quizzes, and t-shirts. Working with UC Davis, the City also provides bike valet at a large-scale community event. UC Davis and City staff also host pop-up breakfast events and helmet events that promote biking and bike education in May. There is also a pathway clean up event in May and bike education classes for City of Davis staff and community members.

In June the City and UC Davis environmental design students host a bike scavenger hunt. The City of Davis Bike and Pedestrian Coordinator attends the design classes and provides an overview of biking in Davis, bike education, and how to design a bike scavenger hunt. Students work directly with the Bike and Pedestrian Coordinator and learn how to design and implement bike education events.

#### Website and Posters

In addition to in person events, City of Davis Staff also promote bike education and share information at [www.gettingarounddavis.org](http://www.gettingarounddavis.org). There are also traffic safety posters created by elementary school children at bus stops and on light pole banners. These posters and banners

focus on street safety issues including wearing a helmet, using bike lights, and not texting while driving. Here is a link to the website with some of the Street Smart posters:

<https://www.cityofdavis.org/city-hall/public-works-engineering-and-transportation/bike-pedestrian-program/street-smarts/outreach-campaigns>

#### Police Tip Card

Bike and Pedestrian Staff worked with City of Davis Police on rules of the road tip cards to hand out to people on bikes. The cards were printed in both English and Spanish. The cards were used by Police to educate in lieu of a citation. Bike and Pedestrian Staff also work with City and UC Davis Police to hand out bike lights a night to people without lights. Together, we share educational messages about the importance of using a bike light and encourage people to remove their lights from their bikes when parking to help reduce bike light theft.

#### Bike Themed Kids Video

The City of Davis Safe Routes to School Program worked with a local kids show, Hoots Quarters, to develop a bicycle themed episode. Hoot's Quarters attracts preschool through second graders and are on a mission to teach children social awareness, green living and healthy lifestyles through its video series. Here is an article about the Hoot's Quarters video:

<https://www.davisenterprise.com/arts/kindie-rockers-the-hoots-to-debut-new-bike-safety-video/>. Here is a link to the video: <https://youtu.be/BPYKHsLwuQQ>.

#### Annual Offering of Adult Bicycling Skills Classes

In 2016, City of Davis Bike and Pedestrian Staff all became LCIs. After LCI training City Staff developed a 3-hour bike education program called, "Biking with Confidence", which included in-class and on-bike training. The education classes were offered once a month, in addition Staff organized bike education classes for neighborhoods and families. The classes are free. City Staff also taught Biking with Confidence at UC Davis to staff, faculty, and students. Each spring City and UC Davis staff collaborated on a 5-part biking with confidence course, which included rules of road, bike maintenance and a fun ride. In the fall City Staff worked with the UC Davis International Center and provided bike education to new international students during Welcome Week. The class includes a presentation about the rules of the road, a bike check, where everyone's bike was checked by a mechanic, and ended with a group ride to an ice cream shop.

The Bike and Pedestrian Program has brought their program on the road and goes into neighborhoods to teach bike education. For the past several years, Staff has provided bike education and bike mechanic support to low-income, student, and senior communities.

#### In-Classroom Curriculum

The Safe Routes to School program provides curriculum and lesson plans for teachers providing in class-in bike education. These lesson plans and curriculum help educate and encourage students to ride bikes. The Bike and Pedestrian Program have also created lessons for junior high students. Bike and Pedestrian Staff developed an in-class bicycle scavenger hunt map exercise to challenge students to find information on the bike map. There are also partnerships with junior high science teachers where students learn about air quality and how air quality is affected by transportation mode.

## Local News

Staff also writes a column in the Davis Enterprise, the local newspaper. Many of the articles are focused on bike education and answering community member questions about the rules of road for example, driver education on how to turn right on streets with bike lanes. Here is a link to most of our articles:<https://www.cityofdavis.org/city-hall/public-works-engineering-and-transportation/bike-pedestrian-program/street-smarts/press-and-media>.

## Supporting People

Bike and Pedestrian Program staff has worked with Team Davis is a non-profit organization established to help enrich the lives of children and adults with developmental, intellectual and/or physical disabilities living in or close to Davis, California. The Bike and Pedestrian Program developed and hosted on-bike training for members of Team Davis. Team Davis participants learned bike control, hand signals and how to stop and start. This training resulted in more participants having better confidence on their bikes and their parents feeling more comfortable with their kids riding.

## New Wheels

One big improvement since our last Bicycle Friendly Community application is that the Bike and Pedestrian Staff no longer rely on motor vehicles to move their bike rodeo and bike mechanic equipment. Now we have two custom-made electric-assist cargo bikes with fully enclosed storage trailers. These bikes make traveling to events easy. Kids also get excited about our bicycles and want to know about the bikes and the program.

### **C14. How has bike education changed in your community in response to the COVID-19 pandemic? Are these changes temporary or permanent? How did your community address or incorporate equity into these changes? Please describe in as much detail as possible.**

Before COVID-19, bike education was conducted in-person. In May the City began offering the online Cycling Savvy course for free to Davis residents. Providing the class to all Davis residents without restrictions of time and location makes the class more equitable. The City is promoting the free course on social media, the local newspaper, through non-profits and bike advocacy groups.

### **Page: BFC: Encouragement**

### **D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community? Check all that apply.**

Trip reduction ordinance or incentive program, Guaranteed Ride Home program, Local recognition program for businesses that are bicycle-friendly for their employees and/or customers

### **D1a. Please provide a link to your trip reduction ordinance or incentive program.**

<http://www.yolocommute.net/>

**D1a. Please provide a link to your Guaranteed Ride Home program.**

<http://www.yolocommute.net/emergency-ride-home-program/>

**D1a. Please provide a link to your local recognition program for businesses.**

<http://www.yolocommute.net/employer-programs/>

**D2. What other groups actively promote bicycling in the community? Check all that apply.**

Chamber of Commerce, Downtown Business Association/Business District, Tourism Board, Other civic associations (e.g. Rotary, Lion’s Club, etc.), Other

**D2a. If other, please describe.**

Davis Bike Club, Bike Davis, The Bike Campaign, The Bike Collective

**D3. Does your community actively promote the League of American Bicyclists’ Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?**

Yes

**D3a. If yes, please describe.**

The Bike Campaign has done great work in encouraging more Davis businesses to become a Bicycle Friendly Business. New businesses include the Davis Food Co-op, Davis Community Church, and Nugget Market. Davis currently has 9 bicycle-friendly businesses including UC Davis.

**D4. What up-to-date mapping and route-finding information is available for your community? Check all that apply.**

Printed/digital bicycle network map , Printed/digital greenways and trails map , Printed/digital Safe Routes to Schools map(s)

\*\*We recognize that most communities had to cancel their in-person [2020 National Bike Month](#) events due to the COVID-19 pandemic. Please respond to D5 with the activities your community *typically* hosts for Bike Month over the past several years, even if those activities were not held this year. If your community tried something new this year to celebrate Bike Month or Bike to Work Day during the pandemic, please select “other” in D5 and use the space provided to describe those newer efforts. \*\*

**D5. How is National Bike Month/your own dedicated Bike Month typically promoted in your community? Check all that apply.**

Official Proclamation, Community-wide Bike to Work Day/Week, Bike to School Day/Week , Bike to Church Day or similar, Community Rides, Mayor-led/Council-led Ride, Public Service Announcements, Videos promoting bicycling on community website/TV channel, Publish a guide or calendar of Bike Month Events, Bike Month Website, Commuter Challenge, Challenges aimed at students biking to school, Non-commuting related (i.e. errand-running) biking challenges and programs, Bike Commuter energizer stations/breakfasts, Car-free days, Kidical Mass Ride, Mentoring program for new riders, Bike valet parking at events, Bicycle-themed festival/parade/show, Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits), Trail construction or maintenance day

**D6. How is bicycling typically promoted in your community outside of Bike Month? Check all that apply.**

Community and charity rides, Mayor-led/Council-led rides, Videos on bicycling on community website/TV channel, Public Service Announcements, Trail construction or maintenance day, Commuter Challenge, Non-commuting related (i.e. errand-running) challenges and programs, Challenges aimed at students biking to school, Business program that provides discounts for customers arriving by bicycle, Triathlons and bicycle races, Bike commuter events, Car-free days, Publish a guide or calendar of community bicycle events, Mentoring program for new riders, Bike valet parking at events, International Bike to School Day in October , Winter Bike to Work/School Day(s), Bicycle-themed festivals/parades/shows, Public education campaign related to cycling (e.g. with a focus on public health or environmental benefits), Other

**D6a. If other, please describe.**

Polar pedal, bike rodeos, Active4.me scanning program, Loopalooza, Bike a Kid to School Day, Books on Bikes, Orange you glad you rode your bike today (where we hand out oranges to people on bikes), Going the Extra Mile award, traffic safety poster contest

**D7. Are any bicycle events specifically marketed to any of the following traditionally underrepresented groups? Check all that apply.**

Seniors, Families with toddlers and young children , Low-income populations, LGBT+ community, ADA community

**D8. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.**

Organize event(s), Fund event(s), Contribute in-kind funding (i.e. police presence, closing roads, etc.), Assist in promoting event(s)

**D9. Are any of the following organized cycling clubs/groups active in your community? Check all that apply.**

Recreational bike clubs, Mountain bike clubs, Friends of the Trail groups, Racing clubs or teams, Kidical Mass, Family Bike Party, or other family-oriented groups, Bike polo/La Crosse clubs

**D10. Does your community have any of the following youth programs centered on encouraging bicycling for children and youth? Check all that apply.**

Safe Routes to School program

**D11. What public or private programs are in place to provide youth and/or adult bicyclists with necessary equipment and accessories? Check all that apply.**

Helmet giveaways or subsidy program, Light giveaways or subsidy program, Lock giveaways or subsidy program, Bicycle giveaways or subsidy program, Low-cost or no-cost bicycle tune-up/maintenance program, Other bicycle-related giveaway or subsidy programs

**D11a. If other, please describe.**

Each May Yolo Commute offers members \$200 to spend on a bicycle or bicycle accessory if the person pledges to ride their bike.

**D12. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?**

1 shop for every 1 -15,000 residents

**D13. Is there at least one bike co-op or non-profit community bike shop within the community's boundaries?**

Yes

**D13a. Do(es) the co-op/non-profit community bike shop(s) receive any of the following support from the local government? Check all that apply.**

Contracts for services, e.g. bicycle skills or maintenance education, event support, etc., Free bicycle safety accessories for distribution, e.g. helmets or lights

**D14. Has the community taken any steps to reduce vehicle miles traveled or to encourage biking among its own employees conducting work-related trips?**

Cargo bikes are used in place of auto fleet (including golf carts or similar) to transport materials or goods, Public or departmental bike share available for employees free-of-charge for work-related trips, There are dedicated on-bike service/response units (e.g. EMT, police, fire, maintenance, etc.)

**D15. Describe any other events, programs or policies your community has to encourage bicycling.**

The City of Davis Bike and Pedestrian Program and bicycle community groups work collaboratively on encouraging people to ride bicycles. Encouragement is one of Davis's strongest areas. We have active bike clubs, signature events, bike month and bike to work events, an active bicycle

advisory committee, active advocacy groups, and recreational areas for biking.

#### Active4.me bike Scanning

Active4.me Scanning Students register, receive a scan tag to attach to their backpack, scan in each day that they use active transportation to get to school. The program captures every trip and can instantly notify a parent by text, email or phone that their student arrived on campus. The system generates real-time statistics including CO2, calories, miles and gas savings for each student, their classroom, grade, or for the whole district, and is currently active at 8 of our local elementary schools

#### Books on Bikes

Designed to build and celebrate a culture of biking, Books on Bikes provides books to local elementary schools that celebrate biking, bike culture, and bike safety. We hope that by incorporating these stories into library collections it will begin to normalize the idea to children and their families; encouraging them to choose this as an everyday form of transportation to school, work, or other practical and recreational destinations.

#### Polar Pedal

For the entire month of February students biking or walking to school earn points toward adopting a Polar Bear for their school. All DJUSD elementary schools participate in this goal to support polar bears through Polar Bear International. This program was awarded the Helen Putnam Award in Health and Fitness in 2018.

#### Traffic Safety Poster Contest

Now in its 6th cycle, elementary school children are invited to create posters to educate their peers about street safety issues like wearing a helmet, using a bike light, and not texting and driving. Artwork is exhibited at the Davis Arts Center, and winning artwork is integrated into our educational materials throughout the year.

#### UPCYCLE Bike Renewal Program

A partnership project with the Davis Joint Unified School District's MLK High School bike repair shop, Center for Families, and the Bike Campaign. Donated bicycles are repaired by high school students as part of their vocational training in bike repair, and bikes (with a lock and helmet) are matched with members of our community in need of a bicycle.

#### Bike to School Day

Davis participates in the National Bike to School Day celebration twice a year in the fall and spring. Bike to School Day encourages students to bike or walk to school. The City hosts numerous contests and provides a variety of incentives to motivate students to ride/walk. Davis PD leads bike trains to campuses and UCD Sports teams cheer on riders as they park their bikes.

#### Going the Extra Mile

For the extraordinary lengths students go to in order to bike to school, the city recognizes those at every elementary school who rode 120+ days in the school year! Over 200 Going the Extra Mile certificates were awarded, and 100 medals given to those who rode 160+ days. Last year we

even awarded 10 students who rode to school EVERYDAY!

### Loopalooza

Loopalooza is an annual event hosted by the City of Davis, in collaboration with Bike Davis, to get people of all ages out on their bikes and cycling around the 12-mile Davis Bike Loop. Fun activities throughout the loop like helmet decorating, bike bells and DIY bike reflectors encourage families to learn their school routes via the Bike Loop.

### Light the Night

Safe Routes to School, City of Davis – Bike and Pedestrian Program & Police partner with UC Davis Transportation Services and the UC Davis Police Department to offer bike lights -- instead of citations -- to students who are stopped at night with no light. Students also get a quick refresher on the light laws. We have been distributing thousands of lights each year.

### Idle Free School Campaign

With partner Yolo Solano Air Quality Management District we created an Idle Free School campaign for Davis schools and sports fields, consisting of signage and educational materials for school sites. Idling vehicles contribute to air pollution and emit toxic pollutants known to cause cancer. Air Quality monitoring at schools has shown elevated levels of toxins during the hour coinciding with school pickup. Schools can improve air quality and decrease exposure to automobile exhaust by reducing traffic and eliminating vehicle idling.

### Spring School Assembly Program

Street Smarts has provided in-school bike and walking safety educational assemblies to Davis schools since 2015. Each program introduced new information to students in an original and memorable format, from BMX stunt assemblies to puppets and Instagram posts. We work directly with assembly developers and performers to ensure that the assemblies are tailored to the educational needs of Davis students. In-school bicycle and pedestrian education is a unique opportunity to promote active transportation modes and clean air transportation to entire school populations. Programs are designed to teach students skills and safety, to build confidence and encourage active transportation choices. Our goals are to increase the number of children who walk, bike, skate, or scoot to school, to raise awareness of the many benefits of active forms of transportation, and to promote pedestrian and bike safety.

### May is Bike Month

The City of Davis has participated in May is Bike Month for 15 years. We celebrate biking by hosting events like street parties, bike valets, movie events, commuter breakfast stops, and more.

### Car Free Fall

In 2017 the City of Davis began Car Free Fall, which included bicycle encouragement events. Events include bike valet, pathway clean ups, breakfast and giveaways for commuters, and fun rides.

### Bicycling, Transportation, and Street Safety Commission (BTSSC)

Serve as a focal point for the community and advisory board to City Council and staff on matters



relating to transportation programs, capital projects, and planning efforts, including: transportation policy; transit, bicycle, pedestrian, and vehicular planning; street design; traffic operations and enforcement; traffic safety; parking; and transportation infrastructure maintenance. The BTSSC considers all transportation modes in its recommendations, with an orientation toward active transportation modes and overall traffic safety and circulation. They monitor and facilitate implementation of the General Plan Transportation Element, Transportation Plan, Beyond Platinum - Bicycle Action Plan, and Downtown Parking Management Plan among others.

#### Davis Bike Club

The Davis Bike Club is one of Davis's club riding groups. This organization hosts large-scale bike rides each year. In addition, they provide the City and nonprofits with funding for helmets, bike lights, maps and other items to promote and encourage biking.

#### Bike Davis

Bike Davis is the City's bicycle advocacy organization. Bike Davis provides input on City projects and organizes and hosts events to promote bicycling. Recently, Bike Davis hosted several speakers from The Netherlands and other bike experts to present about bike infrastructure to the community. The talks inspire and encourage our community to invest in biking.

#### The Bike Campaign

The mission of the Bike Campaign is to reduce car trips to school and workplaces, while increasing biking joy and safety. Maria Contreras Tebbutt, founded The Bike Campaign, along with its counterpart, The Bike Garage, in 2011 to help educate people about bicycling and encourage more people to ride their bikes. The Bike Campaign works closely with city governments, county health departments, school districts, and community service groups.

The Bike Campaign organizes and hosts many community events that encourage people to ride bikes. For the past 3 years in October, The Bike Campaign has put on the Chancellor's Leadership Ride. UC Davis and City of Davis leadership are invited to ride bikes together (40+ attended 2019) to each of the entrance/exits on the UC Davis campus. This rolling event is followed by a delightful time of networking and refreshments with Chancellor Gary May and his wife LeShelle May.

#### Cool Davis

Cool Davis is an active network of residents, community organizations, businesses and community institutions committed to implementing the City of Davis's Climate Action and Adaptation Plan. Cool Davis engages hundreds of households in active reduction of greenhouse gas emissions. They host prominent public events including talks, workshops, bike rides, showcases, film screenings, and panels.

#### Senior / Disabled Travel Training Program

Each spring, the City of Davis and transportation partners host a travel-training workshop. Where community members can learn how to access local public transportation options, rideshare, bikeshare or learn the basic biking rules of the road. The training is focused on seniors and those with disabilities, but also open to the general public. Participants learn to travel to destinations

like the movies, a favorite restaurant, shopping excursions, or important appointments with these transportation options. They learn about public transit from Unitrans and Yolobus, paratransit from City of Davis Community Transit and Yolobus Express. Riding a bike in Davis and bikeshare from the City's Bike and Pedestrian Program. Rideshare operators provide info about how to hail a ride. The travel training program aims to improve awareness, understanding, usage, and confidence in using local public transportation options or bicycling; forge new social connections; and more importantly, increase independence. The City and local transportation service providers also bring the program "on the road" when requested, including the Rancho Yolo mobile home community and New Harmony low-income housing complex.

**D16. How have bicycling-related encouragement efforts changed in your community in response to the COVID-19 pandemic? Are these changes temporary or permanent? How did your community address or incorporate equity into these changes? Please describe in as much detail as possible.**

Encouragement has moved mostly online. The City has developed activities and promoted fun themed rides. This includes public art bike rides, nature rides, and historic building rides. These rides have always been on the City website, but more people are discovering them as they look for activities. The City has a webpage with activities and ways to stay safe.

<https://www.cityofdavis.org/city-hall/public-works-engineering-and-transportation/bike-pedestrian-program/staying-safe-and-active-outdoors-during-covid-19>. These rides will continue to be promoted after COVID-19.

We also developed a bingo game to encourage kids and families to get on their bikes and explore Davis. The themed bingo cards asked kids to spot transportation safety, bike safety, infrastructure and art. Participants who completed the bingo game earned a bike month t-shirt. This activity was well received and we will continue to promote the bingo game and encourage more kids and families to participate.

Bike Party is still happening in Davis. Since bike riding is permitted, people continue to participate in bike party and ride around the community playing music and waving at others. The bike party in June morphed into a pride themed bike party, after the pride parade was cancelled due to COVID-19. In October there will be a zombie ride on Halloween. The community really enjoys riding together and these activities survived COVID-19 and will continue to survive.

The Bike Campaign continues to provide free bike repair, used bikes and bike education to people in need. The Bike Campaign now works out of a home garage in Davis. Here is their website [www.thebikecampaign.com](http://www.thebikecampaign.com).

**Page: BFC: Evaluation & Planning**

**F1. Is there a bike program manager or primary point of contact for bicycling issues at your local government?**

There is a full-time, paid bike program manager (or similar role) whose primary focus is on bicycle-related projects.

**F1a. Is the Primary Contact for this application the full-time bicycle program manager?**

Yes

**F2. Is there a Safe Routes to School Coordinator?**

There is a full-time, paid Safe Routes to School Coordinator.

**F2a. First Name:**

**F2a. Last Name:**

**F2a. Email:**

**F3. How many paid government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community?**

6

**F4. Does your local government provide any of the following professional development opportunities for employees who have bicycle-related responsibilities? Check all that apply.**

League Cycling Instructor (LCI) certification, Attend bicycle-related webinars/trainings , Attend bicycle-related conferences , Present at bicycle-related webinars, trainings, or conferences

**F5. Does your community have an officially-recognized Bicycle Advisory Committee?**

Yes

**F5a. How often does the committee meet?**

Monthly or more frequently

**F5b. First Name:**

Tim

**F5b. Last Name:**

Csontos

**F5b. Email:**

tim.csontos@gmail.com

**F6. Does your local government have an internal equity, diversity, and inclusion (EDI) initiative, committee, or position?**

Yes

**F6a. Provide the name and email address of the primary contact.**

City of Davis Human Relations Commission, hrc@cityofdavis.org

**F6b. Please describe how, if at all, the EDI initiative, committee, or position supports equitable bike planning or outreach in the community.**

Davis has a rich offering of events that bring many people together. Davis is home to over 600 non-profits that are robust in their equity, diversity, and inclusion work. The City of Davis partners with nonprofits on projects and programs. Recently, the City collaborated with the Davis Phoenix Coalition, a social justice group focused on eliminating intolerance, and a group of parents and children with disabilities to help plan the Downtown Davis Plan, which includes biking and walking components.

The City also partners with the Davis Joint Unified School District to share information and engage with community members. All School District publications are sent out in English and Spanish. In addition, Yolo County also provides information to community members in four languages.

One of the most difficult groups to reach in Davis is the UC Davis student population. Our City Communications Team works closely with UC Davis partners to send messages to students. At the beginning of each school year, the City and UC Davis partner on sending out messages focused on bike education. In addition, the City of Davis provides bike education classes targeted at International students.

**F7. Does your community have a comprehensive bicycle master plan or similar section in another document?**

Yes

**F7a. What year was the plan originally adopted?**

2014

**F7a1. Has the plan been updated or revised since it was first adopted?**

Yes

**F7a2. If yes, what year was the plan most recently updated?**

2014

**F7b. Provide a link to the current plan.**

<https://www.cityofdavis.org/city-hall/commissions-and-committees/bicycling-transportation-and-street-safety-commission/agendas>

**F7c. Is there a dedicated budget for implementation of the plan?**

Yes

**F7c1. What is the designated annual budget?**

30000

**F7c2. List or describe funding source(s).**

General fund and gas tax

**F7d. Does your plan include a goal to increase bicycle facilities?**

Yes

**F7d1. Please list or describe these goals.**

Goal: Davis will offer a complete, seamless, and integrated bikeway network on and off street that is accessible to and comfortable for people of all ages and abilities.

**F7e. How have community planning staff reached out to minority, non-English speaking, and/or low-income communities to ensure that they are included in the decision-making process?**

The City strives to connect with people and ensure that everyone's voice is heard. The City of Davis Communications Team sends direct invitations and emails to organizations inviting them to meetings and encouraging them to participate.

The City of Davis uses the Davis Joint Unified School District information sharing system to send messages to non-English speaking community members. We also rely on grassroots groups on Facebook to share information.

**F8. What other local agencies have a bicycle master plan or similar section in another transportation demand management document? Check all that apply.**

Higher education institution(s), Metropolitan Planning Organization, County/Borough/Parish

**F9. Is community-wide bicycle planning integrated with planning for any of the following: Check all that apply.**

Transit stops, Public & private schools (K-12), Higher education institutions, Hospitals and medical centers, Parks & recreation centers, Subsidized or public housing

**F10. What percentage of the community's total annual transportation budget – on average over the last five fiscal years – was invested in bicycle projects?**

Unknown

**F11. Is bicycle-related funding specifically allocated to underrepresented areas of your community? (e.g. low-income neighborhoods, etc.)**

No

**F12. How many lane miles of planned bicycle facilities does your community expect to have installed in the next four years?**

10

**F13. How many lane miles of bicycle facilities has your community installed in the last two years?**

2.4

**F14. How does your community collect information on bicycle usage? Check all that apply.**

Automated /electronic bicycle counters, Household travel surveys that include bicycle trips, App-based or other opt-in electronic data collection (e.g. Strava, Zap, etc.), Regular manual counts of bicyclists on trails, Regular manual counts of bicyclists on the road, Regular counts of parked bicycles at transit stations (if applicable), Regular counts of parked bicycles at schools, Regular counts of parked bicycles at other destinations (downtown business district, etc.), Any other type of count that includes bicyclists

*Additional files may be uploaded at the end of the application.*

**F14a. Utilitarian ridership data collected locally (e.g. bicycle rides for commuting, running errands, transportation, etc.)**

[Download File](#)

**F14b. Recreational ridership data collected locally (e.g. rides solely for exercise or fun.)**

No File Uploaded

**F14c. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.)**

No File Uploaded

**F14d. School ridership data collected locally (e.g. rides by or with K-12 or younger children – either riding on their own or being carried in a child seat, trailer, etc.)**

[Download File](#)

**F14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn't fall under the above categories.)**

[Download File](#)

**F14f. If other ridership data is provided above, please briefly describe the dataset, including methodology for collection. (optional)**

(1) 5th street road diet before and after counts (Gudz lead author paper)

With the goal to improve the integration of multiple travel modes into traditional roadway designs, many jurisdictions have considered road diets, characterized by reductions in vehicular traffic lanes and reallocation of right-of-way for other modes. Studies show that road diets can improve safety without slowing automobile traffic, but benefits for pedestrians and bicyclists have not been widely documented. To address this gap, this study examined the effects of a road diet project in Davis, California. Data were collected on the number of bicyclists and pedestrians at key intersections and automobile travel times along the corridor before and after the road diet treatment. Every intersection that was studied experienced a statistically significant increase in the number of bicyclists during the morning or the evening peak period or during both. On average across all intersections studied along the corridor, the number of bicyclists who used Fifth Street increased by 243%, but the change in pedestrian volume was not statistically significant. Contrary to common fears about road diets, automobile travel times decreased a statistically significant amount during the evening peak. This study demonstrated that road diets can benefit bicyclists without negative effects on automobile travelers.

(2) bike routes to UCD dataset. (Fitch and Handy 2020 paper)

Examining bicyclists' route choices provides valuable insights into the importance of road environments for bicycling. In this study, we examine the role of road factors, individual factors, and preference heterogeneity on route choice using two diverse and extreme cases in the U.S. The first case is bicycling to the University of California, Davis campus by students, faculty, and staff. This case represents the most bike friendly environment in the U.S. which affords a diverse bicycling population. The second case is bicycling to many destinations for many purposes in San Francisco, CA. It is more representative of a large U.S. city, but also has a relatively large bicycling mode share. It serves as an important case for examining the new innovative type of bicycling infrastructure that has been installed in North American cities over the past decade. Results suggest substantial within-city between-person heterogeneity in preference for road attributes and bicycling facilities as well as differences between contexts. Davisites show strong

preferences for bike lanes and off-street paths and consistently choose routes of similar length to shortest routes indicating the need for suitable routes with minimal detours to support a large bicycling mode share. San Franciscans show strong preferences for conventional bike lanes on minor arterials, even stronger preferences for separated and protected bicycling facilities, and are willing to detour considerable distances to ride on them. Given large between-person differences within cities, we suggest usual valuations of bicycling facilities from elasticities and marginal rates of substitutions at the mean may need rethinking when applied to bike infrastructure planning.

### (3) bicyclist psychological stress (Fitch, Sharpnack, and Handy 2020)

Understanding how road environments stress bicyclists (and prospective bicyclists) has important implications for road design and network planning. With the rise of wearable bio-sensing technology, the potential for measuring real-time environmental acute stress is emerging. In this naturalistic cross-over field experiment, we investigate bicyclist stress through heart rate variability (HRV). We examine the relationship between HRV and the road environment through a series of multilevel statistical models. Results suggest that participants' HRV are only certain to differ on one (the local road) of five road environments tested. The differences in participants' HRV between two collectors and two arterials are far more tenuous. We discuss the validity of HRV and other biometrics for assessing stress and discuss how HRV and other biometrics might help improve our understanding of bicyclists' perceptions of road environments.

### (4) Bicyclist comfort data (<https://escholarship.org/uc/item/7jn8h79x>)

In this study, researchers use survey data to analyze bicycling comfort and its relationship with socio-demographics, bicycling attitudes, and bicycling behavior. An existing survey of students, faculty, and staff at UC Davis (n=3089) who rated video clips of bicycling environments based on their perceived comfort as a part of the UC Davis annual Campus Travel Survey (CTS) is used. The video clips come from a variety of urban and semi-rural roads (designated California state highways) around the San Francisco Bay Area where bicycling rates vary. Results indicate considerable effects of socio-demographics and attitudes on absolute video ratings, but relative agreement about which videos are most comfortable and uncomfortable across population segments. In addition, presence of bike infrastructure and low speed roads are the strongest video factors generating more comfortable ratings. However, the results suggest that even the best designed on-road bike facilities are unlikely to provide a comfortable bicycling environment for those without a predisposition to bicycle. This suggests that protected and separated bike facilities may be required for many people to consider bicycling. Nonetheless, the results provide guidance for improving roads with on-street bike facilities where protected or separated facilities may not be suitable.

### (5) Bikeshare user survey and Davis focused bike survey documented here: <https://escholarship.org/uc/item/2x53m37z>

Cities throughout the world have implemented bike - share systems as a strategy for expanding mobility options. While these have attracted substantial ridership, little is known about their



influence on travel behavior more broadly. The aim of this study was to examine how shared electric bikes (e-bikes) and e-scooters influence individual travel attitudes and behavior, and related outcomes of physical activity and transportation equity. The study involved a survey in the greater Sacramento area of 1959 household before (Spring 2016) and 988 after (Spring 2019) the Summer 2018 implementation of the e-bike and e-scooter service operated by Jump, Inc., as well as a direct survey of 703 e-bike users (in Fall 2018 & Spring 2019). Among household respondents, 3 –13% reported having used the service. Of e-bike share trips, 35% substituted for car travel, 30% substituted for walking, and 5% were used to connect to transit. Before and after household surveys indicated a slight decrease in self reported (not objectively measured) median vehicle miles traveled and slight positive shifts in attitudes towards bicycling. Service implementation was associated with minimal changes in health in terms of physical activity and numbers of collisions. The percentages of users by self reported student status, race, and income suggest a fairly equitable service distribution by these parameters, but each survey under-represents racial minorities and people with low incomes. Therefore, the study is inconclusive about how this service impacts those most in need. Furthermore, aggregated socio-demographics of areas where trips started or ended did not correlate with, and therefore are not reliable indicators of, the socio-demographics of e-bike-share users. Thus, targeted surveying of racial minorities and people with low -incomes is needed to understand bike-share equity.

**F14g. Has your community made any changes to bike-related data collection efforts (e.g. counting methodology) in response to the COVID-19 pandemic? If so, please describe those changes in as much detail as possible.**

The City of Davis needs updated bike count data. With community events, safe routes to school bike rodeos, and in-person bike education classes being cancelled staff has considered using this time to work on other projects, like data collection. One of the biggest challenges is should we collect data when UC Davis and Davis Joint Unified School District are not offering in-person classes. If we were to collect data we could have a better understanding of ridership during COVID-19, but does that data benefit the City in the long term?

**F14h. Has your community noticed significant changes in ridership levels/locations/habits in response to the COVID-19 pandemic? If so, please describe those changes in as much detail as possible.**

Our community has noticed changes, especially on our pathway system. We are seeing and hearing that more people are walking and biking on the pathway system than before COVID-19. Even though we are hearing about more congestion on our paths and streets, our two Eco-Counters are telling a different story. The Eco-Counter on 3rd Street next to UC Davis before COVID-19 counted 4,000 to 2,000 a day, now there are between 400- 500 bicycles per day. The daily average is down by 28%. This decrease in bicycle traffic on 3rd Street, which serves as a main artery onto UC Davis campus makes sense as there are no in-person classes on campus. Interestingly, the bike and pedestrian counter on the east side of Davis showed a similar drop in bike and pedestrians counts. The daily average declined by 23%, however the weekend average increased by almost 5%. The bike and pedestrian counter on the east side of Davis is along a primary bikeway for students traveling to Davis Joint Unified Schools on weekdays and the Davis Bike Loop.

**F15. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)**

Yes

**F15a. Please list or describe these goals.**

Increase bicycle trips to school, work, and for errands to 30% of all trips taken by 2020.

**F16. Does your community collect and track bicyclist crash data?**

Yes

**F16a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?**

52

**F17. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?**

0

**F18. If your community has collected any other bicycling safety metrics or data, including any demographic or geographic data of safety outcomes, please describe and provide a related link and/or file below.**

The City collects data about community traffic concerns. This information is collected in a GIS map and used when planning for future improvements.

**F18. Related Link:**

<https://gisportal.cityofdavis.org/portal/apps/webappviewer/index.html?id=538b225a8d9c49028b012e42583d8a99>

**F18. Related File:**

No File Uploaded

**F19. Has the community set a goal to eliminate traffic fatalities within the next 20 years or less?**

No

**F20. Are there any local ordinances or state laws in place designed to improve bicyclists' safety in your community? Check all that apply.**

It is illegal to park or drive in a bike lane (intersections excepted), Ban on cell phone use while driving , Ban on texting while driving, Safe passing distance law

**F21. Do any local ordinances in your community place restrictions on bicyclists? Check all that apply.**

Restrictions on sidewalk riding inside the Central Business District

**F22. Please describe any efforts in place to evaluate how equitably and effectively these laws or ordinances are currently applied in the community.**

**F23. How does your community ensure transparency and accountability regarding traffic law enforcement? Check all that apply.**

Officers are required to report all traffic enforcement stops made of motor vehicle drivers, Officers are required to report all traffic enforcement stops made of bicyclists and pedestrians, including any stops made on streets, sidewalks, trails, transit, etc., Demographic information is collected as part of all traffic stop data that is reported, Demographic information is collected for all traffic-related citations and arrests, Raw data is published and made available to the public on a regular basis, Data summaries, analysis, or reports are published and made available to the public on a regular basis, Demographic data including race or ethnicity are included in publicly-available datasets, summaries, and/or reports

**F23a. Please share links or upload files showing any publicly-available traffic enforcement data or reports that include demographic information.**

No File Uploaded

**alias091bc56c99064d05be990b0b424aa779**

No File Uploaded

**URL:**

<https://www.cityofdavis.org/home/showdocument?id=14972>

**URL:**

<https://dpd.crimegraphics.com/2013/default.aspx>

**F24. What, if any, policies or practices does your community have in place to measure and eliminate racial bias in traffic law enforcement, including in-person and automated enforcement practices?**

RIPA (Racial and Identity Profiling Act) passed into law in 2015. Requires cops to report demographic information of those they detain. We publish data on our website. We have in car and body worn camera footage of our traffic enforcement stops.

**F25. Does your community routinely conduct pre/post bicycle mode share evaluations of bicycle-related road projects?**

No

**F26. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to traffic engineers and planners? Check all that apply.**

Online reporting system (e.g. SeeClickFix), Mobile app , Regular meetings, Contact staff directly via call/voicemail/fax/email/text/social media, Traffic enforcement (stop/citation/etc.) data automatically or routinely shared with engineers and planners to identify and prioritize problem areas

**F27. How has your community conducted a network analysis to evaluate current conditions for bicyclists and identify significant infrastructure barriers to bicycling? Check all that apply.**

GIS-based network analysis, Level of Traffic Stress analysis, Bicycle Level of Service for roads, Bicycle Level of Service for intersections

**F28. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve for bicycling? Check all that apply.**

U.S. DOT Mayor's Challenge for Safer People and Safer Streets, National League of Cities/Let's Move! Cities, Towns and Counties

**F29. Describe any other efforts by your community to evaluate and/or plan for bicycle ridership and/or networks.**

Trip to The Netherlands

In fall of 2018, City of Davis Staff and elected officials travelled The Netherlands to study bike infrastructure and design. This trip highlighted how engineering requirements and land use development in the United States make becoming more like The Netherlands a challenge. During the trip, the City met with professional transportation engineers and planners affiliated with the Dutch Bicycling Embassy and local governments that focus on bike and pedestrian design. City Staff shared Davis transportation projects with the consultants. One consultant, Bike Minded, built a strong relationship with Staff. The City subsequently contracted with Bike Minded for on-call professional consulting services to assist with preliminary design of transportation capital improvements projects. Bike Minded has also visited Davis several times for 3-5 days each since the fall of 2018 to work on Davis projects.

City Staff

The City of Davis has both a Bike and Pedestrian Coordinator and a Safe Routes to School Coordinator. In addition, there are interns and other support staff that focus on biking. Many City staff members also work on bike projects and programs, which totals over 6 FTEs.

Since 2008, the City Safe Routes to School Program has been grant funded. In 2019 grant funding for the position ended. As a result, Davis City Council approved funding for one permanent SRTS staff person at ¾ time. This position is also supported by interns and community volunteers.

Data Collection

In 2019, the City of Davis installed an Eco-counter along 3rd Street, adjacent to UC Davis. This counter is located along a high-volume bike corridor (>4,000 bicyclists per day pre-COVID-19). In addition, the city has another eco-counter near a popular bike crossing. City Staff post counter data here: <https://www.cityofdavis.org/city-hall/public-works-engineering-and-transportation/bike-pedestrian-program/bike-and-pedestrian-data-statistics>

The City also have downtown bike rack occupancy data. Downtown bike rack occupancy data: <http://davis.maps.arcgis.com/apps/TimeAware/index.html?appid=3c0e6d9a7ede4c298cc257ebb49e0d38>.

#### Bicycle Action Plan

The City's 2014 Bicycle Action Plan continues to be implemented. Staff recently updated and evaluated the plan and will be presenting the update to the BTSSC in October 2020.

#### Transportation Network Plan

One of the take homes from the City's trip to The Netherlands was to develop a transportation network plan, which identified auto-oriented streets, a bicycle network, a walking network, and transit network. Initial discussions to begin this process have begun; however, due to funding constraints the City has not moved forward on this plan.

**F30. How have bicycling-related evaluation and planning efforts, including community engagement and outreach, changed in your community in response to the COVID-19 pandemic? Are these changes temporary or permanent? How did your community address or incorporate equity into these changes? Please describe in as much detail as possible.**

The City has shifted planning efforts to be online. Now we host live public meetings on Zoom that are posted on the City website with the opportunity to provide comments. We also have pre-recorded presentations and post them on the City's website with surveys. This allows people to access the information at their convenience. This decision to move online has made our public meetings more equitable, as we are now able to reach people who might not be available for an evening community meeting. Invitations to meetings are still sent out to non-profits groups to learn project opportunities and problems.

**Page: BFC: Final Overview**

**G1. What are the top three reasons your community has made bicycling a priority?**

Improved quality of life, Community connectivity, Climate change/environmental stewardship concerns

**G2. Briefly describe the most positive outcome of your community's support for bicycling.**

City Staff sent this question to our Bike Friendly Community Taskforce and the overwhelming response was that riding a bike in Davis is a normal part of daily life. Bicycling in Davis is not considered an alternative transportation. It is just a normal way to get around town. The overall attitudes and perceptions of biking in Davis are that it is a safe, convenient, and an efficient way to travel. There are safe and accessible routes and bike parking is available at the end of trips. Data collection and studies conducted by the City of Davis and the Institute of Transportation Studies shows biking is a part of Davis culture.

The City of Davis bike rack count data and UC Davis Campus Travel Survey show us that people bike. Bike rack counts on Bike to School Day in 2019 report that 66% of students at Patwin Elementary School rode their bikes to school. Forty-six percent of Holmes Junior High students biked to school on Bike to School Day 2019. On average, 30% of elementary and junior high students biked to school on National Bike to School Day in 2019. The 2017-18 UC Davis Campus Travel Survey shows that over 40% of people traveling to UC Davis ride their bike. In addition, downtown Davis bike rack counts data reveals that during peak times bike rack vacancy is low. With this data, we can conclude that people are riding bikes as a form of transportation.

Bicycle normalcy begins at a young age in our community with encouraging and educating Davis residents to bike. We have community programs that are directed at elementary school children and parents. Focusing on our youth and their parents is more than teaching hand signals; it is instilling travel behaviors that will lead to biking being a way of life. Researchers at the Institute of Transportation Studies state that, "adolescence is arguably one of the most dynamic and formative stages in the development of an individual's travel preferences and habits" (Fitch, Rhemtulla, and Handy 2018). Children also learn from their parents. A 2009 study of Davis High School students showed that paternal encouragement and students' comfort riding a bike influenced their willingness to ride to school. The study also found that students are more likely to use the same travel mode as their parents.

UC Davis also plays a very important role in the normalcy of biking in Davis. When new students, faculty, and staff join UC Davis they are becoming a member of the most bike-friendly campus and community in the United States. They are joining a community where biking is normal. UC Davis promotes bicycling as the preferred mode of transportation by providing more than 27,000 bike parking spaces and an extensive bikeway network. With over 41,000 people living on campus and traveling to UC Davis campus, the City and UC Davis have programs in place to educate and encourage students, faculty, and staff to bike. Together, the City and UC Davis provide bike education classes to students, faculty and staff.

In Davis the bike community is inclusive and not defined by any specific type of person, age group, or bicycle. People on bikes do not need special clothes or a certain kind of bike to belong. The act of bicycling is normal for people of all ages, from children to seniors. One of the best parts of being a member of this community is that people wave and smile at one another.

**G3. Describe any improvements that have occurred for cycling in your community**

## **since your last application.**

Since our last submission in 2016, the City has made many infrastructure and non infrastructure improvements. Below is a project list and description of improvements.

### Infrastructure

**Mace Blvd Class IV bikeways:** The scope of this project was to resurface Mace Boulevard, from Cowell to Redbud (0.5 miles) and improve bicycle facilities on Mace Boulevard and at intersections. One of the project goals was to increase the number of students biking to Pioneer Elementary School. The 2013 City of Davis Safe Routes to School audit identified Pioneer Elementary, located a few blocks east of Mace in South Davis as having the lowest rate of students walking and biking to school, in part because of the lack of protected cycling lanes on Mace as well as high vehicle speeds along that thoroughfare. In 2018 before the new infrastructure was constructed about 14% biked to school. After the project was constructed 27% biked to school.

**Cannery undercrossing/Covell/F Street connection reconstruction:** In 2015, the City of Davis constructed an enhanced bicycle and pedestrian intersection at Covell Boulevard and J Street to serve residents of a new 50 acre development, the Cannery. As part of the development agreement a grade separated crossing was also constructed. In 2019, the grade separated crossing opened connecting the Cannery development to nearby Community Park. This new grade separated crossing allows people on bikes and pedestrians to avoid crossing Covell Boulevard, a major arterial. This project also made improvements to the existing path along Covell Boulevard by reducing the slope of the path to F Street, making the path compliant with the Americans with Disability Act (ADA) requirements for a shared use pathway.

**Cannery Pathways:** As part of the Cannery project the developer constructed new pathways on site. There is a ring pathway and pathways that connect residents from their homes around the development.

**Shared Use Path Improvements:** City of Davis Public Works Engineering and Transportation Department has completed 2.5 miles of pathway improvements since 2016. The City has replaced asphalt shared use paths in Covell Park, North Star Pond, Alhambra Drive, and more. These projects are part of our annual transportation rehabilitation program.

**L Street buffered bike lanes:** L Street between 5th Street and Covell Boulevard was restriped. This project included reducing the width of the motor vehicle travel lanes and enhancing the bike space with buffered bike lanes.

**L Street and Covell Boulevard Intersection:** The intersection of Covell Boulevard and L Street was identified for improvements in the Covell Corridor Plan. The East Covell Corridor Study Plan found that there is especially a concern on L Street where automobile traffic was using the channelized right turn movement as a cut through to Pole Line Road. This automobile movement made the pedestrian crossing on the northern leg of the Claremont and L Street intersection challenging. The City improved the intersection by removing the channelized right turn lane and enhancing the crossings for pedestrians and bikes on the shared use paths.

Covell Boulevard and L Street is not the first intersection to be improved along the corridor. In 2016, the City improved the intersection of J Street and Covell Boulevard. After the J Street and Covell intersection was constructed, City Staff received complaints from members of Bike Davis and the Bicycle, Transportation, and Street Safety Commission that the intersection was too wide and recommended that the bike lane not be extended into the intersection to reduce the size of the intersection. Listening to our community, the City ended the bike lane before L Street and Covell and created ramps for people on bikes to use to access the shared use path. Commuter cyclists prefer not to use the ramps and access the shared use path, instead, they want to continue to travel on the street. The street is narrow at the intersection with bulbouts and commuter cyclists must enter into the vehicular travel lane and ride with traffic traveling 35-40 mph. Commuter cyclists have let the City know that this design is not adequate and they would like a bike lane across the intersection and the removal of one of the vehicular travel lanes. The City of Davis Bicycle, Transportation, and Street Safety Commission reviewed the design of this intersection and concerns at their July 2020 meeting. As of August 2020, City Staff is working on solutions to accommodate both vehicular cyclists and people biking along the shared use path.

H Street Little League pathway improvements: The City widened and repaved the pathway between F Street and H Street. Previously this pathway was narrow and there was a blind turn. The pathway was also pitted with potholes. The City relocated the baseball field fence and widened the pathway. As a result, the pathway is open and comfortable with no blind turns. The H Street project also included a new section of pathway connecting the F Street tunnel to the Davis Little League path. Due to COVID-19 additional improvements to the H Street tunnel are deferred beyond the FY 20/21 fiscal year.

Cowell Boulevard and Drummond Avenue Roundabout and new pathway tunnel: The Drummond/Cowell/Chiles Roundabout Improvement project represents comprehensive improvements to the existing four way stop intersection of Cowell Boulevard, Chiles Road and Drummond Avenue in South Davis. The primary objective of the project is to improve the traffic flow and safety of the intersection to provide a safe and efficient circulation system by increasing the efficient movement and safety of traffic. The scope of work includes removal and installation of the street section at the intersection, installation of a roundabout, pedestrian/bike path and sidewalk improvements, street light improvements, landscape and irrigation replacement. The intersection moves traffic safely and more efficiently through the neighborhood.

For people on bikes not wanting to travel through the new roundabout, there is a new shared use path tunnel adjacent to the roundabout along the existing pathway. The tunnel was installed over 20 years ago and buried. It was unearthed as part of a new planned development. The tunnel is approximately 200 feet from the roundabout and it is a great resource for people traveling off-street. A section of the pathway west of the tunnel will be improved with the construction of new housing development. This improvement will make the path more comfortable for riding.

Third Street Improvements: The 3rd Street project is an award winning project that converted 3rd Street from A Street to B Street into a shared street. The project included removal of the existing asphalt street and replacing it with pavers, installation of benches, garbage bins, a news



kiosk, new street lighting, an art installation, an Eco-Counter totem, and landscape and irrigation replacement. 3rd Street is now a place to hangout and bike through.

**Bike/Ped Wayfinding project:** The City of Davis designed and will install over 100 bike and pedestrian wayfinding signs along the pathways and bikeways in fall 2020. The signs provide direction, distance, and time to reach destinations. The new signs also include navigation of the Davis Bike Loop. Examples of the signs are attached to the application.

**Pathway etiquette signage:** The City placed pathway etiquette signs reminding people to be kind and courteous on the pathways. Messages include, use safe speeds, call out when passing, don't block the path, and keep right, pass left. The signs are along the high traffic pathways.

**Programming:**

**New Permanent Staff:** In 2019 The City of Davis created a permanent Safe Routes to School (SRTS) position. Previously, the SRTS position was part-time and funded with grant funds. The new position is three quarters time and funded by the City. Management was considering extending this position to full time before COVID-19.

**JUMP/Lime Bike Share:** In May 2017 the City of Davis launched JUMP bike share. In September 2020, the City is starting conversations with Lime, who recently took over ownership of the JUMP, bikes about operating in Davis.

**Biking with Confidence Bike Education Program:** In Fall of 2017, the City developed and began teaching bike education classes to Davis residents. The free classes are held monthly and attract people from ages twelve and up. The format of the class is one-hour in class learning the rules of the road, one hour of bike control and blacktop skills, and one hour of road riding.

**Books on Bikes:** A collection of bike-themed books is provided to each elementary school in Davis and Woodland to provide fun information for kids promoting an easy and safe way to travel that doesn't negatively impact the environment. Designed to build and celebrate a culture of biking, and provide positive images and stories about the use of bikes for elementary school children, these books celebrate biking, bike culture, and bike safety. Students, and their parents, are exposed to many forms of media that promote driving (like car advertisements on tv, and popular films like the animated Cars movie) but rarely are people on bikes promoted to children in this same way. By incorporating these stories into library collections it will contribute toward normalize biking to children and their families; encouraging them to choose this as an everyday form of transportation to school, work, or other practical and recreational destinations. Presented with support from the Yolo-Solano Air Quality Management District and Avid Reader.

**Bike Education for Summer Recreation Program:** City Staff provide bike education focused on the rules of the road and group riding for recreation camp leaders. In addition, Staff meets up with campers on the first day of camps to play games about the rules of the road and talk with campers before they group ride.

**Bike Education at UC Davis:** Since 2017, City of Davis staff have been providing bike education to UC Davis international students. UC Davis staff reached out to the City, to provide a modified

Biking with Confidence course to incoming international students. The course includes a presentation about the rules of the road, a thorough bike check, and group ride. City Staff also provides bike education training to UC Davis Humphrey Fellows.

UC Davis Healthy Living Class: The Bike Campaign Staff have been presenting a 3-part series about the benefits of biking and healthy living to a UC Davis health class with over 400 students.

Biking with Confidence for UC Davis Students, Faculty and Staff: The City of Davis was contacted by UC Davis Health and Wellness to provide bike education on campus. As a result, we developed a five part series that provides an in-depth and hands on understanding of how bicycles work and the rules of the road. Participants learn about brakes, shifting, how to change a tire, and more. The last part of the class is a fun ride.

Light the Night: City Staff have coordinated bike light giveaway events with UC Davis and affiliated police.

In-Class 2nd Grade bike education: The Bike Campaign and City of Davis Staff organized and hosted on-bike bike education for 2nd graders. The bike classes were during the students P.E. Students new to biking practiced balancing on bikes, while more advanced bike riders practiced bike control, stopping and starting and hand signals.

Bike Party Davis: In 2017 the City of Davis and local bike shop -Ken's Bike Ski Board began Bike Party Davis. The fun rides are on the fourth Friday of the month at 8 p.m. Community members join the fun and ride around Davis.

Biannual pathway cleanup events: City Staff coordinates pathway cleanup events twice a year. Community volunteers join City Staff and clean up trash along a popular pathway.

New community bike events: The Bike Campaign has organized and hosted several new community bike rides. The Polar Bear Bike Ride is on January 1st, the Ice Cream Bike Ride is on National Ice Cream Day in July, and the Zombie Bike Ride is in October. All of these rides are very well attended with over 200 participants.

The Bike Campaign, City of Davis, and Bike Davis organized and hosted a bicycle festival in November 2019. The event included a film festival, bicycle obstacle course, test rides and tri-shaws. Tri-shaws are part of a movement from Denmark called Cycling Without Age. Tri-shaws provide socialization and transportation for elders. Davis bicycle community members are working on funding to purchase a tri-shaw and provide rides to seniors.

Free Bike Repair Clinics: Both the City of Davis and The Bike Campaign host bike repair clinics. The City sets up its clinics at the junior high schools on late start days. The Bike Campaign provides this service in the community every Saturday from 8am-noon. Professional mechanics working by appointment and a certified instructor available to answer questions. The Bike Campaign also provides bike clinics at community events and at local bicycle-friendly businesses.

Bike Maps: For over 30 years UC Davis and the City of Davis have produced a bike joint map. In

2018, the Bike Campaign received a grant and designed a pocket-sized bike map. Both maps are available and provide details about the biking network and information about the rules of the road.

**Free Helmets, locks, lights and Bikes:** The Bike Campaign provides free helmets, locks and bikes to families in need. All families must complete the Bike Campaign bike education program. The City of Davis provides free helmets to the Police to give away. City Staff also giveaway free helmets at bike rodeos to kids with damaged or poorly fitted helmets. The City provides bike lights to the Davis Bike Collective, a nonprofit community bicycle organization that provides a public DIY shop where folks share tools, skills, and knowledge about bike maintenance and repair.

**Bikes for Low-Income Families:** Community members donate bicycles to The Bike Campaign, which in turn repairs the bikes and donates them to low income families. Each year, the Bike Campaign repairs and donates up to 200 bicycles.

**New Bicycle Friendly Businesses:** There are six new bicycle friendly businesses in Davis thanks to efforts from The Bike Campaign and Bike Davis. These new businesses include Nugget Market (2 locations), Davis Food Co-op, The Arbors (large apt complex), The Spokes (large apt complex), and the first two churches in California, United Methodist and Davis Community Church. The Bike Campaign successfully helped the Nugget Market have two other locations outside of Davis become bicycle-friendly. Currently, The Bike Campaign is actively recruiting County Health and Human Services, local health clinics, hospitals to become BFB certified.

**Highlighting People on Bikes:** The Bike Campaign also created a series of articles that are widely published (website/print/media/e-blasts, etc) known as "Why I Ride". These articles feature prominent locals and inspire community members to ride instead of drive.

**Getting Around Davis:** The City of Davis developed a website for community members to share their events and news about transportation. The website is also a great resource for people interested in learning about what travel options are available in Davis.

**Chancellor's Leadership Ride:** Since 2017, The Bike Campaign has been hosting the Chancellor's Leadership Ride. UC Davis leadership and City of Davis are invited to ride bikes together (40+ attended 2019) to each of the entrance/exits to the UCD campus. This rolling event is followed by a delightful time of networking and refreshments with Chancellor Gary May and his wife LeShelle May.

Installation of 3 RRFBs

Installation of 13 Speed reader boards

Planning & Policy:

**Bike Share Ordinance:** In 2018 the City of Davis adopted a bike share ordinance and application process for bike share vendors. The ordinance included best practices for data collection, equity, and bike standards. Since 2018, a lot has changed in the shared rideables industry. As a result,

the City needs to update this ordinance to meet current best practices.

**Anderson Road Streetscape Plan:** In July 2020, the City of Davis is sharing conceptual designs and asking for community input on a section of Anderson Road adjacent to Chavez Elementary School. The City is proposing two concepts to improve bike and pedestrian access to Chavez Elementary School.

Anderson Road is characterized by horizontal mixed land uses bookended by two neighborhood shopping centers: University Mall and Anderson Plaza. In between is a mix of residential uses (apartments, duplexes, and single family residential), religious institutions, medical offices, a neighborhood park, and elementary school. Immediately north and south of the project area are two high-density origin/destinations: student residential apartment neighborhood on Alvarado Ave and the UC Davis campus, respectively.

Anderson Road plays a critical role in multi-modal transportation. Over 1,500 cyclists, 11,000 vehicles, and over 6,000 transit riders travel through the corridor on a typical weekday. Major destinations served by Anderson Road include the western portion of the main UC Davis campus, the newly built West Village, UC Davis Silo Transit Terminal, several central Davis residential neighborhoods, downtown, and access to Hwy 113. Thus, Anderson Road serves as a primary north-south arterial in Davis.

Several challenges are presented by the current design. First, it is not designed for the volume and/or needs of non-motorized users. Thus, the street experience can make non-vehicular users feel out of place on this high-speed corridor. Second, the street is wide, which results in higher vehicle speeds than desired for this corridor. Improved multi-modal street design is needed throughout the corridor, particularly in front of Chavez Elementary School, where high volumes of bikes, buses, vehicles, and pedestrians converge in time and place.

**Train Depot Access & Connections Study:** In October 2017, the City submitted an application to the California Department of Transportation's Sustainable Communities Planning Grant program to examine access and connection issues related to the Davis Amtrak Station. In December 2017, the State awarded the City \$250,000 to fund a comprehensive study.

Serving over 10 percent of the total Capitol Corridor ridership, the Davis station is one of the busiest stations in the region. Despite its popularity, the station is fraught with challenges. Parking surveys show the lot fills well before the arrival of the first train and remains full until the late afternoon. Surveys also suggest that bicycle parking is regularly at or near capacity. Additionally, the current depot lacks modern amenities and safety features.

Given these challenges, the study will seek to identify opportunities to increase ridership, improve multimodal accessibility, and enhance station safety. In addition, the study will examine the potential benefits of implementing such changes including relieving congestion on local roadways, reducing vehicle miles traveled, and stimulating economic activity downtown.

**Downtown Specific Plan Update:** The City of Davis is planning for the future of its downtown and looking to the community to participate in the conversation. Together, we are creating a 2040

Vision for Downtown Davis. This vision includes improvements to the downtown bicycle network. The plan is recommending a low stress bicycle network, safer bike crossings, better bike parking and more bike parking, and quality infrastructure. Soon this Plan will go to City Council for approval.

#### **G4. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?**

##### Improve Pavement and Striping

One of the biggest complaints the City receives is the condition of the roadways and pathways. There are 167 centerline miles of roadway and 61 centerline miles of pathway in Davis. The 2019 pavement conditions survey showed that both our street network and pathway network are in fair condition (Street PCI 57 and pathway PCI 52). Compared to the state of California (PCI 65) and nearby communities our PCI is the lowest at 57. Davis City Council set PCI targets which include 68 for arterial streets, 65 for collector streets, 60 for residential streets, and 68 for bike paths. The cost of reaching these targets is \$79M over the next 10 years for streets and \$38.7M for bike paths over the next 10 years. The City is exploring additional funding opportunities and cost saving measures to fund this extremely important asset. One idea is changing the policy to replace all paths with PCC and instead allow asphalt and PCC.

In addition to improved pavement, the City also needs to restripe many of its centerline and bike lane markings. In 2016, the City adopted Street Standards which resulted in narrowing vehicular travel lanes and bike lane improvements including buffered bike lanes and wider bike lanes. One of the challenges that City Operations and Maintenance is facing is maintaining existing travel lane lines versus the cost of redesigning the roadway with the new standards. As a result, the process of restriping Davis is slow going.

In 2019, the City Council established a goal to restripe all of the Safe Routes to School routes. Due to the large cost of restriping all identified Safe Routes to School, it was decided to start with two schools each year in a programmatic approach to complete all school areas over a series of 5-10 years at a cost of approximately \$200,000 per year. In 2019, Patwin and Willett Elementary Schools were chosen to be re-striped. Staff designed the striping plans and has been working with a contractor to restripe the frontage of Patwin Elementary from Denali to El Capitan Street and Willett Elementary School from Villanova Drive to Cornell Drive. These areas were restriped to the Council adopted 2016 Street Standards.

##### Ramps

City Staff asked community members the question posted above and we learned that they would like a small adjustment to the lip of driveway and bicycle ramps to allow for a smooth transition would be a benefit. Currently, there is a lip that makes the transition from driveway to pathway jarring, like your wheel hit something. There is also a risk of getting a pinched flat.

##### Street Sweepers

Community members are also wanting the City and the waste management company to invest in a sweeper that fits in Class IV bikeways and pathways to help with removing rocks, tree debris

and any other obstructions that hinders a smooth ride.

#### Pathway Bollards

The City of Davis is working on removing pathway bollards, but the process is slow and sometimes challenging. Recently, Operations and Maintenance removed many of the bollards in the Green Meadows neighborhood. Community members and City Staff continue to identify bollards to be removed.

#### Bike Theft Challenges

Another challenge that the City and UC Davis face is bike theft. In May 2020 the City of Davis Police Department developed their own bike registration program where community members can log their bikes into a computer database. This information is helpful when Police find abandoned bikes, but does not solve the problem of theft. In August 2020, Davis Police started up their bait bike program to help combat theft. As part of the new Downtown Specific Plan, the City is looking at ways to provide more secure bike parking downtown.

#### Vehicle Speed Reduction

High vehicle speeds are a concern for some Davis residents. Bicycle advocates recommend that speed limits be reduced to 15 mph in the downtown, residential areas and near schools.

### **G5. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?**

#### Anderson Road Improvements Grant Submittal

During the summer and fall of 2020 the City has hosted community meetings and online surveys asking for comments on roadway design. The information gathered during community meetings will help the City when applying for grant funds. Learn more about the process and the project at <https://www.cityofdavis.org/city-hall/improvement-projects/anderson-road-improvements>

#### Pole Line Road / Olive Drive-US40 MU path connection

The City of Davis is building a pedestrian-bicycle ramp to connect the Olive Drive Pedestrian / Bicycle Trail to the Pole Line Road Overcrossing Bridge at I-80. The ramp connects the east end of Olive Drive and the existing Class I Olive Drive bicycle path to the two-way, multi-use path on the Pole Line Road Overcrossing. <https://www.cityofdavis.org/city-hall/improvement-projects/pole-line-road-olive-drive-connection>

This project will increase pedestrian and bicycle safety by providing access from South Davis to Downtown and from Olive Drive to East or South Davis. This is especially important for school-age children; by connecting the Olive Drive neighborhood to the two-way multi-use path on the Pole Line Road overcrossing, the project will safely connect the Olive Drive neighborhood to the primary pedestrian and bicycle route to Montgomery Elementary School. This access will reduce route distance from 2.6 to 1.2 miles and improve safety for school-age children. Caltrans has approved the environmental documents and plans. This project is likely to begin construction in the fall 2020.

#### Tulip / Ponteverde crossing improvements

As of July 2018, the City has received six formal complaints regarding the intersection of Tulip

and Ponteverde, the second most in the city. At this location, bicyclists headed eastbound on Ponteverde Lane from Tulip Lane must cross the westbound lane on a blind curve to access the bike path. To avoid this, bicyclists – frequently children – ride counterflow on the north sidewalk to reduce risk of collision. No traffic control exists at the intersection of Tulip and Ponteverde Lanes, further increasing safety concerns for southbound bicyclists on Tulip Lane to eastbound Ponteverde Lane.

The Mace Ranch greenbelt paralleling and south of Loyola Drive is an important east-west bike path connecting Mace Ranch Park and Korematsu Elementary School with destinations to the west. However, the important connection of Tulip and Ponteverde is not a suggested route to school. The Suggested Safe Routes to School Map encourages students to go “a bit out of the way” to avoid the intersection of Tulip and Ponteverde. Even though this route is suggested parents and students alike use Tulip and Ponteverde as a route to and from school.

Working with BikeMinded, a bicycle infrastructure design consultant from the Netherlands and local infrastructure design consultants, staff presented design concepts to the Bicycle, Transportation and Street Safety Commission on February 14, 2019. At the meeting, citizens and commission members preferred a combination of the local design consultant team and the BikeMinded variation that extended the path to the northeast corner and added median islands incorporated into the intersection for pedestrian and rider protection. Citizens also expressed a concern about the speed of some motorists on Tulip Lane and asked for some sort of traffic calming component, an extension of the path west through the intersection and a rapid flashing beacon to be added as safety elements. From this meeting, staff directed our consultant to move forward on design.

In January 2020, Staff brought the updated design to City Council, because the project budget increased by \$360,000 to \$770,000. At the City Council meeting Councilmembers provided input to Staff on the design and directed that Staff to return to Council once design was finalized. Unfortunately, while design was being finalized, COVID-19 and budget constraints resulted in City Council recommending on June 16, 2020 that Staff pursue a reduced project involving pedestrian and bike safety, but not the project designed by the consultant.

<https://www.cityofdavis.org/city-hall/improvement-projects/tulip-lane-and-ponteverde-lane>

#### Russell Boulevard Bike Path

The City of Davis and UC Davis are rebuilding the Russell Boulevard bike path in August 2020. This path is a primary route for UC Davis students and residents. <https://www.cityofdavis.org/city-hall/improvement-projects/russell-boulevard-bike-path>

#### Green Meadows Pathway Improvements

Each Year, the City of Davis repairs pathways. In 2020, the City is focusing its budget on repairing the pathways in Green Meadows, an established community located in north Davis. <https://www.cityofdavis.org/city-hall/improvement-projects/concrete-and-pavement-rehabilitation-slurry-seal-2020>

Fourteenth Street / Villanova Drive Corridor Improvements with two-way cycle track and protected intersection

Fourteenth Street/ Villanova Drive is part of a primary east-west bicycling connection across the city (including a key segment of the 13-mile Davis bike loop). There are two schools along this corridor and it serves as the main connection to other schools in Davis. The City's Walk/Bike Audit Report, completed in 2014, after extensive public outreach at all elementary and junior high schools, designated "High Priority" safety improvements for North Davis Elementary School. In June 2015, the City of Davis submitted an application for funding under the SACOG Regional/Local funding program which provides funding for maintenance and improvements projects. The City was awarded \$992,000 for this project on Fourteenth Street from F Street to Oak Avenue and Villanova Drive from Anderson Road to Sycamore Lane. These included the 14th Street and Villanova Drive Corridor Improvement Project will improve the safety and comfort of people walking, biking and riding public transit on this 1.2 mile corridor between Sycamore Lane and F Street. Improvements to the corridor will include safety measures, such as bulbouts, lighting, signage, and enhanced bicycle facilities with buffering or physical separation and conflict area green paint, beautification with landscaping and gateway enhancements, as well as roadway repaving, isolated repair, and drainage improvements.

Before moving straight to construction, the City wanted to pilot the design with a demonstration project. The demonstration project will install a temporary, stop-controlled protected intersection at the Fourteenth Street & Oak Avenue intersection and a two-way protected on-street bicycle way on the north side of Fourteenth Street between Oak Avenue and B Street. The goal of the design is to make the intersection at Oak & 14th and the 14th/Villanova corridor safer for all users and to establish clear visual cues in the roadway design. During the test, City consultants will be observing traffic movement during pick up and drop off at schools. The test was supposed to take place in Spring 2020; however, the City plans to pilot this design once schools reopen. Project website: <https://www.cityofdavis.org/city-hall/public-works-engineering-and-transportation/transportation/transportation-planning/fourteenth-street-villanova-drive-improvements>)

### New Student Housing

Since 2016, there have been several new student housing developments in Davis. All of these new projects include bicycle enhancements for residents. At Identity Davis (255 Oxford Drive), the new development will include 440 total beds, 71 vehicle parking spaces, 441 secured bike spaces in an indoor facility and a mobility hub with electric car share and bike share.

The Sterling 5th Street Apartment project is located at 2100 Fifth Street and is opening in fall 2020. The project included demolishing the existing buildings and redeveloping the 6-acre property with two separate residential projects, totaling 198 units. Approximately 5 acres of the site were developed as a three and four-story, 160-unit market rate apartment project. The remaining 1-acre portion of the site would be developed as a three and four story, 38-unit affordable housing project. The market rate project would include a mix of studio, 1-bedroom, 2-bedroom, 4-bedroom and 5- bedroom units totaling 160-units (540 beds), a 10,800 square foot leasing office and clubhouse, landscaped courtyards and common open space areas, a four-story residential parking garage with 343 parking spaces, and bicycle parking areas (accommodating 540 bicycle parking spaces), pedestrian pathways, and extensive landscaping improvements.

In addition to these amenities on site, the City plans to improve the pathway along 5th Street between Pole Line and L Street. As of August 2020, the City is seeking bids on slurry sealing the



existing bike path on the south side of 5th Street. Because of COVID-19 the City had to defer a Capital Improvement Project to add bike lanes along 5th Street between Pole Line and L Street.

**G6. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?**

Yes

**G7. How did you hear about the Bicycle Friendly Community program?**

**Page: Supplementary Materials**

Optional: If you would like to share any supplemental materials to support your application, please upload your files here.

By submitting photos here, you are granting the League of American Bicyclists the right to use your images to promote bicycling.

**File 1**

City of Davis Transportation Improvement Plan with Bike and Pedestrian Projects Prioritized (Summer 2020)

[Download File](#)

**File 2**

New pathway wayfinding sign

[Download File](#)

**File 3**

New on-street wayfinding signs

[Download File](#)

**File 4**

Bike and Pedestrian Counts for Bike Counter on the east side of Davis- 2020 January to June

[Download File](#)

**File 5**

Davis Bike Map 2020

[Download File](#)

**alias4afa849251284f4dacf48dbbf86ca422**

Upload additional files

**File 6**

In 2019 the City surveyed community members about their satisfaction with bike share

[Download File](#)

**File 7**

City of Davis public satisfaction survey of City services

[Download File](#)

**File 8**

Traffic stress and bicycling to elementary and junior high school

[Download File](#)

**File 9**

Wayfinding sign for Davis Bike Loop

[Download File](#)

**File 10**

No File Uploaded