



City of Woodland

Meeting Agenda

City Council

City Hall
Council Chambers
300 First Street
Woodland, CA 95695

July 18, 2023
6:00 PM

CITY COUNCIL

CLOSED SESSION

5:00 PM

A. CALL TO ORDER

B. CLOSED SESSION

1. PUBLIC EMPLOYEE PERFORMANCE EVALUATION (Gov. Code §54957)
Title: City Manager

JOINT REGULAR CITY COUNCIL/WOODLAND FINANCE AUTHORITY MEETING

6:00 PM

C. CALL TO ORDER

D. ROLL CALL

E. PLEDGE OF ALLEGIANCE

F. LAND ACKNOWLEDGEMENT

G. COMMUNICATIONS - PUBLIC COMMENT

This is an opportunity for the public to speak to the Council on any item other than those listed on this agenda. Speakers are requested to use the microphone in front of the Council and to begin by stating their name, whether they reside in Woodland and the name of the organization they represent if any. The Mayor may impose a time limit on any speaker depending on the number of people wanting to speak and time available for the rest of the agenda. In the event comments are related to an item scheduled on the agenda, speakers may be required to wait to make their comments until that item is considered. The option to submit a public comment via voicemail is no longer available. Written Public Comments Members of the public are welcome to submit written comments prior to the meeting. Comments should be submitted by email to CouncilMeetings@cityofwoodland.org. Written Comments received at least two (2) hours prior to the scheduled start time of the City Council meeting will be provided to the City Council and posted to the City website as part of the official record of the meeting but will not be read into the record. Written Comments received within two (2) hours of the scheduled start time of the City Council meeting and during the City Council meeting will be provided to the City Council the day following the City Council meeting. If you are submitting written comments on a particular item on the agenda, please identify the agenda item number and letter. If you are submitting written comments on an item not listed on the agenda, please identify your e-mail/comment as a General Public Comment. Note: Public comments at special meetings are limited to items on the agenda only.

2. SUBJECT: General Public Comments

WRITTEN COMMUNICATIONS: This section is reserved for "General" Public Comments emailed within two (2) hours prior to the Council Meeting. These

comments will be provided to the City Council and incorporated into the meeting minutes. Any other written communications submitted for items specific to this agenda will be attached as a file to the associated agenda item.

H. COMMUNICATIONS - COUNCIL/STAFF STATEMENTS AND REQUESTS

This is an opportunity for the Council Members and Staff to make comments and announcements, to express concerns, or to request Council's consideration of any items a Council Member would like to have discussed at a future Council meeting.

3. SUBJECT: Long Range Calendar

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive the Long Range Calendar for informational purposes only.

I. PRESENTATIONS

4. SUBJECT: Sacramento-Yolo Mosquito & Vector Control District Update

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive an update from Gary Goodman, District Manager for the Sacramento-Yolo Mosquito & Vector Control District regarding current mosquito control issues and what can be expected in the upcoming months relating to mosquitoes and West Nile virus.

J. CONSENT CALENDAR

5. SUBJECT: City Council Meeting Minutes of June 6, 2023 and June 20, 2023

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt the minutes of the Joint Regular City Council/Woodland Finance Authority Meetings of June 6, 2023 and June 20, 2023.

6. SUBJECT: Sustainability Advisory Committee Updates & Minutes

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive recent meeting minutes and updates from the Sustainability Advisory Committee

7. SUBJECT: Community Services Department Quarterly Status Report for Fourth Quarter FY23

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive the Community Services Department Quarterly Status Report for the Fourth Quarter FY23.

8. SUBJECT: Support for SB 511

RECOMMENDATION FOR ACTION: Staff recommends that the City Council authorize the City Manager to submit a letter of support for SB 511, which would require the California Air Resources Board (CARB) to assemble and share greenhouse gas inventories with local governments.

9. SUBJECT: Beverage Container Recycling Grant Appropriation

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, authorizing the appropriation of \$210,000 of grant

funds to the State Grants Fund (1325) to assist with implementing recycling programs and SB 1383 compliance into Woodland schools.

10. SUBJECT: 2023/2024 CHP Cannabis Tax Fund Grant Award

RECOMMENDATION FOR ACTION: Staff recommends that the City Council approve Resolution No. _____,

1. Authorizing the Police Department to accept the FY23/24 CHP Cannabis Tax Fund Grant award in the amount of \$30,352.56; and
2. Authorizing the City Manager to appropriate \$30,352.56 in the Other Federal Grants Fund (1330) during the one-year grant period.

11. SUBJECT: City Manager Employment Agreement

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, Extending the Amended and Restated Employment Agreement between the City of Woodland and Ken Hiatt for a period of one year.

12. SUBJECT: Authorization to Request Patwin Name for New City Park

RECOMMENDATION FOR ACTION: Staff recommends that the City Council authorize the City Manager to send a letter to Yoche Dehe Wintun Nation requesting a Patwin Name for a new City Park.

13. SUBJECT: Amendment of Resolution No. 7236 pertaining to Membership on the Sustainability Advisory Committee

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, amending Resolution No. 7236 pertaining to membership on the Sustainability Advisory Committee.

14. SUBJECT: Rescind Stage Two, Water Warning of the City's Water Shortage Contingency Plan

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, rescinding the Stage Two, Water Warning of the Water Shortage Contingency Plan, Appendix I of the Urban Water Management Plan.

15. SUBJECT: East Main Street Improvement Project, CIP 13-05; Contract Amendment

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, to approve a consultant services amendment for construction management and inspection services with Associated Engineering Consultants, Inc. in the amount of \$300,000 for a total agreement amount of \$1,139,298 and authorize the City Manager to execute the amendment.

16. SUBJECT: Gibson Road Improvement Projects, CIP 20-01 & 20-08; Contract Amendment

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, to approve a consultant services amendment for construction management and inspection services with UNICO Engineering

Consultants, Inc. in the amount of \$423,734.79 for a total agreement amount of \$1,848,085.21 and authorize the City Manager to execute the amendment.

17. SUBJECT: Approve a Contract Amendment with LPA, Inc. for architectural & engineering design changes related to the Southeast Area Aquatic Center Project (CIP #19-18)

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, authorizing the City Manager to execute contract amendment #1 with LPA, Inc. for design changes related to the Southeast Area Aquatic Center Project (CIP #19-18) in an amount not to exceed \$244,500.

18. SUBJECT: Conveyance of Parcel 2 (APN 027-360-043) at East Beamer Way Development to Friends of the Mission for the Operation of the Permanent Supportive Housing Units

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, 1) authorizing the City Manager to execute any and all documents necessary or convenient to convey fee title of the Permanent Supportive Housing property (APN 027-360-043) located at the East Beamer Way Campus to Friends of the Mission for the purpose of operating the Permanent Supportive Housing Units; and 2) authorizing the City Manager to execute parking and storm drainage easement deeds over adjacent City property for the benefit of the East Beamer Way Campus; and 3) authorize the City Attorney to prepare a Maintenance Agreement to assign maintenance responsibilities associated with an emergency vehicle access road located on adjacent City property and required as a means of secondary access to the East Beamer Way Campus.

19. SUBJECT: Forced Weed Abatement Cost Update and Submission of Special Assessments

RECOMMENDATION FOR ACTION: Staff recommends that City Council review the proposed special assessments for the city's forced weed abatement program from 2022 and 2023 and adopt Resolution No. _____, approving the submittal of the assessment package to the County Assessor's Office.

20. SUBJECT: Special Assessment Tax Roll Collections

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, Requesting Collection of Charges on the Tax Roll for the Lighting and Landscaping Districts, Special Assessment Districts and Community Facilities Districts described herein.

K. PUBLIC HEARINGS

21. SUBJECT: Update Spring Lake Capital Improvement Plan and Award Construction Contract for South Canal Storm Ditch Widening Project, CIP 24-07

RECOMMENDATION FOR ACTION: Staff recommends that the City Council:

- 1) Hold a Public Hearing;
- 2) Adopt Resolution No. _____, to:
 - a) Create a new capital project, South Canal Storm Ditch Widening Project, CIP #24-07

- b) Approve the update to the Spring Lake Capital Improvement Plan, appropriating \$350,000 in Spring Lake Infrastructure – Storm Drain funding (Fund 1681) to the South Canal Storm Ditch Widening Project, CIP 24-07
- c) Approve the reallocation of \$120,000 of Legacy Disposal Site Grant funds in State of California grant funding - CalRecycle (Fund 1325) to the South Canal Storm Ditch Widening Project, CIP 24-07 to provide a portion of the construction budget
- d) Approve the reallocation of \$110,000 of Spring Lake Infrastructure - Storm Drain funding (Fund 1681) from the South Area Flowage Easement Project, CIP 19-14 to the South Canal Storm Ditch Widening Project, CIP 24-07 to provide a portion of the construction budget
- e) Award a construction contract in the amount of \$451,669 to Ariza Construction, Inc. for the South Canal Storm Ditch Widening Project, CIP #24-07, and authorize a contract contingency of up to 15% (\$67,750).

22. SUBJECT: PUBLIC HEARING - Waste Management Liens

RECOMMENDATION FOR ACTION: Staff recommends that the City Council conduct a Public Hearing to receive input from property owners and adopt Resolution No. _____, "A Resolution Requesting Collection of Charges on Tax Roll".

23. SUBJECT: Woodland Tourism Business Improvement District Annual Assessment

RECOMMENDATION FOR ACTION: Staff recommends that the City Council:

1. Hold a public hearing to receive testimony regarding the City Council's intention to continue the Woodland Tourism Business Improvement District; and
2. Determine whether a legally sufficient protest is made; and
3. If no legally sufficient protest is made, adopt Resolution No. _____, approving the WTBD FY2023-24 Budget and affirming the continuation of the annual assessment for the WTBD for 2023-24 fiscal year.

L. REPORTS OF THE CITY MANAGER

24. SUBJECT: Approve the Woodland Local Road Safety Plan (LRSP), CIP 21-13

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, to approve the Woodland Local Road Safety Plan (LRSP).

M. ADJOURN

I declare under penalty of perjury that the foregoing Agenda for the Joint Regular City Council/Woodland Finance Authority Meeting of the City of Woodland scheduled for Tuesday, July 18, 2023 was posted on Friday, July 14, 2023 in the outside display case at City Hall, 300 First Street, Woodland, CA, and was available to the public during normal business hours.

A handwritten signature in black ink, appearing to read 'Ana B. Gonzalez', with a large, stylized flourish at the end.

Ana B. Gonzalez
City Clerk

Upon request, agendas and documents in the agenda packet will be made available in appropriate alternative formats to persons with a disability, as required by law. Any such requests must be made in writing to the Office of the City Clerk of the City of Woodland. Requests will be valid for the calendar year in which the request is received, and must be renewed prior to January 1st.

Persons needing disability-related modifications or accommodations in order to participate in public meetings, including persons requiring auxiliary aids or services, may request such modifications or accommodations by calling the Office of the City Clerk (530-661-5806) at least 48 hours prior to the meeting.



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: G.2
SUBJECT: General Public Comments

WRITTEN COMMUNICATIONS: This section is reserved for "General" Public Comments emailed within two (2) hours prior to the Council Meeting. These comments will be provided to the City Council and incorporated into the meeting minutes. Any other written communications submitted for items specific to this agenda will be attached as a file to the associated agenda item.

Attachments:

None



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: H.3
SUBJECT: Long Range Calendar

Recommendation for Action: Staff recommends that the City Council receive the Long Range Calendar for informational purposes only.

Staff Contact:

Ana B. Gonzalez, City Clerk, (530) 661-5806, ana.gonzalez@cityofwoodland.org

Background:

This calendar is being provided for planning purposes only and is intended to keep the Council apprised of upcoming agenda items and plan for upcoming Council items.

A handwritten signature in black ink, appearing to read "Ken Hiatt", written over a horizontal line.

Ken Hiatt
City Manager

Attachments:

1. Council Long Range Calendar

UPDATED CITY COUNCIL LONG RANGE CALENDAR

City Council Summer Recess (July 19-August 14)

August 15TH

REGULAR MEETING

City Council Meeting Minutes of July 11, 2023 and July 18, 2023
Authorize the Purchase of a Replacement Crane Truck for the Water Distribution Department
Animal Services Update and Agreement

September 5TH

REGULAR MEETING

City Council Meeting Minutes of August 15, 2023
1st reading – Amendment to City Code Chapter 9.28 Offenses - Miscellaneous
Woodland Research & Technology Park – Final EIR & Specific Plan

September 19TH

REGULAR MEETING

2nd reading – Amendment to City Code Chapter 9.28 Offenses - Miscellaneous

Future Topics / Study Sessions:

Consultant Design Agreement for ASR Well #31 (CIP #17-05) (October)
Comprehensive Zoning Adoption (October)
Annexations – Westucky, Barnard Court, North East Street, & Industrial Area (November)
Rule 20A Undergrounding District (TBD)



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: I.4
SUBJECT: Sacramento-Yolo Mosquito & Vector Control District Update

Recommendation for Action: Staff recommends that the City Council receive a written update from Gary Goodman, District Manager for the Sacramento-Yolo Mosquito & Vector Control District regarding current mosquito control issues and what can be expected in the upcoming months relating to mosquitoes and West Nile virus.

Staff Contact:

Ana B. Gonzalez, City Clerk, (530) 661-5806, ana.gonzalez@cityofwoodland.org



Ken Hiatt
City Manager

Attachments:

1. Woodland City Council Presentation 2023

Mosquito Control Matters

FIGHT THE BITE

Current Issues and Challenges Related
to Mosquito Control

Gary Goodman
General Manager

Mission: Protect Public Health

- To provide safe, effective and economical mosquito and vector control.
To accomplish this, we provide ongoing surveillance of mosquitoes and other vectors to determine the threat of disease transmission and lower annoyance levels.
- District operates under the California Health and Safety Code

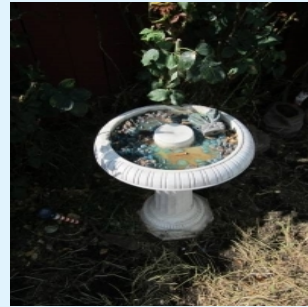


Integrated Mosquito Management Approach

- Public Information
- Surveillance
- Biological Control
- Ecological Management
- Chemical Control

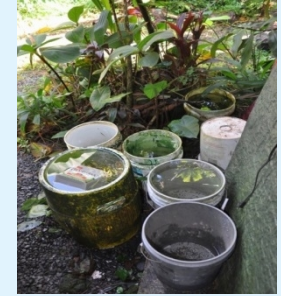


Different Mosquito Breeding Habitats



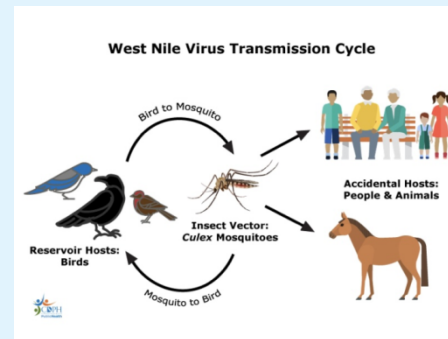
Wet winter could mean a busy mosquito season

- Record amount of rain
- Many sources of stagnant water
- Combination of water and warm temperatures create ideal mosquito breeding conditions



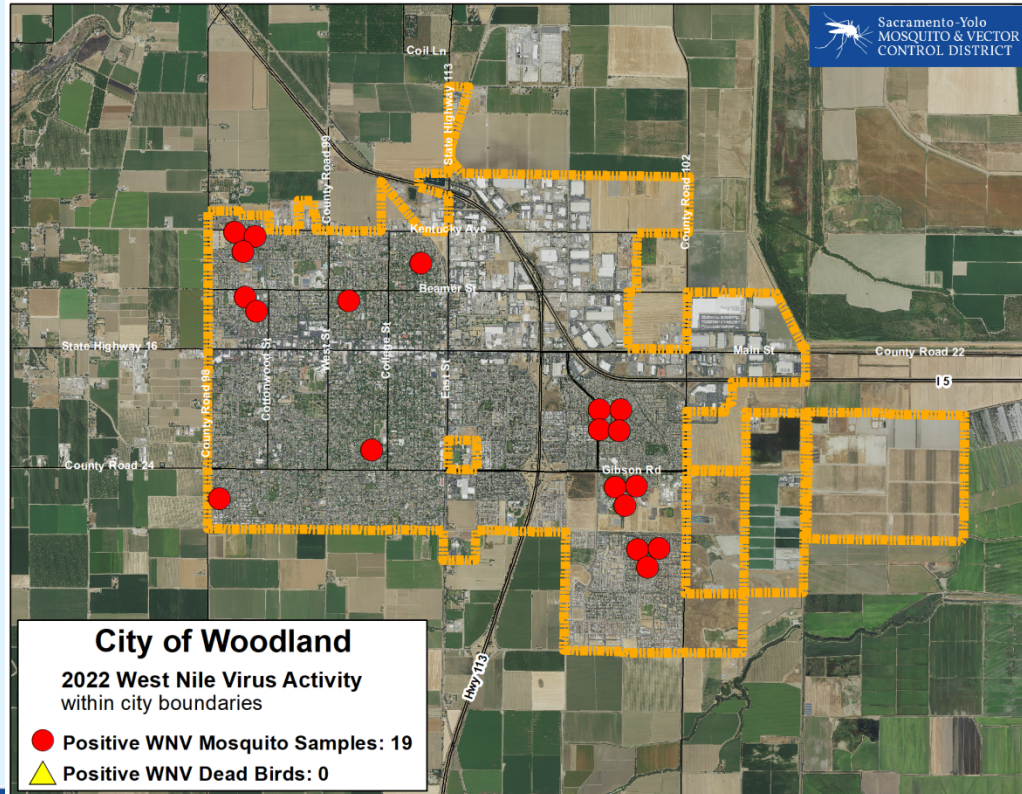
WNV Activity in California

<u>Year</u>	<u>Mosquito Samples</u>	<u>Human Cases</u>	<u>Potential Cases</u>
2022	3165	208	6,000-15,000
2021	2,263	128	3,000-8,000
2020	2,628	231	6,000-15,000
2019	3,288	225	6,000-15,000
2018	1,963	218	6,000-15,000
2017	3,371	536	16,000-37,000



****WNV is extremely under reported. The Centers for Disease Control estimates that for every neuroinvasive case confirmed, there are approximately 30-70 cases that are not reported****

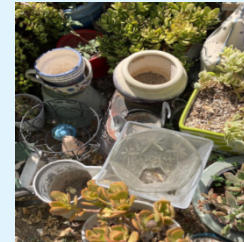
West Nile Virus Activity in Woodland



New Concern: Invasive Mosquitoes

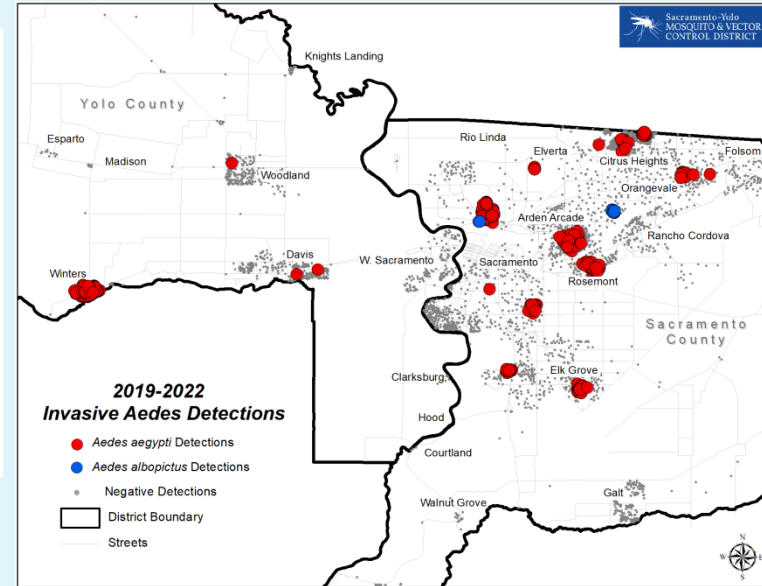
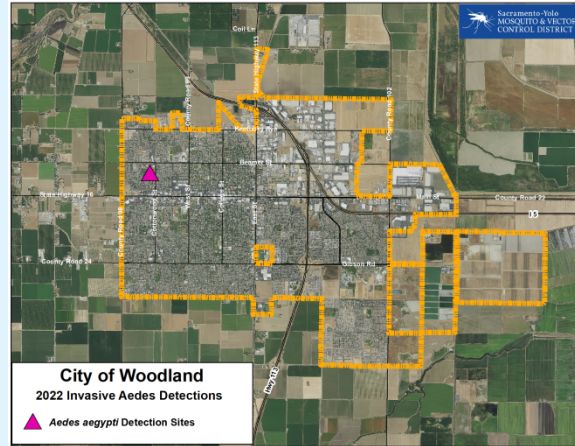
Aedes aegypti and *Aedes albopictus* (Yellow Fever Mosquito and Asian Tiger Mosquito)

- An aggressive day biting mosquito that prefers to bite humans.
- They especially like to bite ankles, wrists and elbows
- Prefers to live in urban areas both indoors and outdoors
- Can breed in as little as 1 teaspoon of water and can complete life cycle in 7-10 days
- Eggs are laid on the side of containers and are resistant to drying out. They can survive without water for many months
- Capable of transmitting several debilitating diseases including Zika, dengue and chikungunya



Detections of Invasive Mosquitoes

- Discovered for the first time in 2019 within District boundaries and have been rapidly spreading.
- In 2022 invasive mosquitoes were detected in various new areas within District boundaries.
- Currently conducting surveillance throughout the county with a special focus on Winters.



Outreach by District

- Ongoing email to elected officials to inform of detections and District activities
- Extensive door to door inspections throughout the city
- Advertising, targeted social media ads, Nextdoor posts,
- Post cards mailed to residents
- Work with city staff to disseminate information
- Repellent distribution
- Booth at community events



INVASIVE MOSQUITOES DETECTED IN YOUR AREA

REPORT DAY-BITING MOSQUITOES!
Please text the **SACRAMENTO-YOLO MOSQUITO & VECTOR CONTROL DISTRICT** at 916-756-9334 to schedule an inspection or visit [fightthebite.net/notice](https://www.fightthebite.net/notice).

Aedes aegypti
Yellow Fever mosquito



Actual Size: About 1/8 inch long

WHY THE CONCERN?
Invasive mosquitoes continue to be found at many homes throughout your neighborhood. These mosquitoes are currently very active and we need your help to control them. Aedes aegypti pose a serious health threat because they can transmit several diseases.

About Aedes aegypti mosquitoes

- Small dark mosquito that bites during the day and can live indoors and outdoors.
- They lay eggs in small sources of water around homes and are very difficult to detect.
- Invasive Aedes are "container breeders". Individual eggs are glued to the sides of containers. Eggs are resistant to drying out and can survive for many months until water covers them.



Sacramento-Yolo Mosquito & Vector Control District
8631 Bond Rd., Elk Grove, CA 95624

INVASIVE MOSQUITO BREEDING SOURCES THAT NEED YOUR ATTENTION

Drain and scrub or remove saucers under plants.
Cover bins, buckets, and tubs with fitted lids.
Remove miscellaneous containers.
Re-direct sprinklers so containers are not filled.
Empty birdbaths/fountains (every 3 days).
Empty/refill pet drinking water (every 3 days).
Clean out/drain rain gutters and drains in yards.
Remove plants that hold water in yard.

To avoid the spread of these mosquitoes, DO NOT transport plants and other containers from one place to another.

Plants with Water **Buckets** **Bird Baths** **Green Water** **Plant pots are where laid nests stem**

Outside Tubs **Water Fountains** **Plant pots are where laid nests stem**

EGGS **ADULT** **ADULT**

The Sacramento-Yolo Mosquito & Vector Control District is currently conducting door-to-door inspections, setting traps and making treatments in your neighborhood to control these mosquitoes. THERE IS NO CHARGE FOR DISTRICT SERVICES.

REPORT DAY-BITING MOSQUITOES call the District at (800) 429-1022
There is no charge for District services.

www.FIGHTtheBITE.net (800) 429-1022



It's important to prevent Aedes mosquitoes from spreading because they can be an extreme nuisance and can spread diseases such as Zika, dengue and chikungunya. Learn more about how you can help reduce mosquitoes in your neighborhood by visiting- <https://www.fightthebite.net/education/reducing-mosquitoes/>



FOIGHT THE BITE

Sacramento-Yolo MOSQUITO & VECTOR CONTROL DISTRICT

PUBLIC HEALTH WARNING

REPORT DAY-BITING MOSQUITOES!
Please call the District at (800) 429-1022
AEDES AEGYPTI (Yellow Fever mosquito)



Actual Size: About 1/8 inch long

WHY THE CONCERN?
Aedes aegypti is an invasive mosquito in California. It can be a major nuisance and a public health threat, potentially capable of transmitting several diseases including Zika, dengue, and chikungunya.

FACTS: Invasive Aedes Mosquitoes

- Small dark mosquito that bites during the day.
- Prefers to dwell in urban areas indoors and outdoors.
- They especially like to bite ankles, wrists and elbows.
- They lay eggs in small sources of water around homes.
- They are very difficult to control.
- They complete their life cycle in 7-10 days. The adults live for about 3 weeks.
- Invasive Aedes are "container breeders". Individual eggs are glued to the sides of containers. The eggs are resistant to drying out and can survive for many months until water covers them.

REPORT DAY-BITING MOSQUITOES call the District at (800) 429-1022
There is no charge for District services.

www.FIGHTtheBITE.net

Thank you!



1-800-429-1022

info@fightthebite.net



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: J.5
SUBJECT: City Council Meeting Minutes of June 6, 2023 and
June 20, 2023

Recommendation for Action: Staff recommends that the City Council adopt the minutes of the Joint Regular City Council/Woodland Finance Authority Meetings of City Council Meeting Minutes of June 6, 2023 and June 20, 2023.

Staff Contact:

Ana B. Gonzalez, City Clerk, (530) 661-5806, ana.gonzalez@cityofwoodland.org

A handwritten signature in black ink, appearing to read "Ken Hiatt", is written over a horizontal line.

Ken Hiatt
City Manager

Attachments:

1. 06.06.23 Minutes_DRAFT
2. 06.20.23 Minutes_DRAFT

City of Woodland

City Hall
Council Chambers
300 First Street
Woodland, CA 95695



Regular Meeting Minutes

Tuesday, June 6, 2023

6:00 PM

City Council

A M E N D E D

CITY COUNCIL

CLOSED SESSION

5:30 PM

B. CALL TO ORDER

C. CLOSED SESSION

1. CONFERENCE WITH LABOR NEGOTIATORS (Gov. Code §54957.6)
Agency Designated Representative: City Manager and Director of
Administrative Services
Employee Organization: Confidential Employees, Woodland Fire Mid-
Management Association, Woodland Professional Firefighters Association and
Woodland City Employees Association

JOINT REGULAR CITY COUNCIL/WOODLAND FINANCE AUTHORITY MEETING

6:00 PM

D. CALL TO ORDER

Meeting called to order at 06:00 PM.

E. ROLL CALL

Present: Members Garcia-Cadena, Lansburgh, Stallard, Vega and Mayor Vicky
Fernandez

Absent: None

F. PLEDGE OF ALLEGIANCE

Pledge of Allegiance led by BriAnne Dewberry.

G. COMMUNICATIONS - PUBLIC COMMENT

This is an opportunity for the public to speak to the Council on any item other than those listed on this agenda. Speakers are requested to use the microphone in front of the Council and to begin by stating their name, whether they reside in Woodland and the name of the organization they represent if any. The Mayor may impose a time limit on any speaker depending on the number of people wanting to speak and time available for the rest of the agenda. In the event comments are related to an item scheduled on the agenda, speakers may be required to wait to make their comments until that item is considered. The option to submit a public comment via voicemail is no longer available. Written Public Comments Members of the public are welcome to submit written comments prior to the meeting. Comments should be submitted by email to CouncilMeetings@cityofwoodland.org. Written Comments received at least two (2) hours prior to the scheduled start time of the City Council meeting will be provided to the City Council and posted to the City website as part of the official record of the meeting but will not be read into the record. Written Comments received within two (2) hours of the scheduled start time of the City Council meeting and during the City Council meeting will be provided to the City Council the day following the City Council meeting. If you are submitting written comments on a particular item on the agenda, please identify the agenda item number and letter. If you are submitting written comments on an item not listed on the agenda, please identify your e-mail/comment as a General Public Comment. Note: Public comments at special meetings are limited to items on the agenda only.

Raena Lavelle, BriAnne Dewberry and Katherine Seward spoke regarding proposed changes to FernsPark and Roller Derby. Dale Dennis spoke regarding a suggestion to the Council to rename a section of County Road 25 to Avenida La Piedad to recognize our Sister City La Piedad, Michoacan, Mexico.

2. SUBJECT: General Public Comments

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Email received from CommunicationCCib regarding removal of speed limit and Ferns Park.

H. COMMUNICATIONS - COUNCIL/STAFF STATEMENTS AND REQUESTS

This is an opportunity for the Council Members and Staff to make comments and announcements, to express concerns, or to request Council's consideration of any items a Council Member would like to have discussed at a future Council meeting.

3. SUBJECT: Long Range Calendar

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive the Long Range Calendar for informational purposes only.

I. CONSENT CALENDAR

4. SUBJECT: Proclamation Honoring Woodland Opera House Executive Director Angela Baltezore

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt a proclamation honoring Woodland Opera House Executive Director Angela Baltezore on her retirement.

Adopted a proclamation honoring Woodland Opera House Executive Director Angela Baltezore on her retirement.

5. SUBJECT: Juneteenth Proclamation

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt a Proclamation recognizing "Juneteenth" - Celebration of Emancipation from Slavery.

Adopted a Proclamation recognizing "Juneteenth" - Celebration of Emancipation from Slavery.

6. SUBJECT: City Council Meeting Minutes of May 2, 2023 and May 16, 2023

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt the minutes of the Joint Regular City Council/Woodland Finance Authority Meetings of May 2, 2023 and May 16, 2023.

Adopted the minutes of the Joint Regular City Council/Woodland Finance Authority Meetings of May 2, 2023 and May 16, 2023.

7. SUBJECT: Waste Management Delinquent Garbage/Refuse Accounts - Call for Public Hearing

RECOMMENDATION FOR ACTION: Staff recommends that the City Council set a Public Hearing for July 18, 2023 to hear and approve the list of Delinquent Refuse Accounts and direct the Tax Collector of Yolo County to assess liens against real property to collect delinquent payments.

Council Members set a Public Hearing for July 18, 2023 to hear and approve the list of Delinquent Refuse Accounts and direct the Tax Collector of Yolo County to assess liens against real property to collect delinquent payments.

8. SUBJECT: Resolution Accepting the Public Improvements for Subdivision Final Map 5092 Oyang South Phase 1 and 5137 Oyang South Phase 2

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, a Resolution of the City Council of the City of Woodland Accepting the Public Improvements For Subdivision Final Map 5092 Oyang South Phase 1 and 5137 Oyang South Phase 2.

Adopted RESOLUTION NO. 8089, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND ACCEPTING THE PUBLIC IMPROVEMENTS FOR SUBDIVISION FINAL MAP 5092 AND 5137 BY LENNAR HOMES OF CALIFORNIA.

9. SUBJECT: Contract Amendment for Construction Management and Inspection Services for Improvements Associated with Oyang South Subdivision Improvements

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, to approve a consultant services amendment for construction management and inspection services with Associated Engineering Consultants, Inc. in the amount of \$32,520.00 for a total agreement amount of \$991,732.40 and authorize the City Manager to execute the amendment.

Adopted RESOLUTION NO. 8090, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND TO APPROVE AMENDMENT WITH ASSOCIATED ENGINEERING CONSULTANTS, INC. FOR CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR OYANG SOUTH BACKBONE AND PHASE 1 AND PHASE 2 SUBDIVISION.

10. SUBJECT: Increase Construction Contingency for the 2023 Water Main Replacement Project, CIP 22-04

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, to approve the reallocation of \$720,000 of Water Enterprise Funds from the Water System Leak Detection, Maintenance & Repairs Project, CIP 09-23, to the 2023 Water Main Replacement Project, CIP 22-04, and to approve an increase in construction contingency from \$252,259 to \$902,259 for a total contract amount of up to \$3,424,852 for the 2023 Water Main Replacement Project, CIP 22-04.

Adopted RESOLUTION NO. 8091, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND APPROVING AN INCREASE IN CONSTRUCTION CONTINGENCY FOR THE 2023 WATER MAIN REPLACEMENT PROJECT, CIP 22-04.

On a motion by Council Member Vega, seconded by Council Member Stallard and carried unanimously on a 5-0 vote, Council Members approved Consent Calendar Items

No. 4 through 10.

AYES: Members Garcia-Cadena, Lansburgh, Stallard, Vega and Mayor Vicky Fernandez

NOES: None

J. PUBLIC HEARINGS

11. SUBJECT: PUBLIC HEARING - Streng Pond Landscape Maintenance District

RECOMMENDATION FOR ACTION: Staff recommends that the City Council (1) conduct a public hearing and (2) adopt Resolution No. _____, approving the fiscal year 2023/2024 annual levy report and order the levy and collection of the assessment within the Streng Pond Landscape Maintenance District.

On a motion by Council Member Stallard, seconded by Council Member Lansburgh and carried unanimously on a 5-0 vote, Council Members adopted RESOLUTION NO. 8092, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND, CALIFORNIA, AMENDING AND/OR APPROVING THE ENGINEER'S ANNUAL LEVY REPORT AND ORDERING THE LEVY AND COLLECTION OF ASSESSMENTS WITHIN THE STRENG POND LANDSCAPING MAINTENANCE DISTRICT, FISCAL YEAR 2023/2024.

AYES: Members Garcia-Cadena, Lansburgh, Stallard, Vega and Mayor Vicky Fernandez

NOES: None

12. SUBJECT: PUBLIC HEARING - Gateway Lighting & Landscaping District

RECOMMENDATION FOR ACTION: Staff recommends that the City Council (1) conduct a public hearing and (2) adopt Resolution No. _____, approving the fiscal year 2023/2024 annual levy report and Resolution No. _____, ordering the levy and collection of the assessment within the Gateway Lighting and Landscaping District.

On a motion by Council Member Lansburgh, seconded by Council Member Vega and carried unanimously on a 5-0 vote, Council Members adopted RESOLUTION NO. 8093, RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND, CALIFORNIA, AMENDING AND/OR APPROVING THE FISCAL YEAR 2023/2024 ENGINEER'S REPORT REGARDING THE GATEWAY LANDSCAPING AND LIGHTING DISTRICT and RESOLUTION NO. 8094, RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND, CALIFORNIA ORDERING THE LEVY AND COLLECTION OF ANNUAL ASSESSMENTS REGARDING THE GATEWAY LANDSCAPING AND LIGHTING DISTRICT FOR FISCAL YEAR 2023/2024.

AYES: Members Garcia-Cadena, Lansburgh, Stallard, Vega and Mayor Vicky Fernandez

NOES: None

13. SUBJECT: PUBLIC HEARING - Gibson Ranch Lighting & Landscaping District

RECOMMENDATION FOR ACTION: Staff recommends that the City Council (1) conduct a public hearing and (2) adopt Resolution No. _____, approving the fiscal year 2023/2024 annual levy report and order the levy and collection of the assessment within the Gibson Ranch Lighting and Landscaping District.

On a motion by Council Member Lansburgh, seconded by Mayor Por Tem Garcia-Cadena and carried unanimously on a 5-0 vote, Council Members adopted RESOLUTION NO. 8095, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND, CALIFORNIA, AMENDING AND/OR APPROVING THE ENGINEER'S

ANNUAL LEVY REPORT AND ORDERING THE LEVY AND COLLECTION OF ASSESSMENTS WITHIN THE GIBSON RANCH LANDSCAPING AND LIGHTING DISTRICT, FISCAL YEAR 2023/2024.

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

14. SUBJECT: PUBLIC HEARING - North Park Lighting and Landscaping District

RECOMMENDATION FOR ACTION: Staff recommends that the City Council (1) conduct a public hearing and (2) adopt Resolution No. _____, approving the fiscal year 2023/2024 annual levy report and order the levy and collection of the assessment within the North Park Lighting and Landscaping District.

On a motion by Mayor Pro Tem Garcia-Cadena, seconded by Council Member Lansburgh and carried unanimously on a 5-0 vote, Council Members adopted RESOLUTION NO. 8096, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND, CALIFORNIA, AMENDING AND/OR APPROVING THE ENGINEER'S ANNUAL LEVY REPORT AND ORDERING THE LEVY AND COLLECTION OF ASSESSMENTS WITHIN THE NORTH PARK LIGHTING AND LANDSCAPING DISTRICT, FISCAL YEAR 2023/2024.

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

15. SUBJECT: PUBLIC HEARING - Spring Lake Lighting & Landscaping District

RECOMMENDATION FOR ACTION: Staff recommends that the City Council (1) conduct a public hearing and (2) adopt Resolution No. _____, approving the fiscal year 2023/2024 annual levy report and Resolution No. _____, ordering the levy and collection of the assessment within the Spring Lake Lighting and Landscaping District.

On a motion by Council Member Stallard, seconded by Mayor Vicky Fernandez and carried unanimously on a 5-0 vote, Council Members adopted RESOLUTION NO. 8097, RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND, CALIFORNIA, AMENDING AND/OR APPROVING THE FISCAL YEAR 2023/2024 ENGINEER'S REPORT REGARDING THE SPRING LAKE LANDSCAPING AND LIGHTING DISTRICT and RESOLUTION NO. 8098, RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND, CALIFORNIA ORDERING THE LEVY AND COLLECTION OF ANNUAL ASSESSMENTS REGARDING THE SPRING LAKE LANDSCAPING AND LIGHTING DISTRICT FOR FISCAL YEAR 2023/2024.

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

16. SUBJECT: PUBLIC HEARING - West Wood Lighting and Landscaping District

RECOMMENDATION FOR ACTION: Staff recommends that the City Council (1) conduct a public hearing and (2) adopt Resolution No. _____, approving the fiscal year 2023/2024 annual levy report and order the levy and collection of the assessment within the West Wood Lighting and Landscaping District.

On a motion by Council Member Vega, seconded by Mayor Pro Tem Garcia-Cadena and carried unanimously on a 5-0 vote, Council Members adopted RESOLUTION NO. 8099, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND, CALIFORNIA, AMENDING AND/OR APPROVING THE ENGINEER'S ANNUAL LEVY REPORT AND

ORDERING THE LEVY AND COLLECTION OF ASSESSMENTS WITHIN THE WEST WOOD UNIT NO. 1 LANDSCAPING AND LIGHTING DISTRICT, FISCAL YEAR 2023/2024.

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

17. PUBLIC HEARING - Weed Abatement Program

RECOMMENDATION FOR ACTION: Staff recommends that City Council conduct the public hearing to consider objections to the proposed removal of weeds and direct staff to proceed with the 2023 forced weed abatement program.

On a motion by Council Member Vega, seconded by Council Member Stallard and carried unanimously on a 5-0 vote, Council Members received a presentation from Fire Marshal Dana Carey regarding the Weed Abatement Program and directed staff to proceed with the 2023 forced Weed Abatement Program.

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

K. REPORTS OF THE CITY MANAGER

18. SUBJECT: Floodplain Variance for Velocity Island Project

RECOMMENDATION FOR ACTION: Staff recommends that the City Council consider the technical information provided and adopt Resolution No. _____, approving the floodplain variance for the building permits at 755 North East Street.

On a motion by Council Member Stallard, seconded by Council Member Vega and carried unanimously on a 5-0 vote, Council Members adopted RESOLUTION NO. 8100, RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND APPROVING A FLOODPLAIN VARIANCE FOR CERTAIN CONSTRUCTION AT 755 NORTH EAST STREET (VELOCITY ISLAND).

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

19. SUBJECT: Presentation of the FY2023/24 Proposed Budget

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive a presentation on the proposed budget for FY2023/24.

Council Members received a presentation from Finance Officer Evis Morales on the proposed budget for FY2023/24.

L. ADJOURN

Meeting adjourned at 7:50 PM in memory of Victor Bucher.

Respectfully submitted,

Ana B. Gonzalez, City Clerk

City of Woodland

City Hall
Council Chambers
300 First Street
Woodland, CA 95695



Regular Meeting Minutes

Tuesday, June 20, 2023

6:00 PM

City Council

CITY COUNCIL

CLOSED SESSION

5:30 PM

A. CALL TO ORDER

B. CLOSED SESSION

1. PUBLIC EMPLOYEE PERFORMANCE EVALUATION (Gov. Code §54957)
Title: City Manager

JOINT REGULAR CITY COUNCIL/WOODLAND FINANCE AUTHORITY MEETING

6:00 PM

C. CALL TO ORDER

Meeting called to order at 06:07 PM

D. ROLL CALL

Present: Members Garcia-Cadena, Lansburgh, Stallard, Vega and Mayor Vicky Fernandez

Absent: None

E. PLEDGE OF ALLEGIANCE

Pledge of Allegiance led by Aaron Ventura Hernandez, a Summer at City Hall student.

F. COMMUNICATIONS - PUBLIC COMMENT

This is an opportunity for the public to speak to the Council on any item other than those listed on this agenda. Speakers are requested to use the microphone in front of the Council and to begin by stating their name, whether they reside in Woodland and the name of the organization they represent if any. The Mayor may impose a time limit on any speaker depending on the number of people wanting to speak and time available for the rest of the agenda. In the event comments are related to an item scheduled on the agenda, speakers may be required to wait to make their comments until that item is considered. The option to submit a public comment via voicemail is no longer available. Written Public Comments Members of the public are welcome to submit written comments prior to the meeting. Comments should be submitted by email to CouncilMeetings@cityofwoodland.org. Written Comments received at least two (2) hours prior to the scheduled start time of the City Council meeting will be provided to the City Council and posted to the City website as part of the official record of the meeting but will not be read into the record. Written Comments received within two (2) hours of the scheduled start time of the City Council meeting and during the City Council meeting will be provided to the City Council the day following the City Council meeting. If you are submitting written comments on a particular item on the agenda, please identify the agenda item number and letter. If you are submitting written comments on an item not listed on the agenda, please identify your e-mail/comment as a General Public Comment. Note: Public comments at special meetings are limited to items on the agenda only.

Fernando Castro spoke regarding Folklorico and the upcoming fireworks booth; Gerogia Cochran spoke regarding youth facilities and BriAnne Dewberry spoke regarding proposal of Futsal courts at Ferns Park.

2. SUBJECT: General Public Comments

WRITTEN COMMUNICATIONS: This section is reserved for "General" Public

Comments emailed within two (2) hours prior to the Council Meeting. These comments will be provided to the City Council and incorporated into the meeting minutes. Any other written communications submitted for items specific to this agenda will be attached as a file to the associated agenda item.

G. COMMUNICATIONS - COUNCIL/STAFF STATEMENTS AND REQUESTS

This is an opportunity for the Council Members and Staff to make comments and announcements, to express concerns, or to request Council's consideration of any items a Council Member would like to have discussed at a future Council meeting.

3. SUBJECT: Long Range Calendar

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive the Long Range Calendar for informational purposes only.

H. CONSENT CALENDAR

4. SUBJECT: Pride Proclamation

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt a proclamation declaring the month of June 2023 as "Pride Month".

Adopted a proclamation declaring the month of June 2023 as "Pride Month".

5. SUBJECT: Parks & Recreation Commission Meeting Minutes of April 24, 2023

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive the April 24, 2023 Parks & Recreation Commission Meeting Minutes.

Received the April 24, 2023 Parks & Recreation Commission Meeting Minutes.

6. SUBJECT: Receive and file the Manufactured Home Fair Practices Commission Annual Report for the 2022 program year

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive and file the Manufactured Home Fair Practices Commission Annual Report for the 2022 program year.

Received and filed the Manufactured Home Fair Practices Commission Annual Report for the 2022 program year.

7. SUBJECT: Public Works Quarterly Status Report

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive a presentation and accept the Public Works Quarterly Status Report for the period of March 2023 through June 2023.

Received a presentation and accept the Public Works Quarterly Status Report for the period of March 2023 through June 2023.

8. SUBJECT: Award Construction Contract for 2023 Road Maintenance Project, CIP 23-01

RECOMMENDATION FOR ACTION: Staff recommends that the City Council

adopt Resolution No. _____, (1) waiving immaterial minor bid irregularities in the bid submitted by the lowest responsible bidder submitting a responsive bid (Consolidated Engineering Inc.); and (2) approving a construction contract for the 2023 Road Maintenance Project, CIP 23-01; awarding the construction contract in the amount of \$667,877.58 for the base bid plus Alternate A to Consolidated Engineering Inc.; authorizing a contract contingency up to 30% (\$200,363.27); and authorizing the City Manager to execute the construction contract and change orders.

Adopted RESOLUTION NO. 8101, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND APPROVING A CONSTRUCTION CONTRACT FOR THE 2023 ROAD MAINTENANCE PROJECT, CIP 23-01.

9. SUBJECT: 2023 Traffic Calming Project, CIP 19-06; Approve Plans and Specifications, Authorize Bid Advertisement

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, approving the project plans and specifications for the 2023 Traffic Calming Project, CIP 19-06, and authorizing bid advertisement.

Adopted RESOLUTION NO. 8102, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND APPROVING THE PLANS AND SPECIFICATIONS FOR THE 2023 TRAFFIC CALMING PROJECT, CIP 19-06; AND AUTHORIZING BID ADVERTISEMENT.

10. SUBJECT: Prudler Community Facilities District Annual Levy and Collection

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, ordering the annual levy and collection of the assessment within the Prudler Community Facilities District for fiscal year 2023/2024.

Adopted RESOLUTION NO. 8103, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND ACTING AS THE LEGISLATIVE BODY OF COMMUNITY FACILITIES DISTRICT NO. 2022-01 (PRUDLER SERVICES) AUTHORIZING THE ANNUAL LEVY OF SPECIAL TAXES FOR FISCAL YEAR 2023-24.

11. SUBJECT: Transfer Funds from Public Works Sewer Collection Contract Services (Fund 220) to CIP 14-03, Replacement of Orangeburg Sewer Laterals

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, to transfer \$147,000 from Public Works Sewer Collection Contract Services (Fund 220) to CIP 14-03, Replacement of Orangeburg Sewer Laterals.

Adopted RESOLUTION NO. 8104, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND TO TRANSFER FUNDS FROM PUBLIC WORKS SEWER COLLECTION CONTRACT SERVICES (FUND 220) TO CIP 14-03, REPLACEMENT OF ORANGEBURG SEWER LATERALS.

12. SUBJECT: 2022 Spring Lake Parks Project, CIP 20-03; Contract Amendment

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, to approve a consultant services amendment for services with Public Restroom Company in the amount of \$6,350 for a total agreement amount of \$200,218 and authorize the City Manager to execute the amendment.

Adopted RESOLUTION NO. 8105, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND, APPROVING CONTRACT AMENDMENT FOR THE 2022 SPRING LAKE PARKS PROJECT, CIP 20-03.

13. SUBJECT: Final Acceptance and Notice of Completion for the Groundwater Wells Demolition Project, CIP 21-05

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, accepting the construction contract for the Groundwater Wells Demolition Project, CIP 21-05, with Ariza Construction, Inc., as complete and authorizing the City Clerk to file a Notice of Completion.

Adopted RESOLUTION NO. 8106, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND TO ACCEPT THE GROUNDWATER WELLS DEMOLITION PROJECT, CIP 21-05, CONSTRUCTION CONTRACT AS COMPLETE AND AUTHORIZE THE CITY CLERK TO FILE A NOTICE OF COMPLETION.

14. SUBJECT: Approval to Execute a One-Year Extension to the Three-Year Cooperative Fuel Services Agreement with Interstate Oil

RECOMMENDATION FOR ACTION: Staff recommends that the City Council approve Resolution No. _____, authorizing the City Manager to execute a one-year extension to the cooperative Fuel Services Agreement with Interstate Oil for card-lock fuel services for a total Not To Exceed amount of \$400,000 through June 30, 2024.

Adopted RESOLUTION NO. 8107, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND AUTHORIZING THE CITY MANAGER TO EXECUTE A ONE-YEAR EXTENSION TO THE THREE-YEAR COOPERATIVE FUEL SERVICES AGREEMENT WITH INTERSTATE OIL.

15. SUBJECT: Approve agreement for extension of City Water and Sewer Service for Yolo Cold Storage Project

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, approving the Agreement for Extension of City Water and Sewer Service for the Yolo Cold Storage Project.

Adopted RESOLUTION NO. 8108, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND APPROVING AN AGREEMENT FOR EXTENSION OF CITY WATER AND SEWER SERVICE FOR THE YOLO COLD STORAGE PROJECT.

16. SUBJECT: Appoint Members to various Boards and Commissions

RECOMMENDATION FOR ACTION: Staff recommends that the City Council appoint members to the various Boards and Commissions.

Appointed members to the various Boards and Commissions.

17. SUBJECT: Confidential Unit Employees Side Letter of Agreement

RECOMMENDATION FOR ACTION: Staff recommends that the City Council approve the Side Letter of Agreement to amend the Memorandum of Understanding with the Confidential Unit Employees.

Approved the Side Letter of Agreement to amend the Memorandum of Understanding with the Confidential Unit Employees.

18. SUBJECT: Agreement with Woodland City Employees' Association (WCEA)

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, implementing a three (3) year agreement (July 1, 2023 through June 30, 2026) with the Woodland City Employees' Association.

Adopted RESOLUTION NO. 8109, MEMORANDUM OF UNDERSTANDING BETWEEN THE WOODLAND CITY EMPLOYEES' ASSOCIATION AND THE CITY OF WOODLAND.

19. SUBJECT: Annual Appropriations Limit

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, approving the City of Woodland's Fiscal Year (FY) 2023/24 Appropriations Limit.

Adopted RESOLUTION NO. 8110, RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND TO SET THE APPROPRIATION LIMIT, IN ACCORDANCE WITH ARTICLE XIII-B OF THE STATE CONSTITUTION FOR FISCAL YEAR 2023/24.

20. SUBJECT: Fiscal Year 2023/24 Budget

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, a) approving the Fiscal Year (FY) 2023/24 Annual Budget of \$206.8 million as detailed in Exhibit A and b) approving 323 full-time equivalent positions, by classification, as detailed in Exhibit B.

Adopted RESOLUTION NO. 8111, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND TO SET THE APPROPRIATION LIMIT, IN ACCORDANCE WITH ARTICLE XIII-B OF THE STATE CONSTITUTION FOR FISCAL YEAR 2023/24.

On a motion by Council Member Stallard, seconded by Council Member Vega and carried unanimously on a 5-0 vote, Council Members approved Consent Calendar Items No. 4 through 20.

**AYES: Members Garcia-Cadena, Lansburgh, Stallard, Vega and Mayor Vicky Fernandez
NOES: None**

I. PUBLIC HEARINGS

21. SUBJECT: Public Hearing on the Fiscal Year 2023/24 Community Development Block Grant Annual Action Plan and Authorization for Submittal of Action Plan

RECOMMENDATION FOR ACTION: Staff recommends that the City Council take the following actions:

1. Hold a public hearing to receive community input on the Fiscal Year (FY) 2023/24 Community Development Block Grant (CDBG) Action Plan (Attachment A);
2. Adopt Resolution No. _____, to approve the Fiscal Year FY 2023/24 CDBG Action Plan with the funding allocations as recommended by the CDBG Review Panel;
3. Direct staff to complete the FY 2023/24 Action Plan, as well as any other related documents required by the U.S. Department of Housing and Urban Development (HUD), incorporating the adopted funding allocations along with any public input received during the public comment period;

4. Direct staff to forward the completed FY 2023/24 Action Plan once completed; and
5. Authorize the City Manager to execute any agreements, contracts or related/required documents with the appropriate entities to carry out the CDBG funded activities.

These Actions are consistent with the 2020-2024 CDBG Consolidated Plan goals to assist low and moderate income persons.

On a motion by Council Member Vega, seconded by Council Member Stallard and carried unanimously on a 5-0 vote, Council Members adopted RESOLUTION NO. 8112, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND TO SET THE APPROPRIATION LIMIT, IN ACCORDANCE WITH ARTICLE XIII-B OF THE STATE CONSTITUTION FOR FISCAL YEAR 2023/24.

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

22. SUBJECT: 2023 Triennial Public Health Goals Report

RECOMMENDATION FOR ACTION: Staff recommends that the City Council (1) hold a public hearing, and (2) adopt Resolution No. _____, accepting the 2023 Triennial Public Health Goals Report.

On a motion by Council Member Lansburgh, seconded by Council Member Vega and carried unanimously on a 5-0 vote, Council Members adopted RESOLUTION NO. 8113, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND TO ACCEPT THE 2023 TRIENNIAL PUBLIC HEALTH GOALS REPORT.

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

J. REPORTS OF THE CITY MANAGER

23. SUBJECT: Woodland Tourism and Business Improvement District Annual Report and Resolution of Intention to Levee Annual Assessment for Fiscal Year 2023/2024

RECOMMENDATION FOR ACTION: Staff recommends that the City Council approve the Annual Report from the Advisory Board for the Woodland Tourism Business Improvement (WTBID) and adopt the attached resolution of intention to levy the annual assessment for Fiscal Year 2023/2024.

On a motion by Council Member Stallard, seconded by Mayor Pro Tem Garcia-Cadena and carried unanimously on a 5-0 vote Council Members adopted RESOLUTION NO. 8114, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND DECLARING ITS INTENTION TO LEVY ANNUAL ASSESSMENTS FOR FISCAL YEAR 2023/2024 WITHIN THE WOODLAND TOURISM BUSINESS IMPROVEMENT DISTRICT ("WTBID").

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

24. SUBJECT: New Aquatic Facility Project Update

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive an update on the Southeast Area Aquatic Facility and:

- 1) Approve relocation of the project to the Community and Senior Center pending determination of suitable site conditions and authorize the City Manager to amend contracts as needed with the design consultant to prepare construction drawings for the new project location; and
- 2) Direct staff to continue working with the Woodland Tennis Club, Woodland Soccer Club, and Go Skate Woodland and bring back an updated Master Plan for the Community and Senior Center and Sports park that accommodates these planned facilities; and
- 3) Direct staff to work with WJUSD to amend or replace the Memorandum of Understanding associated with the 2.5 acre site south of Pioneer High School.

On a motion by _____, seconded by _____ and carried unanimously on a 5-0 vote, Council Members

Received an update on the Southeast Area Aquatic Facility and: 1) Approved relocation of the project to the Community and Senior Center pending determination of suitable site conditions and authorized the City Manager to amend contracts as needed with the design consultant to prepare construction drawings for the new project location; and 2) Directed staff to continue working with the Woodland Tennis Club, Woodland Soccer Club, and Go Skate Woodland and bring back an updated Master Plan for the Community and Senior Center and Sports park that accommodates these planned facilities; and 3) Directed staff to work with WJUSD to amend or replace the Memorandum of Understanding associated with the 2.5 acre site south of Pioneer High School.

AYES: Members Garcia-Cadena, Lansburgh, Stallard, Vega and Mayor Vicky Fernandez

NOES: None

K. ADJOURN

Meeting adjourned at 8:08 PM.

Respectfully submitted,

Ana B. Gonzalez, City Clerk



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: J.6
SUBJECT: Sustainability Advisory Committee Updates & Minutes

Recommendation for Action: Staff recommends that the City Council receive recent meeting minutes and updates from the Sustainability Advisory Committee

Staff Contact:

Spencer Bowen, Communication & Strategic Policies Manager | (530) 661-5808,
spencer.bowen@cityofwoodland.org

Discussion:

Woodland's Sustainability Advisory Committee (SAC) met on March 15, 2023 and May 17, 2023. The Committee skipped its scheduled April meeting due to a light agenda.

Highlights from the March meeting:

- The SAC approved an updated 2023 Workplan
- The SAC adopted its 2023 meeting schedule
- The SAC discussed Valley Clean Energy's "UltraGreen" option

Highlights from the May meeting:

- The SAC narrowed its planned recommendation for General Fund dollars earmarked for sustainability
- The SAC agendaized a final discussion of this funding recommendation for their June meeting

Meeting minutes and materials are attached to this report.

Conclusion:

Staff recommends that the City Council receive recent meeting minutes and updates from the Sustainability Advisory Committee

A handwritten signature in black ink, appearing to read "Ken Hiatt", is written over the printed name and title.

Ken Hiatt
City Manager

Attachments:

1. Approved SAC Meeting Minutes March 2023
2. Approved SAC Meeting Minutes May 2023
3. SAC Updated Work Plan Approved 03.15.23

Sustainability Advisory Committee

Meeting Minutes

March 15, 2023

A. CALL TO ORDER

Meeting called to order at 6:02 PM

B. ROLL CALL

Present: Adelita, Catalina, Jake, Mark, Raul, Robert, Rolf

Absent: Liza, Sarah

Staff present: Spencer Bowen

C. PUBLIC COMMENTS

Alan Hirsch: Encourages Sustainability Advisory Committee (SAC) to discuss the I-80 managed lanes project. Concerned that I-80 project is oversold as fixing congestion. Suspects that it will not fix congestion problems, but rather increase congestion and greenhouse gas emissions. Request to put I-80 project on next SAC agenda, hear from Caltrans representatives, and talk about the project and consequences.

D. MEMBER REPORTS

Mark: Question: is the Alternative Transportation Plan congruent to what SAC recommended to council on March 4th? Was it pre-existing? If so, why was it not brought up at the last meeting? Expresses general feeling that City sustainability efforts are not well communicated with SAC.

Spencer clarifies that no plan is finalized yet, hopeful that funding recommendations will be congruent with plan. Plan will be finalized by the end of calendar year 2023.

Rolf: There was a tree planting on Arbor Day – March 11th. There were about 20 volunteers from Sacramento Valley College Corps. Planted 75 trees despite soggy soil. 1 more tree left to plant to meet CalFire grant target. Planted 50/52 trees in lower income parts of Woodland.

Jake: Pro bono consulting on Cal Fire Grant. Green School Yards program is moving forward. Working on getting an application in partnership with Texas Tree Foundation. Will provide tree plantings and outdoor learning spaces at schools.

Robert: Presentation on ARP funding to council retreat went well. Getting up to speed on Active Transportation Plan. Working on a joint committee meeting with Planning Commission to align planning commission goals.

STAFF REPORTS

Spencer: Thanks members who attended Council retreat. Appropriate city staff will take SAC recommendations, and bring back substantive recommendations. SAC will then further refine the recommendations, and staff will bring those to City Council. Announcing a save the date for the California Honey Festival on Saturday May 6th to support outreach. Waiting for the first draft report outline from Berkeley Public Policy students, they are in information gathering phase – research and

interviews. Civic Fellowship Program application opens this week, it is the City's first summer workforce development program to get people involved in public service. There are 8 total positions throughout the city that run from June – August. No update on zoning plan update yet.

E. MINUTES

1. RECOMMENDATION FOR ACTION: Staff recommends that the Sustainability Advisory Committee Approve its meeting minutes from February 15, 2023.

Mark asks a question regarding the public comment from the previous meeting: Was there any follow-up? Asks to receive regular updates on remote participation for meetings.

Spencer clarifies that he reached out via email but did not hear a response.

Jake motions to approve, Adelita seconds, passes unanimously

F. PRESENTATIONS

No presentations.

G. BUSINESS ITEMS

2. RECOMMENDATION FOR ACTION: Staff recommends that the Sustainability Advisory Committee discuss and improve its 2023 Work Plan.

Based on SAC feedback, Spencer made updates to draft. The key SAC priorities are:

- 1) ARP funding recommendation to City Council
- 2) CAP reporting, visibility, & implementation
- 3) Preparing for a CAP update, GHG inventory
- 4) Sustainable leadership network in Woodland community
- 5) Continuing public events & outreach

Spencer reviews key changes to the plan: actions & activities merged into tasks, removed things that were accomplished and added activities, and edited for clarity.

Public Comment from Alan Hirsch: recommendation to prioritize implementation of the CAP, noticed a lack of follow through on CAP and urban forest management plan, and to focus on smart tree planting.

Committee discusses urban forest management plan. Mark notes that there are areas in Woodland that lack shade, particularly certain bus stops that could use tree planting. Spencer notes that he is working to find tree planting progress. Mark notes that Berkeley does an annual tree report, and that it is difficult to find that information in Woodland. Expresses that the city can do a better job of presenting these climate and sustainability numbers.

Discussion of how SAC and the City can ease the transition from gasoline powered tools due to the new CARB law banning gasoline powered tools. It is an equity issue, and there is a role that the City and SAC can play in easing the transition, focusing on word of mouth to support education, incentives, or rebates.

Discussion of how urban forestry can be improved given Woodland's limitations – work closely with the City, plant more in parking lots, plant native trees, and plant drought tolerant trees. California Native Plant Society has just started a Yolo chapter, they could help assist with planting native trees.

Spencer notes that there is a feasibility study in the Downtown corridor for bike lanes, and that there may be an opportunity to recommend native trees in the development later on.

Adelita recommends that video use be incorporated in outreach plan.

Adelita motions to approve with addition to review Urban Forestry Management plan, Mark seconds, passes unanimously.

Adelita notes that response to public engagement should be recorded, and publicized.

3. RECOMMENDATION FOR ACTION: Staff recommends that the Sustainability Advisory Committee finalize and approve its 2023 meeting schedule.

Jake motions to approve, Robert seconds, passes unanimously.

Public comment from Alan Hirsch: Encourages SAC to put I-80 winding project on long range calendar.

H. WORK GROUP UPDATES

Raul: Gives update on cost-analysis of the City going ultra-green. Per year, it would be approximately \$130, 000 (\$10,800/month). Must consider rising energy costs, and the City's budget constraints. Mark asks how many basic accounts could go to ultra-green, and what would the carbon reduction be? Need to compare the current sources vs. ultra green costs and carbon reduction to determine cost-benefits.

I. LONG RANGE CALENDAR

4. RECOMMENDATION FOR ACTION: Staff recommends that the Sustainability Advisory Committee receive the Long Range Calendar for informational purposes only.

Spencer recognizes note from public to bring up I-80 project. Mark notes that the City of Woodland is the largest contributor for total solid waste going into the landfill, requests that a landfill representative speak to SAC to better understand this. Recommends that a representative from the Active Transportation Plan come in, and someone from the Planning Commission. Proposes to hear about the I-80 project in April or May, and the landfill in May. Will send some questions to the city tree people and will decide if a presentation would be beneficial.

J. ADJOURN

Meeting adjourned at 7:30 PM.

Sustainability Advisory Committee

Meeting Minutes

May 17, 2023

A. CALL TO ORDER

Meeting called to order at 6:04 PM.

B. ROLL CALL

Present: Adelta, Catalina, Mark, Jake, Robert, Liza

Absent: Rolf, Sara, Raul (resigned)

Staff present: Spencer Bowen

C. PUBLIC COMMENTS

Alan Hirsch: Asserts that Caltrans has approached cities to sell greenhouse gas emissions as carbon offsets to widen the freeway to meet the VMT mitigation requirements. Presents data projections on traffic congestion with freeway widening and impact on transportation mitigation efforts. Urges SAC to stand up against Caltrans buying out CAPs from cities and put the discussion on the agenda.

D. MEMBER REPORTS

Jake: School district submitted CalFire grant for green schoolyards program – tree planting, outdoor learning sites, and more for schools in most disadvantaged parts of the community.

Liza: Organizing at the district continues, reorganizing after discussion about pesticides. Potential to align pesticide requirements at the City and school district. District staff need support for a similar project to the City's CAP analysis by the Berkeley Public Policy students. Thinking about how to organize more carpooling efforts and build a community around that effort in Woodland.

Catalina: Did outreach at the Honey Festival, had a lot of visitors at the table. Should consider more engagement at the Honey Festival considering its large size. Wants to push outreach for the first Yolo County Community CAP Workshop on June 20th from 6-8pm to get a strong Woodland presence.

Mark: Suggestion to consider appointing a Vice Chair following Raul's resignation and discuss role in reviewing Climate Action Plan following the Berkeley student report.

Robert: Working with California Native Plant Society to set up a new chapter in Yolo and Calusa, there will be more events here.

E. STAFF REPORTS

Spencer: Those who want to continue serving on SAC must reapply by Friday May 19. Thank you to those who helped at the Honey Festival, it was successful in getting supplies out and collecting emails for the newsletter. This Saturday is the annual water-wise landscape tour that begins at City Hall at 8 am. EnviroWoodland will be co-promoting an Earth Day Pledge with CoolDavis. AB 557, which the city officially supports, would make declaring future emergencies to move to remote operations easier and last longer – passed in the assembly, onto the senate. AB 817, which the city also supports, would allow advisory meetings and commissions to meet remotely – still in progress. No updates on comprehensive

zoning update, expected to be complete in Fall. At last night's council meeting, there was a presentation on YoloTD's microtransit "BeeLine" project and a report from the Berkeley students on their CAP analysis. Staff received a funding recommendation for an eventual Woodland Bike Loop. Local road safety plan is out for public comment until June 4th. The Active Transportation Plan will be complete by the end of the calendar year which includes possible bike loops – they received great responses on the community outreach tool. There are multiple next steps to take following the Berkeley student report– suggestion for SAC to put an item on next month's agenda to review and discussion of the next steps to recommend to council.

F. BUSINESS ITEMS

1. SUBJECT: Sustainability General Fund Resources Originally from ARP

RECOMMENDATION FOR ACTION: Staff recommends that the SAC receive a report on possible funding allocations and consider a recommendation to the City Council

Spencer provides staff update: Active Transportation Plan will identify low-hanging fruit for projects that enhance bike safety and accessibility. Lays out three options for ARP funding:

- 1) The ATP will be complete by the end of the year and funds could be saved until then to complete the identified projects.
- 2) Save some funds for the ATP identified projects, and then use some funds for a smaller project in the near-term (some ideas include bike racks, storage, and education).
- 3) Not save any funds for the ATP projects and use all the funds for a near-term larger project, or multiple smaller projects.

Robert: Prefers to go with option number 3.

Jake: Prefers to go with option number 1 so that the funding complements the ATP and the community outreach efforts that have been done through that planning process.

Liza: Suggests some small projects to promote biking – a school bike check-in program (example in Davis), and bike boulevards using lower speed limits and traffic calming (examples in Berkeley).

Staff reiterates ARP funding ideas: refreshing bike lanes, traffic calming, painting big stickers on the road "Share the Road", etc. Focusing on fixing what we already have rather than doing new things.

Question – any input from Maria at the Bike Campaign? Spencer: She recommended bike loop, and Bike Campaign applied for the same grant for additional bikes for school programs.

Committee comments:

Woodland needs more education about how to bike safely for bikers and drivers.

East Main St. striping has done a good job of clear directions.

Question: are there any additional funding needs for the Woodland Bike Loop? Spencer: Potential grant funding will cover signage, and promotion (partnering with the Bike Campaign). Another question: When do we need to decide on the ARP funding? Spencer: By the end of next year, but ideally before that.

Adelita mentions that she will share this with the City Council: She saw some children at Target who could not park their bikes due to a lack of bike parking and were not allowed in the store with their bike. Concludes that bike storage is critical.

Question: does this money have to go towards or infrastructure or could it go towards bike safety (like flags)? Spencer clarifies that it is not limited to infrastructure, but the committee has generally decided on bike safety.

Concludes that bike parking and signage is a priority. Brainstorms that next steps would be for Spencer to research details (costs, locations, etc.).

Also requests that Spencer research the school bike check-in system.

Agrees with school bike check-in system because it aligns with previous interest to increase bike use.

Spencer: Asks if there should be a focus on the general downtown corridor? Committee confirms that downtown and surrounding area is of interest for bike parking and bike lanes, and to look at areas for fixing striping. Spencer confirms he will return with a staff report in a month.

Notes that bike parking on parklets could be favorable as it is flexible and they can be easily changed.

Notes that it is also important to consider security around bike parking since bike theft is a concern.

Notes that there should be emphasis on connecting bike routes to local bike shops.

G. WORK GROUP UPDATES

No work group updates.

H. LONG RANGE CALENDAR

1. SUBJECT: Long Range Calendar

RECOMMENDATION FOR ACTION: Staff recommends that the SAC receive the Long Range Calendar for informational purposes only.

Spencer reviews long range calendar. Next agenda will be a continued discussion of the ARP funding and a discussion of the Berkeley student report and broader Climate Action Plan.

I. ADJOURN

Meeting adjourned at 7:32 PM.

Sustainability Advisory Committee 2023 Work Plan

Background

The Sustainability Advisory Committee (SAC) provides recommendations to the Woodland City Council regarding sustainability policy and helps the City achieve state-mandated conservation goals as well as the City's Climate Action Plan (CAP) goals. The SAC was formed to serve the following purposes:

- Provide comments, feedback, and recommendations to the City Council on sustainability policy and CAP implementation
- Advise and assist staff with sustainability program design and community-wide CAP implementation
- Serve as a forum for public input and feedback on issues related to sustainability and the CAP
- Other duties as assigned by City Council

SAC Work Plan

The Work Plan outlined below contains specific projects identified by SAC members and is organized around four key functional areas: Policy Evaluation & Development, Programs & Opportunities, Community Outreach & Engagement, and Administration. The Work Plan articulates projects, tasks, deliverables, and timelines for accomplishing SAC goals.

Note: some projects will be carried out by ad-hoc subcommittees, some of which may evolve into standing committees and would therefore be subject to Brown Act guidelines.

Work Area 1: Policy Evaluation & Development

- Evaluate current and proposed City policies for CAP consistency and efficacy; conduct policy research; define best practices; and make recommendations.

Work Area 2: Programs & Opportunities

- Evaluate current and proposed City programs for CAP consistency and efficacy; monitor CAP implementation status; identify program opportunities to advance CAP implementation.

Work Area 3: Community Outreach & Engagement

- Provide recommendation to City staff on current and proposed public education and outreach projects; increase public awareness of sustainability activities through branding, networking, and media; coordinate a community sustainability leadership network; and develop and implement educational events and opportunities.

Work Area 4: Administration

- Communicate with City Council and City Staff; recruit SAC applicants and review applications; track Work Plan progress; general reporting

The SAC intends for its Work Plan to be a living document. This will allow for adjustments as progress is made and adaptation to evolving conditions and policies.

2023 SAC Work Plan by Key Functional Work Area and Project

Project	Tasks	Deliverables	Timeline	Notes
Work Area 1: Policy Evaluation & Development				
Evaluate current and proposed City policies and topics brought before the SAC	• Use evaluation tool to evaluate current or proposed City policies for CAP consistency • Provide policy recommendations to ensure CAP consistency	List of current and proposed policies determined to be inconsistent with CAP and annotated with policy recommendations	Ongoing	• Use newly-developed evaluation tool • Consider key roadblocks to implementation
Best practices and recommended policies	• Research sustainability policies of comparable cities • Draft summary of policies and best practices successfully used elsewhere • Bring these recommendations to the SAC • Continue to coordinate with other local jurisdictions	Memo describing proven best practices for sustainability policy development and recommending which ones Woodland should implement	Memo before the end of 2023	Ongoing collaboration with other groups will be key to this effort
Sustainability Funding (Allocated from American Rescue Plan)	• Recommend priority areas for City of Woodland American Rescue Plan (ARP) sustainability funding	Discuss with Council at March retreat; Staff report with funding recommendations to City Council	April-May 2023	Ad-hoc work group established

	• Work with staff to operationalize these priorities into spending program			
Project	Tasks	Deliverables	Timeline	Notes
Work Area 2: Programs & Opportunities				
Program evaluation and reporting	• Review existing CAP • Evaluate and report on CAP implementation status	• CAP-specific report that will inform policy recommendations above • Public dashboard that shares progress on CAP and GHG goals	Should be done annually	UC Berkeley graduate students on board for Spring 2023
Tree canopy	• Gather info from City of Woodland tree division • Investigate making this info more publicly accessible • Identify opportunities to plant new trees and protect existing trees • Review Urban Forest Management Plan • Help obtain and prepare net tree gain report	Report detailing progress on increasing tree canopy	Summer 2023	• Collaborate and share info with Woodland Tree Foundation • Any impact of updated tree ordinance?
Project	Tasks	Deliverables	Timeline	Notes
Work Area 3: Community Outreach & Engagement				

CAP Public Forum	- Identify what went well and what could be improved from July 2022 event - Plan another event for Summer or Fall 2023	Town hall or forum	Fall 2023	2023 event should articulate how the 2022 event impacted City actions in the interim
Education and outreach events	- Work with staff to identify opportunities for engagement where SAC can partner and support - Plan virtual or in-person events	At least two engagement activities where SAC takes lead	Before the end of 2023	Example: Coastal Cleanup Day Committee members likely to support outreach at California Honey Festival
Publicize and brand City sustainability efforts	- Improve visibility of EnviroWoodland brand - Draft marketing plan for sustainability efforts - Analyze efforts from 2022	- Marketing plan - Draft sustainable leadership recognition plan - Continued media releases - Expanded video content	Plans by Summer 2023 Marketing ongoing	Led by staff with SAC support and input
Sustainable Leadership Network	- Meet with Cool Davis - Develop written plan, including networking infrastructure and strategy	Formal plan for implementation	Plan before the end of 2023	- Needs to be “community-led” for best efficacy - Called out specifically in CAP

Project	Tasks	Deliverables	Timeline	Notes
Work Area 4: Administration				
Regular communication with City	- Continue to transmit meeting minutes - Hold early-2023 working group with Council - Present annual progress report to City Council	- Monthly meeting minutes - Working meeting and post-meeting report - SAC Annual Chair Report	Working Session: in calendar year 2023 Annual Report: November 2023	Productive conversation at March 4, 2023 Council Retreat
Committee recruitment	- Recruitment among networks, personal connections to encourage interested residents to apply - Work with City Clerk to promote recruitment - Attend at least one community event to promote the opportunity - Discuss with current members – do you intend to stay on?	- Help deliver completed applications to City Clerk - Fill open spot on SAC	Boards and commissions recruitment window	Stay in sync with staff on timetable for recruitment
Zoning update	- Review key portions of City's comprehensive zoning update - Produce concise written report on feedback and recommendations	Report to City Staff re: zoning recommendations	Flexible – will have more clarity in Spring 2023	



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: J.7
SUBJECT: Community Services Department Quarterly Status Report for Fourth Quarter FY23

Recommendation for Action: Staff recommends that the City Council receive the Community Services Department Quarterly Status Report for the Fourth Quarter FY23.

Staff Contact:

Kris Bain, Community Services Program Manager, (530) 661-2002, krista.bain@cityofwoodland.org

Discussion:

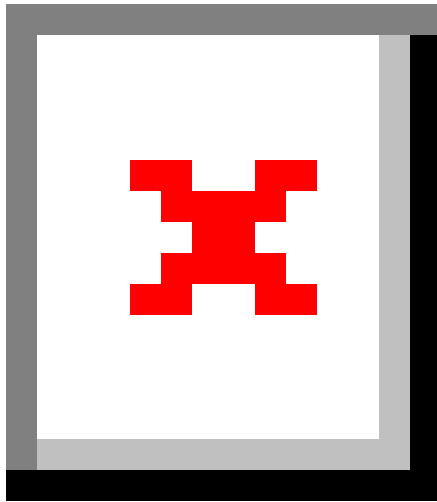
This Quarterly Status Report covers the period from April through June 2023. The report presents a summary of recreation programming, events, affordable housing, the community development block entitlement program, and parks and recreation facilities operations and maintenance. This report also contains a narrative descriptive of major work performed and/or notable Department highlights.

Conclusion:

Staff recommends that the City Council receive the Community Services Department Quarterly Status Report for the Fourth Quarter FY23.

Prepared by: Kris Bain, Community Services Program Manager

Reviewed by: Christine Engel, Community Services Director



Attachments:

1. Community Services FY 23 Quarter 4 Status Report

Community Services Department Fourth Quarter Report FY23

The following provides a summary of the Community Service Department's programs, activities, and events for the fourth quarter, April through June 2023. This report refers to participant hours; the methodology for calculating participant hours is described at the end of the document.

Quarterly Highlights

- Woodland Sports Park hosted Headfirst Honor Roll Camps June 20-23 with over 500 participants (\$7,200 in revenue).
- Approximately 26,369 participant hours were recorded for aquatics; and youth, teen and adult recreation classes and sports.
- Approximately 7,281 participant hours were recorded for senior programs and senior events.
- Approximately 2,800 people attended events at the Community & Senior Center during facility rentals.

Program Marketing

During this reporting period, the Department used the following marketing efforts to promote the recreation program offerings as well as community events and senior programs.

- Direct Marketing: Digital flyers promoting the summer activities and programs are sent to current and past program participants. Banners and yard signs were also placed in strategic city locations to promote seasonal hiring and adult sports.
- School flyers: Digital school flyers were emailed to students and parents for the promotion of Summer at City Hall.
- Senior Newsletter: The "Senior Gram" newsletter was mailed to 650+ households every month, nearly double the number of households from last fiscal year. It was also available on the CSD webpage for download.
- Social Media: The Department utilizes Facebook and Instagram to advertise upcoming events and recreation programs.
- Rec2Go: Rec2Go provided departmental outreach at several community events and activities such as the Dia de los Niños event at Ferns Park, the Read Rumble, and Rev event at the Library, Downtown Farmer's Market, the Summer Reading Program Kick-off at the Library, Food Truck Mania, and various school park activities.

Parks & Recreation Facilities

Community & Senior Center Facility Reservations

The Community & Senior Center facility rental program is designed to both generate revenue for the City of Woodland and provide a location for community events. Types of rentals held at the Community Center include: meetings, parties (bridal and baby showers), weddings and receptions, quinceañeras, and business meetings. Reservations of the facility during the fourth quarter are shown below.

	General Facility Rentals <i>Includes rentals receiving discounts</i>	Facility Rentals <i>with Fees Waived</i>
Number of Rentals	18	13
Approximate Participants	1,967	833
Total Fees	\$24,228	\$16,680 (waived)

Sports Park Tournament Reservations

Tournament rentals are available for the Sports Park Complex. Local tournament directors have the first choice of dates for the following year during the tournament weekend allocation period each August. During the fourth quarter, the Sports Park was reserved for youth baseball, softball, and soccer tournaments.

Sports Park Tournament Reservations	
Number of Rentals	24
Number of Teams	179
Total Fees Collected	\$41,400

Parks and Recreation Facility Maintenance and Improvement Projects

Park/Recreation Facility	Projects Completed
Christianson Park	Replaced fencing surrounding the booster pump building with new fabric with one- inch diamonds to prevent vandalism.
Cline Park	Removed and replaced sections of concrete that was lifted by tree roots.
Community & Senior Center	Installed new aesthetic plants throughout the facility, cleaned and re-potted plants. Re-plumbed piping to-and-from front fountain, and bypassed leaking filter plumbing. Replaced and re-wired emergency fixtures in the Meeting Rooms. Performed preventative maintenance on rooftop HVAC units. Cleaned chandeliers and inside windows in banquet space. Pressure washed building, windows, and walkways. Deep-cleaned ovens and all stainless steel appliances in the kitchen. Continued changing out LED light panels in the Meeting Rooms. Replaced burned-out LED column lights at the front entrance. Pressure washed, cleaned light fixtures, replaced bulbs, and bypassed ballasts around the north entrance. Replaced and bypassed light ballasts in the gym to prepare for new LED lights. Polished stainless steel in kitchen. Maintained soap dispensers in all bathrooms. Installed new Smart TV display in Admin Conference Room. Cleaned and repaired dehumidifiers in boxing gym.
Dog Park	Added 2 concrete benches to the large dog park. Replaced gate hinges.
Crawford Park	Installed a little library (donated by Nora Moor Jimenez) that was a converted newspaper dispenser.

Dave Douglas Park	Smoothed ballfield area using sand, slit seeder and fertilizer.
Hiddleson Park	Completed ballfield maintenance.
Harris Park	Rebuilt park sign. Completed ballfield maintenance.
Klenhard Park	Replaced old swings with the age appropriate 2-5 year old swings. Repaired damaged fencing. Welded heavy duty lock latch to the snack bar door. Installed new skylights in the restroom and shop. Repaired slide.
Pioneer Park	Replaced the double slide.
Sports Park	Performed maintenance of soccer goals. Performed maintenance on cameras (IT staff). Installed 2 additional cameras facing the snack bar trailer.

Other City locations

Beamer Neighborhood Gates	Remounted the decorative top to the column on the gates located on Beamer St. and Palm Ave. that was damaged by a tree branch.
Downtown Area	Power washed the two Woodland entry signs and emptied trash and recycling bins from East Street to Elm Street.
Spring Lake Landscape Repairs	Reinstalled bollards at Village Lane and Somerset Cir that had rusted.



New Little Library at Crawford Park

Community Special Events

Community Special Events are generally activities/events open to the public for a one-day event.

Event	Date	Total Participants	Fees Collected
You've Been Egged	3/31-4/8	18	\$222.50
Peliculas en el Parque	5/5	0	Cancelled due to inclement weather
Total		18	\$222.50

RECREATION ACTIVITIES - Aquatics

All aquatic programs are held at the Charles Brooks Community Swim Center. Aquatic programming is available for children as young as six months old through seniors and includes swimming lessons, lifeguard training, recreation swimming, recreation swim teams, lap swim and water aerobics. During the spring, the primary programming at the pool is lap swim, water aerobics, and the use of the pool by the Woodland Swim Team and the Woodland and Pioneer High Schools.

Aquatics Program	Total Participants	Participant Hours	Fees Collected
Lap Swim & Water Aerobics	2,062	2,062	\$1,589
Lifeguard Training	8	40	\$1,360
Pool Scheduling & Reservations UC Davis Men's Water Polo	N/A	N/A	\$5,220
Woodland Swim Team	N/A	N/A	\$9,857
Woodland Joint Unified School District	83	N/A	\$0
Total	2,153	2,102	\$18,026

Pool Scheduling & Reservations

During non-programmed hours, the Charles Brooks Community Swim Center is available to reserve for other aquatic activities not affiliated with the City of Woodland. Pool reservation fees account for the facility and safety personnel onsite during the scheduled event.

Woodland Swim Team

Woodland Swim Team is a year round USA Club Team that has rented the Charles Brooks Community Swim Center for practices and meets since 1952. The Woodland Swim Team held regular practices during this quarter and hosted two swim meets. Fees Collected: \$9,857 (\$1,910 monthly rental fee + \$4,127 swim meet fees)

Woodland Joint Unified School District

Woodland and Pioneer High School swim teams utilize the pool for practices and meets before and after school from February through mid-May, Monday through Friday. Both teams started usage of the pool for their spring season during this period. Use of the facility is covered through the Joint Use Agreement between the City and Woodland Joint Unified School District.

RECREATION ACTIVITIES - Youth & Teen

A variety of youth and teen recreation programs are offered by the Department year-round; however, the majority of the programs are offered during the summer. In addition to the programs listed below, please refer to the Contract Classes section for other program offerings that are available for youth and teens.

Youth Recreation Program	Total Participants (3 months)	Participant Hours (3 months)	Fees Collected (3 months)
After School Teen Pack - Measure J	673	1,753	Free Program
Rec2Go - Measure J	1,532	4,454	Free program
Total	2,205	6,207	No fees collected



The 2023 Rec2Go van

RECREATION ACTIVITIES - Contract Classes

The City contracts with outside (special interest) instructors to teach a variety of recreation and leisure classes for participants of all ages. With the exception of tennis and boxing, the City retains 30% of the fees collected for each class (in addition to non-resident fees). The City retains 10% of the fees collected for the tennis program. For boxing, the City retains all of the revenues and pays the two contractors a monthly stipend.

Contract Class	Total Participants (3 months)	Participant Hours (3 months)	Fees Collected (3 months)	Total Expense (3 months)	Net Revenue (3 months)
530 Cheer	22	176	\$2,238	\$1,566	\$671
Art w/ Stephanie	4	32	\$408	\$286	\$122
Boxing Youth*	129	1290	\$1,952	\$2,650	\$(698)

Boxing Adult*	61	610	\$1,648	\$3,938	\$(2,290)
Cello Tennis Academy	227	1658.5	\$16,873	\$14,966	\$1,907
Country Line Dance	369	1177	\$2,220	\$1,554	\$666
Dance Flow	23	92	\$1,042	\$707	\$335
Dynamic Dancing	19	120	\$1,064	\$715	\$349
National Academy of Athletics	6	120	\$286	\$0	\$286
Pilates	22	176	\$779	\$508	\$271
Playwell Lego	38	570	\$7,030	\$4,921	\$2,109
Mad Science	18	270	\$2,826	\$2,041	\$786
Rock Steady Boxing	38	382	\$-	\$650	\$(650)
Scottish Country Dance	16	192	\$518	\$360	\$159
Tai Chi & Qi Gong	36	144	\$1,440	\$1,008	\$432
Writing your Life Story	13	182	\$260	\$182	\$78
Yoga	24	192	\$980	\$672	\$308
Total	1,065	7,384	\$41,563	\$36,723	\$4,840

RECREATION ACTIVITIES - Adult Sports

Adult sports activities are offered through the City. Activities include drop-in sports as well as organized softball, basketball, and volleyball leagues. Drop-in basketball (open gym) numbers are not reported, however, participation for the other programs is listed below.

Drop-In Participation	Participants	Participant Hours	Fees Collected
Badminton	882	2,646	Free
Pickleball	87	318	Free
Volleyball	272	544	\$1,361
Total	1,241	3,508	\$1,361

Sports League Participation	Teams	Participants	Participant Hours	Fees Collected
Basketball (spring league)	24	240	1,920	\$12,000
Softball (spring league)	40	600	4,800	\$22,200
Volleyball (spring league)	7	56	448	\$2,800
Total	71	896	7,168	\$37,000

RECREATION ACTIVITIES – Senior Activities

Programs at the Woodland Senior Center include art classes; exercise classes; games; leisure programs and activities; education resources; support groups, and special events resulting in a total of participant hours during the fourth quarter.

Senior Programs

Program	Total Sign-ins	Participant Hours	Fees Collected
Exercise Classes	1,583	1,386	\$0
General Programs	683	3,877	\$0
Support Groups	162	324	Free Program
Games	359	1,174	Free Program
Total	2,787	6,761	\$0

Senior Events

Event	Total Participants	Participant Hours	Fees Collected
Senior Center Inc. Installation Dinner	110	220	\$0
Senior Resource Fair	300	300	\$0
Total	410	520	\$0

GRANTS AND HOUSING

In addition to implementing recreation and senior programs, the Community Services Department also implements the Community Development Block Grant Entitlement program, grants for non-profit organizations, and affordable housing programs. The highlights of these programs for the fourth quarter of FY23 are provided below.

Status of CDBG Construction Activities

FY 2019/20 Allocations

City of Woodland, Library ADA Restrooms Upgrades: Final Acceptance of the project was presented and approved by City Council on April 18, 2023.

FY 2020/21 Allocations

New Hope Community Development Corporation, Cottonwood Meadows Phase S-1 Rehabilitation: All engineering and architectural work has been completed. The work will focus on repairing or replacing all dry-rotted T-1-11 siding on the two apartment buildings located at Cottonwood Meadows with cement fiber type materials. Repairs are anticipated to begin in fall 2023.

FY 2022/23 Allocations

City of Woodland, ADA Accessibility Project: The project began in May 2023 and is set to be completed in July 2023. ADA-compliant curb ramps and sidewalks will be replaced/installed in the City's ADA priority route. FY 2021/22 and FY 2022/23 projects and funding are combined into one single project.

FY 2023/24 Allocations

The City of Woodland was awarded \$452,510 in CDBG funds for FY 2023/24. City Council approved the following projects and programs for FY 2023/24:

Applicant	Project Title	Funding
Public Infrastructure Activities		
City of Woodland	ADA Accessibility Project	\$294,131.50
Public Service Activities		
Northern California Children's Therapy Center	Project HOPE	\$12,876.50
Legal Services of Northern California	Fair Housing Services	\$10,000
Meals on Wheels Yolo County	Operation Accelerate	\$15,000
Yolo Wayfarer Center	Emergency Shelter Services	\$15,000
Yolo Food Bank	Nurture Woodland	\$15,000
Administration		
City of Woodland	CDBG program administration	\$90,502

Continuum of Care Grants

Fourth & Hope concluded the Reallocation and Consolidated programs for FY 2022/23. HUD approved funding in the amount of \$348,174 for the Continuum of Care Reallocation Program for FY 2023/24. The Continuum of Care grants have funded Fourth & Hope's Supportive Housing Program in the City of Woodland for many years. The Supportive Housing Program provides permanent supportive and transitional housing for individuals and families experiencing chronic homelessness.

New Walter's House Substance Use Disorder Treatment Facility

Construction of the new Walter's House facility is set to begin in July 2023. The move to the East Beamer Way campus is the third phase in the overall project and will provide for an increase in the number of beds, from 44 beds at the current location to 60 beds at the East Beamer Way Campus. The facility is primarily funded through the California Department of Health Care Services' (DHCS) Behavioral Health Continuum Infrastructure Program (BHCIP) (\$12.5 million).

Vista del Robles Affordable Housing Project

Phase 1: Chelsea Development Corporation broke ground on its 72-unit affordable housing project in April 2022 with loan assistance from the City of Woodland. Rental rates are restricted to low-income households earning between 30 and 60 percent of the median household income, adjusted for household size. The housing development is being constructed at the corner of West Main Street and Ashley Avenue. Construction has been delayed. City Staff is maintaining an interest list until leasing inquiries are accepted by the property management company starting in July or August of 2023.

Phase 2: The second phase of the project will include the construction 96 affordable units. Rental rates will also be restricted to low-income households earning between 30 and 60 percent of the median household income, adjusted for household size. The second phase will also include 28 units for developmentally disabled individuals. The developer is currently pursuing funding for Phase 2.

The overall project will accept Project Based Vouchers and 15% of the total units will be constructed as accessible units. All the units on the first floors of Phase 1 and 2 are adaptable and can be converted to accessible units. All units of the project are restricted for low income households earning between 30 and 60 percent of the median household income.

East Street Multifamily Project

The East Street Multifamily project is an 83-unit rental project that will provide 9 low-income restricted units. The project is currently in the demolition phase. The project will be located on East Street between Alice Street and Depot Street.

Cross Court Commons Project

The Cross Court Commons project is a multifamily rental project that consists of 32 dwelling units and 3 accessory dwelling units. 4 units will be affordably restricted. The project will be located on the corner of California Street and Elizabeth Way. Construction has not yet started.

Participant Hours Calculation

The Community Services Department measures programs through “participant hours”. Participant hours are a calculation of total program hours multiplied by the total number of unique participants within a program. Total participant hours reports how much time participants spend within each program. The measurement breaks down to 1 person x 1 hour = 1 Participant Hour. It should be noted that a higher number of participant hours is not, by itself, a measurement of greater program success compared to the participant hours of another program. Participant Hours (PH) is calculated by::

Drop In Programs

1 Class meeting (in hours) x Total sign-ins

Examples include Water Aerobics & Lap Swim, Badminton, and Night Hoops

Classes/Camps/Leagues

Total unique participants x total class time (in hours)

Examples include: Swim Lessons, Mad Science

Individual Entry

Each class meeting (in hours) x Total in attendance (adding each day)

Examples include: Teens Helping Seniors, Teen Pack

Event

Total Attendants x Average Time

Examples include: ReXpo, 4th of July

Participant hours and participants in this report are listed for the three-month reporting period; therefore, if 100 participants are listed, the 100 refers to the total participants for the three-month period and could double or triple count the same participants if they participated each month (i.e. drop in volleyball).



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: J.8
SUBJECT: Support for SB 511

Recommendation for Action: Staff recommends that the City Council authorize the City Manager to submit a letter of support for SB 511, which would require the California Air Resources Board (CARB) to assemble and share greenhouse gas inventories with local governments.

Staff Contact:

Arielle Bardwil, Communications & Sustainability Analyst, arielle.bardwil@cityofwoodland.org
Amanda Portier, Marketing & Business Relations Specialist, amanda.portier@cityofwoodland.org

Background:

The City of Woodland's Climate Action Plan (CAP) lays out strategies to protect Woodland's residents and environment from climate change. To effectively implement and update the CAP, it is critical to maintain an updated greenhouse gas (GHG) inventory. However, it is expensive and labor-intensive for local governments to maintain an updated GHG inventory.

Discussion:

SB 511 would fill a significant gap in the work done by local governments to address climate change. This bill would direct the California Air Resources Board to assemble and share GHG emission inventories with local governments upon request. This would provide the critical data necessary to execute and update Woodland's CAP and help city staff make the best decisions on resource application to benefit residents. SB 511 would provide the following benefits:

1. Data and methodology consistency
2. Visibility into patterns and progress
3. Reduced cost in generating GHG emission profiles

Should City Council approve staff's recommendation, the City Manager or his designee will send a letter of support to the appropriate legislator and/or committee. A draft letter is attached.

Conclusion:

Staff recommends that the City Council authorize the City Manager to submit a letter of support for SB 511, which would require the California Air Resources Board (CARB) to assemble and share greenhouse gas inventories with local governments.

Prepared by: Arielle Bardwil, Communications & Sustainability Analyst;
Amanda Portier, Marketing & Business Relations Specialist

Reviewed by: Spencer Bowen, Communications & Strategic Policies Manager



Ken Hiatt
City Manager

Attachments:

1. SB 511 Support Letter



RE: SB 511 (Blakespear) Greenhouse gas emissions inventories

Notice of SUPPORT

Dear _____:

The City of Woodland strongly supports SB 511. This bill would require the California Air Resources Board (CARB) to prepare and provide data on greenhouse gas emissions for local jurisdictions.

SB 511's provisions would allow local jurisdictions to create data-driven climate action plans that are more effective. This bill would ensure consistency in data collection and methodology that allows for a robust analysis of regional and statewide trends. Additionally, this bill would be more cost effective statewide than funding each individual city and county to hire specialized staff to carry out this function.

Existing laws, such as The California Global Warming Solutions Act of 2006, require the state board to prepare and approve a scoping plan for greenhouse gas emission reduction every 5 years. However, this does not give local jurisdictions resources to develop their own scoping plans. SB 511 would empower the City of Woodland's independent commitment to climate action.

In order to efficiently reduce greenhouse gas emissions and execute the City of Woodland's Climate Action Plan, the City needs access to reliable data. SB 511 would ensure an accurate and consistent data source for Woodland to effectively develop strategies for climate action, accurately measure their progress, and take charge of our own community.

For these reasons, the City of Woodland urges your support of SB 511.

Sincerely,

Mayor Vicky Fernandez on behalf of the Woodland City Council



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: J.9
SUBJECT: Beverage Container Recycling Grant Appropriation

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, authorizing the appropriation of \$210,000 of grant funds to the State Grants Fund (1325) to assist with implementing recycling programs and SB 1383 compliance at Woodland schools.

Staff Contact:

Rosie Ledesma, Environmental Resources Program Manager, (530) 661-2059,
rosie.ledesma@cityofwoodland.org

Fiscal Impact:

This action will result in a State Grants Fund appropriation of \$210,000. The appropriation will be offset by reimbursement from the California State Department of Resources Recycling and Recovery (CalRecycle). This two-year grant term ends April 1, 2025.

Discussion:

The City of Woodland was recently awarded a grant from CalRecycle in the amount of \$210,000 to assist the Woodland Joint Unified School District (WJUSD) to implement recycling and organics programs, assist their compliance with SB 1383, and to reduce waste going to landfills.

The grant funding will be used to implement the Woodland School Waste Reduction Project, which includes some of the following key elements:

- Hiring a consultant to assess service and infrastructure needs at 14 K-12 schools located in Woodland and work with WJUSD to purchase materials and equipment needed to implement successful waste reduction programs at each school;
- Establishing baseline data through waste audits to assess program needs, measure progress, as well as work with Food and Nutrition Services to identify and reduce food waste from the source;
- Developing educational videos, flyers, guides, and curriculum for each school level to assist with implementation and continued program success beyond the length of the grant.

Funding from this grant is focused specifically on beverage container recycling and waste reduction. The City will use existing funding from a previously awarded SB 1383 grant to incorporate organics into the project.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____, authorizing the appropriation of \$210,000 of grant funds to the State Grants Fund (1325) to assist with implementing recycling programs and SB 1383 compliance at Woodland schools.

Prepared by: Rosie Ledesma, Environmental Resources Program Manager



Ken Hiatt
City Manager

Attachments:

1. Resolution - Beverage Container Recycling Grant Appropriation

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
AUTHORIZING APPROPRIATION OF FUNDS TO THE STATE GRANTS FUND (1325)
PROVIDED FROM THE CALRECYCLE BEVERAGE CONTAINER
RECYCLING GRANT PROGRAM**

WHEREAS, the City of Woodland applied for the 2022-23 Beverage Container Recycling Grant Program in September 2022; and

WHEREAS, the City was recently notified that they were awarded the Grant in the amount of \$210,000; and

WHEREAS, staff wishes to appropriate \$210,000 to the State Grants Fund (1325) to implement recycling programs and assist with SB 1383 compliance into Woodland schools.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Woodland hereby authorizes the appropriation of \$210,000 to the State Grants Fund (1325).

PASSED AND ADOPTED by the City Council of the City of Woodland at a regular meeting of the City Council held on the 18th day of July 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Victoria Fernandez, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: J.10
SUBJECT: 2023/2024 CHP Cannabis Tax Fund Grant Award

RECOMMENDATION FOR ACTION: Staff recommends that the City Council approve Resolution No. _____,

1. Authorizing the Police Department to accept the FY23/24 CHP Cannabis Tax Fund Grant award in the amount of \$30,352.56; and
2. Authorizing the City Manager to appropriate \$30,352.56 in the Other Federal Grants Fund (1330) during the one-year grant period.

Staff Contact

Derrek Kaff, Police Chief, (530) 661-7865

Fiscal Impact

The Police Department successfully applied for the FY 23/24 CHP Cannabis Tax Fund Grant award in the amount of \$30,352.56. These grant funds will augment the agency's training costs associated with DUI/impaired driving investigations: Standardized Field Sobriety Testing (SFST); Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE). The grant award will supplement the costs associated with officers' salaries, lodging, per diem, and back-fill overtime to cover staffing vacancies related to grant-funded training. Any shortfall will be absorbed into the department's training budget. There is no match requirement in this grant for the City.

Background

With the passage of Proposition 64, the Control, Regulate, and Tax Adult Use of Marijuana Act (AUMA), California voters mandated the state set aside funding for the California Highway Patrol (CHP) to award grants to local governments and qualified nonprofit organizations, as described in Revenue and Taxation Code Section 34019(f)(3)(B). The Cannabis Tax Fund Grant Program marks an important step toward reducing impaired driving crashes, increasing public awareness surrounding the dangers of impaired driving, and making California's roadways a safer place to travel.

CHP works closely with state and local agencies and other traffic safety stakeholders to actively address impaired driving. CHP considered a variety of factors in determining specific needs for each grant cycle, including opportunities and projects best suited to prevent the loss of life, injuries, and property damage caused by driving under the influence of alcohol and/or drugs. The purpose of the Cannabis Tax Fund Grant Program (CTFGP) is to provide alternative funding sources to augment, but not supplant, current activities and programs. Grant applicants must provide strong justification, measurable goals, and an immediate need for all requested budget items as part of the project. Law Enforcement projects shall include at least one activity and focus on one or more of the following project activities:

- Increase driving under the influence (DUI)/driving under the influence of drugs

(DUID) enforcement efforts (ex: DUI Saturation Patrols, DUI Checkpoints)

- Drug Evaluation and Classification (DEC) courses (ex: SFST Training, ARIDE

Training, DRE Training), and other approved trainings to help increase the knowledge of law enforcement personnel in detecting and removing impaired drivers from the roadway

- General prevention education and community outreach designed to educate the public about the dangers of impaired driving (ex: presentations to high school and/or college students, with a direct focus on Drive High = DUI, Designate a Sober Driver, or another campaign message against impaired driving)

Discussion

Through robust and ongoing feedback with the community, the Police Department knows that traffic concerns remain a high priority within the city. In particular, the Department knows from its constituents that traffic collisions involving DUI drivers which result in fatalities, serious injuries, and property damage are particularly concerning. The Department has and continues to respond to the community's concerns regarding DUI motorists through rigorous enforcement strategies, as evidenced by the increase in DUI arrests the past three years:

Year	DUI Arrests	% Increase Year over Year
2020	90	
2021	147	63.33%
2022	204	38.77%

In support of our officers' enforcement efforts, the Department provides in-service and advanced officer training specific to DUI detection and investigations:

- Standardized Field Sobriety Testing (SFST): this training provides officers with the skills and abilities in which to administer legally defensible intoxication evaluations of impaired drivers.
- Advanced Roadside Impaired Driving Enforcement: this course trains officers to observe, identify and articulate the signs of impairment related to drugs and/or alcohol.
- Drug Recognition Expert: this course provides detailed information on the recognition of persons under the influence of alcohol and/or drugs with an emphasis on recording, preserving, and presenting evidence in court.

With the grant award, the Department will send 2 officers to SFST, 2 officers to ARIDE, and 1 officer to the 104-hour Drug Recognition Expert training. These courses will add to the department's growing cadre of officers trained in DUI detection and investigation. The SFST/ARIDE/DRE training will also enhance the department's investigative capacity.

Conclusion

Staff recommends that the City Council approve Resolution No. _____

1. Authorizing the Police Department to accept the FY23/24 CHP Cannabis Tax Fund Grant award in the amount of \$30,352.56; and

2. Authorizing the City Manager to appropriate \$30,352.56 in the Other Federal Grants Fund (1330) during the one-year grant period.

Prepared by: Aaron Delao, Investigations Lieutenant
Elle Murphy, Senior Management Analyst

Reviewed by: Derrek Kaff, Police Chief



Ken Hiatt
City Manager

Attachments:

1. Resolution - 2023 CHP Cannabis Tax Fund Grant 2023-07-18

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
AUTHORIZING THE POLICE DEPARTMENT TO ACCEPT THE 2023/2024 CHP CANNABIS
TAX FUND GRANT IN THE AMOUNT OF \$30,352.56 AND AUTHORIZING THE CITY
MANAGER TO APPROPRIATE FUNDS IN THE AMOUNT OF \$30,352.56 IN THE OTHER
FEDERAL GRANTS FUND (1330) DURING THE 1-YEAR GRANT PERIOD**

WHEREAS, the California Highway Patrol is looking for local government entities whose focus is on DUI enforcement, law enforcement training specific to DUI investigations, or general prevention education.

WHEREAS, California Highway Patrol has allocated \$13 million for small and mid-sized law enforcement agencies, which is earmarked to support DUI/impaired driving enforcement campaigns, training specific to DUI/impaired driving investigations, and prevention education & community outreach designed to educate the public about the dangers of impaired driving; and

WHEREAS, the Woodland Police Department is committed to protecting the community from the dangers of impaired driving through DUI enforcement and advanced officer training specific to DUI/impaired driving investigations; and

WHEREAS, the Woodland Police Department successfully applied for \$30,352.56 which will supplement the cost of 5 essential training courses and enable the Woodland Police Department to send:

- 2 police officers to the Standardized Field Sobriety Testing course;
- 2 police officers to the Advanced Roadside Impaired Driving Enforcement course;
- 1 police officer to the Drug Recognition Expert course

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

SECTION 1. That the City Council hereby authorizes the Police Department to accept the 2023/2024 CHP Cannabis Tax Fund Grant award in the amount of \$30,352.56 and

SECTION 2. That the City Council hereby authorizes the City Manager to appropriate \$30,352.56 in the Other Federal Grants Fund (1330) for the 1 year grant period.

PASSED AND ADOPTED by the City Council this 18th day of July, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Victoria Fernandez, Mayor

ATTEST:

Ana B. Gonzales, City Clerk



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: J.11
SUBJECT: City Manager Employment Agreement

Recommendation for Action: Adopt Resolution _____ Extending the Amended and Restated Employment Agreement Between the City of Woodland and Ken Hiatt for a period of one year

Staff Contact: Ethan Walsh, City Attorney, (916) 325-4000, ethan.walsh@bbklaw.com

Fiscal Impact: No new fiscal impact other than a 3% increase to the City Manager's salary according to the terms of his Employment Agreement. The terms of the City Manager's Employment Agreement would remain unchanged, with the Agreement being extended for a period of one year pursuant to Section 11.A of the Agreement.

Background:

Mr. Hiatt has served as City Manager since August 1, 2020, after serving as Interim City Manager since Paul Navazio's retirement from the City in March 2020. Mr. Hiatt originally joined the City as the Community Development Director in May of 2013 and assumed the role of Assistant City Manager/Community & Economic Development Director in August of 2016. His current Amended and Restated Employment Agreement (the "Employment Agreement") was entered into on August 1, 2021, and expires on August 1, 2023. Section 11.A of the Employment Agreement provides that prior to the expiration of the term, the Agreement may be extended for an additional year.

The City Council is in the process of conducting Mr. Hiatt's annual performance review, but has not yet completed that process. The City Council desires to complete the performance review and negotiate terms of an updated employment agreement with Mr. Hiatt. In order to allow time to complete those processes, this action would extend the Agreement for an additional year according to its terms, to allow the Council sufficient time to complete the evaluation process and consider potential terms of an updated agreement.

Discussion:

The City Manager Employment Agreement terms will remain unchanged for the extended term. Based on those terms, the Agreement provides:

- Effective August 1, 2023, he will receive a monthly salary of Twenty-Three Thousand Nine Hundred Seventy Six Dollars (\$23,976) per month. He is eligible for a three percent (3%) salary increase each year for the duration of the Agreement. This salary reflects two 3% increases from his August 1, 2021 monthly salary of \$22,600.
- The Agreement will expire at the end of this extension period, on August 1, 2024.
- The City Council will conduct a performance evaluation each year on or around August 1.
- All benefits received remain unchanged.

The City Council will continue the evaluation process, and at the end of such process the City Council can consider any necessary updates to this existing Employment Agreement, through an amended or updated Employment Agreement, which will replace and supersede the current Employment Agreement.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____, Extending the Amended and Restated Employment Agreement Between the City of Woodland and Ken Hiatt for a period of one year.

Prepared By: Ethan Walsh, City Attorney

Attachments:

1. Resolution Approving Extension to CM Employment Agreement-c1

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
APPROVING AN EXTENSION OF THE AMENDED AND RESTATED
EMPLOYMENT AGREEMENT WITH THE CITY MANAGER**

WHEREAS, the City of Woodland entered into an Amended and Restated Employment Agreement with Ken Hiatt to serve as City Manager (the “Employment Agreement”), which was effective on August 1, 2021, and had a term of two (2) years with the option to extend the term of the Employment Agreement for an additional year; and

WHEREAS, the City Council of the City of Woodland desires to extend the Employment Agreement according to its terms for an additional year, establishing a new expiration date of August 1, 2024; and

WHEREAS, pursuant to the terms of the Employment Agreement, Mr. Hiatt will receive a three percent increase in salary for the extended term, resulting in a monthly salary of \$23,976; and

WHEREAS, all remaining terms of the Employment Agreement shall remain unchanged; and

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Woodland hereby authorizes the extension of the Employment Agreement between the City of Woodland and Ken Hiatt for an additional year pursuant to Section 11.A of the Employment Agreement. The Mayor is authorized to execute such documentation as is necessary to commemorate such extension.

PASSED AND ADOPTED by the City Council of the City of Woodland at a regular meeting of the City Council held on the 18th day of July, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Vicky Fernandez, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: J.12
SUBJECT: Authorization to Request Patwin Name for the New City Park in the Prudler Subdivision.

Recommendation for Action: Staff recommends that the City Council authorize the City Manager to send a letter to Yoche Dehe Wintun Nation requesting a Patwin name for a new City Park in the Prudler Subdivision.

Staff Contact:

Chirstine Engel, Community Services Direrector (530) 661-2000, christine.engel@cityofwoodland.org

Fiscal Impact:

Requesting a name for the new park will not result in a fiscal impact. The cost of creating and installing a new park sign is the responsibility of the developer.

Background:

On March 1, 2022, City Council approved a final map for the Prudler Phase 1 and Prudler Phase 2 development, which includes a 1.46 acre park site. This development is located north of the Community Center, east of East Street. The 1.46-acre park site is being developed by Lennar Homes. The park will include a play area with a playground for 2-12 year olds, a shade structure with picnic tables, and grass for open play. New parks are named in Woodland through a public input process involving the Parks & Recreation Commission, and then ultimately approval by the City Council.

Discussion:

Between April 1-May 1, 2023, the Parks & Recreation Commission solicited nominations for the naming of the Prudler subdivision park. During the public input process, 53 names for the park were submitted. The facilities committee of the Parks & Recreation Commission considered these names and recommended that a Patwin name be used for the proposed park (a Patwin name suggestion was submitted several times). Typically, the Parks Commission would then consider and approve a name that would then advance to the City Council for consideration. However, as the process to name the park a Patwin name involves consultation and approval with the Yoche Dehe Wintun Nation, the City must submit a letter to the tribe requesting such. After the City receives input from the tribe, assuming they are amenable to using a Patwin name for the Park, the name would then be considered by the Parks & Recreation Commission before it is considered by the City Council.

Conclusion:

Staff recommends that the City Council authorize the City Manager to send a letter to Yoche Dehe Wintun Nation requesting a Patwin name for a new City Park in the Prudler Subdivision.

Prepared by: Christine Engel, Community Services Director



Ken Hiatt
City Manager

Attachments:

None



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: J.13
SUBJECT: Resolution amending the Sustainability Advisory Committee Membership

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, amending Resolution No. 7236 pertaining to membership on the Sustainability Advisory Committee.

Staff Contact:

Ana B. Gonzalez, City Clerk (530) 661-5806, ana.gonzalez@cityofwoodland.org

Background:

On March 5, 2019, Resolution No. 7236, A Resolution of the City Council of the City of Woodland Creating the Sustainability Advisory Committee was adopted by Council. The resolution states that membership in the committee shall consist of at least five but no more than nine members.

Staff is requesting that Resolution No. 7236 be amended to maintain a membership that will consist of at least five but no more than 10 members. The amendment simply adjusts the membership limit to allow up to 10 members to serve on the Committee from the current limit of 9. All other sections in the resolution will remain in effect.

Prepared by: Ana B. Gonzalez, City Clerk



Ken Hiatt
City Manager

Attachments:

1. Resolution amending SAC membership
2. Reso_7236 Sustainability Advisory Committee

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
AMENDING RESOLUTION NO. 7236 REGARDING MEMBERSHIP ON THE
SUSTAINABILITY ADVISORY COMMITTEE**

WHEREAS, the City Council adopted Resolution No. 7236 on March 5, 2019 which established the Sustainability Advisory Committee; and

WHEREAS, Section 2 of Resolution No. 7236 indicates that there will be at least five but no more than nine members; and

WHEREAS, the City Council desires to maintain a committee of no more than 10 members; and

WHEREAS, all other sections of the original resolution remain in effect; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Woodland that Resolution No. 7236, Section 2 is hereby amended to read as follows:

2. Membership: The Sustainability Advisory Committee shall consist of at least five but no more than 10 members to be appointed by the City Council. Stall shall recommend for appointment interested community members who represent a mix of backgrounds or expertise in areas related to CAP goals and sustainability efforts in Woodland, and knowledge of the community. Members of the committee shall serve at the pleasure of the City Council and may be removed from the committee by a majority vote of the City Council.

PASSED AND ADOPTED by the City Council of the City of Woodland at a regular meeting of the City Council held on the 18th day of July, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Vicky Fernandez, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk

Attachment: Resolution No. 7236

RESOLUTION NO. 7236

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND CREATING THE SUSTAINABILITY ADVISORY COMMITTEE

WHEREAS, the City of Woodland is actively engaged regarding the issues of sustainability and climate change and seeks to establish itself as a leader in sustainability practices attuned to reducing greenhouse gas (GHG) emissions and increasing resiliency to the effects of climate change; and

WHEREAS, the City of Woodland's General Plan 2035 advocates responsible growth while seeking to conserve energy, water and other resources; reduce GHG emissions; promote infill, green and net-zero energy development; and build community resiliency to the effects of climate change; and

WHEREAS, the City of Woodland's 2035 Climate Action Plan (CAP) provides a community-based policy framework to address community-wide GHG emissions sources and, to be effective, CAP implementation requires a high level of public engagement; and

WHEREAS, the City Council Priority Goals highlight sustainability through fostering "a sustainable community for the next generation and (protecting and improving) the quality of the natural environment and human well-being through stewardship of land, water, air and energy resources and by providing all residents with opportunities to live active and healthy lifestyles;" and

WHEREAS, the City Council wishes to support the goals of the City's CAP, elevate the profile of sustainability community-wide, and expand public engagement around the City's sustainability efforts and CAP implementation; and

WHEREAS, the City Council wishes to establish a community advisory committee to assist the City Council and staff with the evaluation of sustainability policy, program design and implementation.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Woodland hereby creates the Sustainability Advisory Committee, as follows:

1. Purpose: The purpose of the Sustainability Advisory Committee is to help the City to achieve state mandated conservation goals and the goals of the City's CAP and provide recommendations to the City Council regarding sustainability policy.

2. Membership: The Sustainability Advisory Committee shall consist of at least five but no more than nine members to be appointed by the City Council. Staff shall recommend for appointment interested community members who represent a mix of backgrounds or expertise in areas related to CAP goals and sustainability efforts in Woodland, and knowledge of the community. Members of the committee shall serve at the pleasure of the City Council and may be removed from the committee by a majority vote of the City Council.

3. Term of Membership: Members of the committee shall serve for a term of four (4) years.

4. Vacancies: Vacancies on the Sustainability Advisory Committee shall be filled for the unexpired term in the same manner in which regular appointments are otherwise made.

5. Officers: The Sustainability Advisory Committee shall nominate a Chairperson, who shall call the meetings to order, serve as the presiding officer of the committee's meetings, and perform such other duties as may from time to time be prescribed by the committee. The Chairperson shall serve in that position at the pleasure of the City Council.

If it so desires, the committee may appoint a Vice Chairperson who shall have all of the powers and duties of the Chairperson in the event the Chairperson is absent or unable to act.

The committee may create and appoint members to subcommittees.

6. Meetings: The Sustainability Advisory Committee shall establish a regular time and place of meeting and shall hold regular meetings. Special meetings of the committee may be called by the Chairperson, or by a quorum of the committee. All meetings shall comply with the Ralph M. Brown Act.

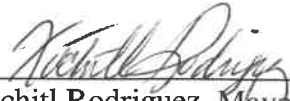
7. Quorum: A quorum of the committee shall consist of a majority of the committee members appointed.

8. Functions of the Committee: The Sustainability Advisory Committee shall have the responsibilities as provided in this section and such other duties as the City Council may from time to time decide:

- A. Provide comments, feedback, and recommendations to the City Council on sustainability policy and issues related to CAP implementation.
- B. Advise and assist staff on sustainability program design and implementation.
- C. Serve as a forum for public input and feedback on issues related to sustainability and CAP implementation.
- D. Assist staff in promoting community-wide CAP implementation.

PASSED AND ADOPTED by the City Council this 5th day of March, 2019, by the following vote:

AYES: Barajas, Fernandez, Lansburgh, Rodriguez and Stallard
NOES: None
ABSENT: None
ABSTAIN: None



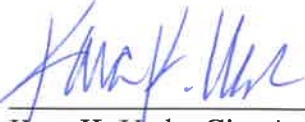
Xóchitl Rodríguez, Mayor

ATTEST:



Ana B. Gonzalez, City Clerk

APPROVED AS TO FORM:



Kara K. Ueda, City Attorney



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: J.14
SUBJECT: Rescind Stage Two, Water Warning of the City's Water Shortage Contingency Plan

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, rescinding Stage Two, Water Warning of the Water Shortage Contingency Plan, Appendix I of the Urban Water Management Plan.

Staff Contact:

Celia Taylor, Water Quality Specialist, (530) 661-5915, celia.taylor@cityofwoodland.org

Fiscal Impact:

There is no fiscal impact anticipated by rescinding Stage Two, Water Warning

Background:

On April 21st, 2021, May 10th, 2021, July 8th, 2021, and October 19th, 2021, the Executive Department of the State of California issued States of Emergency due to ongoing drought conditions within the State. The year 2022 was identified as the third consecutive year of drought. In March, 2022, the governor of California issued Executive Order N-7-22 requiring urban water suppliers to implement at least Stage 2 of their Water Shortage Contingency Plan with a goal of reducing water usage by 20 percent. The City Council adopted Stage Two, Water Warning, on May 10th, 2022.

On March 24th, 2023, Executive Order N-5-23 was issued. The State of California described above average snow and water content in the Sierra Nevada region and improved surface water supplies based on a snow survey conducted by the State (Department of Water Resources) and partner agencies. The State anticipates more precipitation for California.

The City receives most potable water from the Woodland-Davis Clean Water Agency (WDCWA) and from stored treated surface water from aquifer storage & recovery wells (ASR). WDCWA's primary water rights are not expected to be curtailed until September, 2023 or later. The City does not expect a reduced water supply of surface water in 2023 because WDCWA has secondary water rights that will not be restricted; 2023 is not a Shasta Critical Year. In the event of increased demand or reduced supply, the City can provide residents with stored water from ASR wells or native groundwater which can be blended with treated surface water.

While the State of California recognized the restrictions for the entirety of California are no longer necessary, the legislation underscored the need for surveillance over certain vulnerable regions such as where ground water is depleted, groundwater basins are low, groundwater wells have failed, and/or areas where years of drought have endangered fish populations. The State of California is aware that each year could present different conditions and that California should make "conservation a way of life."

Source: <https://www.gov.ca.gov/2023/03/24/governor-newsom-eases-drought-restrictions/>

Discussion:

Rescinding of Stage Two, Water warning of the Water Shortage Contingency Plan would remove the requirement that:

- All City water customers shall reduce water use by 20% of their normal water demand. However, residential users whose total water use is already below the State provisional standard for residential indoor water use of 55 gallons (7.35 cubic feet) per person per day as stated in SBx7-7 (2009) or an adjusted standard set by the California Legislature shall not be required to further reduce their water use.
- Hosing of hardscape surfaces except for health and safety purposes shall be prohibited.
- Water hoses shall be equipped with a positive control nozzle capable of completely shutting off the flow of water except when positive pressure is applied.
- Restaurants shall serve water only upon request
- The City may impose other or further regulations as the City Council may adopt after conducting a public hearing.
- Outdoor watering is restricted to three days per week.

Water utility operations under the 'Normal Water Supply Stage' comprise the following:

- Water waste, as defined in Section 13.32.030 of the Woodland Municipal Code, is prohibited.
- All landscaping installed in the City of Woodland shall comply with the State Model Water Efficient Landscape Ordinance (23 California Code of Regulations Section 490 et seq.) or the City landscape requirements (Chapter 17.112 of the Woodland, California Municipal Code), whichever is more restrictive.

The City is prepared to operate under 'Normal Water Supply' conditions and can meet increasing demands. The City will continue conservation efforts, such as offering rebates for mulch and promoting water-wise landscaping.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____, rescinding Stage Two, Water Warning of the Water Shortage Contingency Plan, Appendix I of the Urban Water Management Plan.

Prepared by: Celia Taylor, Water Quality Specialist

Reviewed by: Tim Busch, Principal Utilities Civil Engineer
Brent Meyer, Community Development Director/ City Engineer



Ken Hiatt
City Manager

Attachments:

1. Resolution

RESOLUTION NO. ____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND TO
RESCIND THE STAGE TWO WATER WARNING OF THE WATER SHORTAGE
CONTINGENCY PLAN, APPENDIX I OF THE URBAN WATER MANAGEMENT
PLAN**

WHEREAS, the City has updated its Water Shortage Contingency Plan (WSCP) and modified WMC Chapter 13.32.040 to be consistent with the 2018 Water Conservation Legislation; and

WHEREAS, the Governor of California issued Executive Order N-7-22 in March of 2022 requiring urban water suppliers to implement at least Stage 2 of their Water Shortage Contingency Plans to reduce water use by 20%; and

WHEREAS, the WSCP includes the following measures to be incorporated in the Stage 2, water warning:

- All City water customers shall reduce water use by 20% of their normal water demand. However, residential users whose total water use is already below the State provisional standard for residential indoor water use of 55 gallons (7.35 cubic feet) per person per day as stated in SBx7-7 (2009) or an adjusted standard set by the California Legislature shall not be required to further reduce their water use.
- Hosing of hardscape surfaces except for health and safety purposes shall be prohibited.
- Water hoses shall be equipped with a positive control nozzle capable of completely shutting off the flow of water except when positive pressure is applied.
- Restaurants shall serve water only upon request
- The City may impose other or further regulations as the City Council may adopt after conducting a public hearing.
- Outdoor watering is restricted to three days per week; and

WHEREAS, the City adopted the Stage 2, Water Warning of the Water Shortage Contingency Plan, Appendix I of the 2020 Urban Water Management Plan on May 10th, 2022 via Resolution_7892; and

WHEREAS, the Governor of California issued Executive Order N-5-23 on March, 24th, 2023 which ended the requirement for local agencies to implement level 2 drought contingency plans; and

WHEREAS, the City's water supply is adequate to meet all projected demands ("normal water supply") as determined by the Public Works Director or designee, all water customers are encouraged to be aware of water consumption and use water wisely. Water shall be used for beneficial purposes only; all unnecessary and wasteful uses of water are prohibited; and

WHEREAS, under the normal water supply stage, the following shall apply:

- Water waste, as defined in Section 13.32.030 of the Municipal Code, is prohibited.
- All landscaping installed in the City of Woodland shall comply with the State Model Water Efficient Landscape Ordinance (23 California Code of Regulations Section 490 et seq.) or the City landscape requirements (Chapter 17.112 of the Woodland, California Municipal Code), whichever is more restrictive.

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

Section 1. Stage 2, Water Warning, of the Water Shortage Contingency Plan, Appendix I of the 2020 Urban Water Management Plan, is rescinded and is hereby ordered filed with the City Clerk; and

Section 2. Water shortage stages and restrictions for a “Normal Water Supply” are in effect.

PASSED AND ADOPTED by the City Council of the City of Woodland at regular meeting of the City Council held on the 18th day of July 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Victoria Fernandez, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: J.15
SUBJECT: East Main Street Improvement Project, CIP 13-05;
Contract Amendment

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, to approve a consultant services amendment for construction management and inspection services with Associated Engineering Consultants, Inc. in the amount of \$300,000 for a total agreement amount of \$1,139,298 and authorize the City Manager to execute the amendment.

Staff Contact:

Miguel Chavez, Sr. Construction Project Manager – (530) 661-5952,
miguel.chavez@cityofwoodland.org

Fiscal Impact:

The existing approved project budget is sufficient to fund these additional costs and no additional funding appropriation is being requested. The E. Main St. project, CIP 15-05 is included in the Capital Budget in the overall amount of \$8,561,701 consisting of \$6,002,000 of Bike and Pedestrian and Local /Regional Transportation Grant funds from the Sacramento Area Council of Governments (SACOG), \$50,000 of Sewer Enterprise Funds, \$50,000 of Water Enterprise Funds, \$2,019,000 of Road Maintenance and Rehabilitation Account (RMRA- SB1) Funds and \$440,701 of Measure E/F funding.

The project budget includes the costs for design, project management, construction management/inspection and the construction contract.

Background:

The project is located on East Main Street from East Street to the Interstate 5 (I-5) northbound off ramp. Part of the project is located within the State of California right of way and work within the State's right of way was completed under an encroachment permit.

The project has substantially completed the improvements below:

- Constructed the off-street bike path on the north side of E. Main Street between Pioneer Avenue and Matmor Road.
- Installed the curb, gutter and storm drainage improvements on the north side of E. Main Street.
- Installed ADA compliant curb ramps on E. Main between East St and the I-5 northbound off ramp.
- Installed several concrete bus pads on E. Main between East St and the I-5 northbound off ramp.
- Installed landscape, irrigation and fencing on the north side of E. Main Street between Pioneer Avenue and Matmor Road.
- Microsurfaced the pavement and restriped the road between East Street and the I-5 overcrossing of East Main Street.

Discussion:

This project was originally scheduled for 5 months, to be completed in late 2021 with a construction management budget of \$539,298. On July 1, 2022, Council approved a \$300,000 contract amendment to bring the total contract amount to \$839,298. Due to unforeseen conditions associated

with infrastructure owned by private utility companies, construction and weather delays, the project has required more time than anticipated but is currently scheduled to be complete this summer, which is approximately 20 months beyond the original completion date.

As construction management and inspection costs are generally based upon the time for construction, the extended timeline results in increased costs for construction management and inspection. Further, Associated Engineering Consultants, Inc. has performed a significant amount of unanticipated coordination with the contractor and private utilities to resolve issues associated with the unforeseen conditions to keep the project moving forward.

To ensure the City continues to receive the necessary construction management, specialized inspection and testing to comply with City and Caltrans mandated quality assurance requirements for the project, an amendment to the consultant agreement is required. As such, staff is requesting that Council approve an amendment to the construction management agreement with Associated Engineering Consultants, Inc. for \$300,000 increasing the total contract to \$1,139,298. The total of the first contract amendment and this second amendment represent a doubling of the contract value over the originally approved contract which is directly associated to the project taking four times longer than anticipated to complete.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____, to approve a consultant services amendment for construction management and inspection services with Associated Engineering Consultants, Inc. in the amount of \$300,000 for a total agreement amount of \$1,139,298 and authorize the City Manager to execute the amendment.

Prepared by: Miguel Chavez, Sr. Construction Project Manager

Reviewed by: Brent Meyer, Community Development Director/ City Engineer



Ken Hiatt
City Manager

Attachments:

1. Reso Contract Amendment 230718

RESOLUTION NO. ____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND,
APPROVING A CONSULTANT AMENDMENT FOR THE E. MAIN STREET
IMPROVEMENT PROJECT, CIP 13-05**

WHEREAS, the City of Woodland’s proposed Capital Budget for the E. Main Street Improvement Project is \$8,561,701, CIP 13-05 (the “Project”); and

WHEREAS, the original consultant services agreement with Associated Engineering Consultants (AEC) was approved in the amount of \$539,298, and amendment #1 was for \$300,000 and the City Council wishes to approve amendment #2 with AEC for \$300,000 for a total contract amount of \$1,139,298 and authorize its execution through the adoption of this Resolution.; and

WHEREAS, the City desires to continue to have the construction management, inspection and testing performed by experienced consultants that were selected through a qualifications based selection process; and

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

Section 1. The City Council hereby approves the consultant services amendment with AEC and authorizes and directs the City Manager to execute the amendment in the amount of \$300,000 for a total contract amount of \$1,139,298. The City Attorney is hereby authorized to make clarifying and conforming changes so long as the total dollar amount authorized herein does not change.

Section 2. Copies of the Consultant Agreements are available and on file in the City Clerk’s office, and are incorporated herein by reference and made part of this Resolution.

PASSED AND ADOPTED by the City Council of the City of Woodland at a regular meeting of City Council held on the 18th day of July 2023, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Victoria Fernandez, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: J.16
SUBJECT: Gibson Road Improvement Projects, CIP 20-01 & 20-08; Contract Amendment

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, to approve a consultant services amendment for construction management and inspection services with UNICO Engineering Consultants, Inc. in the amount of \$423,734.79 for a total agreement amount of \$1,848,085.21 and authorize the City Manager to execute the amendment.

Staff Contact:

Miguel Chavez, Sr. Construction Project Manager – (530) 661-5952,
miguel.chavez@cityofwoodland.org

Fiscal Impact:

The existing approved project budget is sufficient to fund these additional costs and no additional funding appropriation is being requested. The Gibson Road Projects, CIP 20-01 & 20-08, are included in the Capital Budget in the overall amount of \$14,668,317. Funding includes \$6,933,000 in Sacramento Area Council of Governments (SACOG) Regional Program grant funding, \$600,000 in SACOG Regional State Active Transportation Program (ATP) grant funding, \$216,000 in Highway Safety Improvement Program (HSIP) funding, \$418,000 in Water Enterprise funds, \$200,000 in Sewer Enterprise funds, \$1,363,617 in Measure E funds, \$2,520,000 in Measure F funds, and \$2,417,700 in Road Maintenance and Rehabilitation Account (RMRA–SB1) funds.

The project budget includes the costs for design, project management, construction management/inspection and construction.

Background:

The project is located on Gibson Rd from CR98 to East Street. The project has substantially completed the improvements below:

- Reconstruction of the road including installing drainage improvements.
- Traffic signal improvements to include bicycle and pedestrian actuation and installing a pedestrian actuated lighted crossing at California St.
- Installed ADA-compliant curb ramps and sidewalk repairs.
- Restripe the road, which includes narrowing of the travel lanes to reduce travel speeds, adding buffered bike lanes and lane reconfigurations or “Road Diet” that will reduce travel lanes between Cottonwood Street and West Street from 4-lanes to a 3-lane corridor consisting of two narrow travel lanes and a two-way left turn lane.

Remaining work includes finalizing the traffic signal improvements and turning the traffic signals into normal operation. These improvements will transform this segment of Gibson Road into a complete street, providing improved bicycle, pedestrian and vehicle facilities to ensure the corridor meets the needs of all modes of travel.

Discussion:

This project was originally scheduled for 12 months, to be completed in 2022; but due to contractor

delays, unforeseen conditions associated with infrastructure owned by private utility companies and weather delays, the project required more time than anticipated. The project is currently scheduled to be completed by this summer, which is approximately 12 months beyond the original completion date.

As construction management and inspection costs are generally based upon the time for construction, the extended timeline results in increased costs for construction management and inspection. Further, UNICO Engineering has performed a significant amount of unanticipated coordination with adjacent homeowners, businesses, hospital, school district, private utilities, and the contractor to resolve issues associated with unforeseen conditions and project delays in general.

To ensure the City continues to receive the necessary construction management, specialized inspection and testing to comply with City and Caltrans mandated quality assurance requirements for the project, an amendment to the consultant agreement is required. As such, staff is requesting that Council approve an amendment to the construction management agreement with UNICO Engineering for \$423,734.79, increasing the total contract to \$1,848,085.21. This increase represents an increase of 30% over the currently approved contract and is directly associated with the project requiring twice the anticipated time to complete.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____, to approve a consultant services amendment for construction management and inspection services with UNICO Engineering Consultants, Inc. in the amount of \$423,734.79 for a total agreement amount of \$1,848,085.21 and authorize the City Manager to execute the amendment.

Prepared by: Miguel Chavez, Sr. Construction Project Manager

Reviewed by: Brent Meyer, Community Development Director / City Engineer



Ken Hiatt
City Manager

Attachments:

1. Reso Contract Amendment 230718 (1)

RESOLUTION NO. ____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND,
APPROVING CONSULTANT AMENDMENT FOR THE GIBSON ROAD
IMPROVEMENT PROJECT, CIP 20-01 & 20-08**

WHEREAS, the City of Woodland has funding in the Capital Budget for the Gibson Road Bicycle/Pedestrian Mobility Project – East to West Street, CIP 20-01, and the W. Gibson Road Safe Routes to School – West Street to CR98 Project, CIP 20-08 (the “Project”); and

WHEREAS, the original consultant services agreement with UNICO Engineering Consultants was approved in the amount of \$1,294,864.02, and amendment #1 was for \$129,486.40 and the City wishes to approve amendment #2 for \$423,734.79 for a total contract amount of \$1,848,085.21 and authorize its execution through the adoption of this Resolution.; and

WHEREAS, the City desires to continue to have the construction management, inspection and testing performed by experienced consultants that were selected through a qualifications based selection process; and

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

Section 1. The City Council hereby approves the consultant services amendment with UNICO and authorizes and directs the City Manager to execute the amendment in the amount of \$423,734.79 for a total contract amount of \$1,848,085.21. The City Attorney is hereby authorized to make clarifying and conforming changes so long as the total dollar amount authorized herein does not change.

Section 2. Copies of the Consultant Agreements are available and on file in the City Clerk’s office, and are incorporated herein by reference and made part of this Resolution.

PASSED AND ADOPTED by the City Council of the City of Woodland at a regular meeting of City Council held on the 18th day of July 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Vicky Fernandez, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: J.17
SUBJECT: Approve a Contract Amendment with LPA, Inc. for architectural & engineering design changes related to the Southeast Area Aquatic Center Project (CIP #19-18)

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, authorizing the City Manager to execute contract amendment #1 with LPA, Inc. for design changes related to the Southeast Area Aquatic Center Project (CIP #19-18) in an amount not to exceed \$244,500.

Staff Contact:

Ed Wisniewski, Senior Civil Engineer, (530) 661-5975, Ed.Wisniewski@cityofwoodland.org

Fiscal Impact:

Approval of amendment #1 to LPA's contract will bring their total not-to-exceed fee for design services on the project to \$1,294,500. At its regularly scheduled meeting on June 20, 2023, Council approved the relocation of the new aquatic facility to the Community & Senior Center due to unsuitable soil conditions at the Pioneer High School site. Amendment #1 will cover LPA's fee for redesign associated with the relocation of the project site from Pioneer High School to the Woodland Community & Senior Center. To offset the additional design cost associated with relocating the project to the Community Center, staff is working with the school district to request a refund of the \$250,000 previously paid for use of the site at Pioneer High School.

To date, the City has set aside \$11,066,905 and received an additional \$780,000 in private funding commitments toward the new aquatic facility. The construction cost is currently estimated at \$14,000,000. Staff will return to Council when the project design is complete with a refined construction cost estimate and a comprehensive plan for construction funding. The total project cost (including design, permitting, project management, construction, construction management and inspection, contingency, and escalation to Dec 2024) is currently estimated at \$17 Million.

Background:

At its April 19, 2022 meeting, the City Council approved the original consultant agreement with LPA, Inc. to prepare the construction plans and bid documents for the new aquatic facility. As part of the initial phase of design, soil sampling was conducted to inform them of the structural requirements for the building, pool, and pool deck. The soil analysis revealed that the soil consisted primarily of highly expansive clay and a layer of abnormally soft material ranging from 4-8 feet below the surface. Staff requested the consultants present an approach and preliminary cost to address the soil conditions and mitigate against future stress and cracking of the concrete. The consultant's recommendation was to overexcavate the unsuitable soil and recompact the site. The cost to perform and inspect this work was estimated at over \$1,000,000.

Concerned with the budget implications, staff evaluated alternative locations to consider moving the project and concluded that the preferred alternative would be to the Community and Senior Center. At its June 20, 2023 meeting, Council approved the relocation of the new aquatic facility to the Community & Senior Center. This direction comes after a point in the design process where LPA

had completed its first phase of design development at the original site. Therefore, a portion of the initial design work needs to be adjusted to reconfigure the project amenities to fit the new site. Staff worked with the consultant to negotiate a contract amendment amount commensurate with the added work.

Discussion:

When considering relocation of the project site, additional design fees to reposition the project on a new site was an anticipated expense. With estimated added costs for mitigation of unsuitable soils at the PHS site approaching \$1M, the additional design costs associated with relocating the project were considered a worthy expense. Staff is looking to offset the additional design cost by working with the WJUSD to recover the \$250,000 previously paid for use of the site adjacent to Pioneer High School.

On June 30, 2023, soil boring samples were collected from the Community Center site to evaluate the geotechnical conditions. Comprehensive lab analysis of the samples is currently underway to test strength and compressibility, but initial feedback from the geotechnical engineer is that the soil conditions at the new site are favorable compared to the former site. The preliminary boring data indicates that expansive soil will not be a significant design issue on this site, but there may still be a recommendation to overexcavate and recompact the area under the main pool building to mitigate against any potential settlement. Lab testing is scheduled for completion within the next week.

In spite of the redesign efforts triggered by changing sites, staff is still pushing to start construction of the project in Spring 2024. Staff continues to track project funding generated through development fees and private fundraising efforts, and is working on identifying potential options to fully fund the project in 2024 and to ensure adequate funding has been identified to cover the construction costs. Construction duration is currently estimated at approximately 12 months, with a target date to open the facility to the public in time for the 2025 summer season. Attached is a site plan layout of the project at the Community and Senior Center.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____, authorizing the City Manager to execute contract amendments #1 with LPA, Inc. for design changes related to the Southeast Area Aquatic Center Project (CIP #19-18) for an amount not to exceed \$244,500.

Prepared by: Ed Wisniewski, Senior Civil Engineer

Reviewed by: Brent Meyer, Community Development Director / City Engineer



Ken Hiatt
City Manager

Attachments:

1. Resolution
2. 1st Amendment

3. Exhibit-SE Area Aquatic Center-Community Center Site

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT AMENDMENT
#1 WITH LPA, INC. FOR ARCHITECTURAL & ENGINEERING DESIGN SERVICES
FOR THE SOUTHEAST AREA AQUATIC CENTER PROJECT, CIP 19-18**

WHEREAS, on April 19, 2022, the City Council authorized the City Manager to execute a design services agreement with LPA, Inc. in the amount of \$1,050,000 for architectural & engineering design services on the Southeast Area Aquatic Center Project, CIP 19-18; and

WHEREAS, on June 13, 2022, the City of Woodland executed the original contract with LPA, Inc. in an amount not to exceed \$1,050,000; and

WHEREAS, soil analysis of the original project site (Pioneer High School) revealed unsuitable soil conditions, thereby causing staff to consider alternative sites for the new aquatic facility, and on June 20, 2023, City Council approved relocation of the new aquatic facility to the Community & Senior Center; and

WHEREAS, the decision to relocate the project to a new site requires a large portion of the initial design work to be redone to fit the project amenities at the new site; and

WHEREAS, the City Council wishes to approve Contract Amendment #1 with LPA, Inc. and authorize its execution through the adoption of this Resolution.

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

Section 1. The City Council hereby approves Contract Amendment #1 with LPA, Inc. in the amount of \$244,500, for a new total not-to-exceed contract amount of \$1,294,500. The City Manager is hereby authorized and directed to execute the Amendment, subject to City Attorney approval. The City Attorney is hereby authorized to make clarifying and confirming changes so long as the total dollar amount authorized in the Amendment does not change.

Section 2. Copies of the Contract Amendment are available and on file in the City Clerk's office, and are incorporated herein by reference and made a part of this Resolution.

PASSED AND ADOPTED by the City Council of the City of Woodland at a regular meeting of the City Council held on the 18th day of June, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Victoria Fernandez, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk

ARTICLE 1. PARTIES AND DATE

This First Amendment to the Professional Services Agreement (“First Amendment”) dated as of the _____ day of _____, 2023 is entered into by and between the City of Woodland (“City”) and LPA, Inc. (“Consultant”).

ARTICLE 2. RECITALS

2.1 City and Consultant entered into that certain Professional Services Agreement dated June 13, 2022 (“Agreement”), whereby Consultant agreed to provide professional architectural & engineering services for the Southeast Area Aquatic Center Project (CIP 19-18).

2.2 City and Consultant now desire to amend the Agreement to include additional compensation in accordance with the Consultant’s proposal dated May 24, 2023 attached hereto. The total compensation for the First Amendment shall not exceed Two Hundred Forty-Four Thousand Five Hundred dollars (\$244,500.00) for a new contract total not to exceed One Million Two Hundred Ninety-Four Thousand Five Hundred dollars (\$1,294,500.00).

ARTICLE 3. TERMS

3.1 Continuing Effect of Agreement. Except as amended by this Amendment, all provisions of the Agreement shall remain unchanged and in full force and effect. From and after the date of this Amendment, whenever the term “Agreement” appears in the Agreement, it shall mean the Agreement as amended by this Amendment.

3.2 Adequate Consideration. The Parties hereto irrevocably stipulate and agree that they have each received adequate and independent consideration for the performance of the obligations they have undertaken pursuant to this Amendment.

3.3 Counterparts. This Amendment may be executed in duplicate originals, each of which is deemed to be an original, but when taken together shall constitute but one and the same instrument.

[SIGNATURES ON FOLLOWING PAGE]

City Of Woodland

LPA, Inc.

By: _____
Ken Hiatt
City Manager

By: _____
Name: _____
Title: _____

ATTEST:

Ana B. Gonzalez, City Clerk

CONSULTANT PROPOSAL FOR ADDITIONAL WORK

[SEE FOLLOWING SHEETS]

May 24, 2023
Updated July 11, 2023

Mr. Ed Wisniewski
Project Manager
CITY OF WOODLAND
300 First Street
Woodland, CA 96065

Re: Southeast Area Aquatic Center
LPA Project No. 30779.01

Dear Mr. Wisniewski,

It has been a pleasure working with your staff and the community to design for the Southeast Area Aquatic Center. Per the needs of the project, the purpose of this amendment to the agreement is to account for additional services to move the project to a different site within the City of Woodland and to document a slightly larger project than originally anticipated. Below please find summaries of the change in scope and estimated time duration of the project.

1.0 SCOPE OF WORK – ADDITIONAL SERVICES DESCRIPTION

LPA is currently at the 100% complete Design Development phase for the Pioneer Avenue site. Unsuitable soils conditions have been recently identified by the City's Geotechnical Engineer. The City is interested in considering moving the project to an alternative site currently owned by the City at Woodland Community Center. LPA shall provide a new design utilizing as much of the current design as possible on the new site. The following is a summary of the increased design cost necessary to revise the design to fit the alternate site:

Phase	Existing Contract Fee	Percent Billed	Work effort fee percentage to be redone at alternate site	Additional Services Fee by Phase	Total fee per phase
1.0 Programming/ Conceptual Design	\$51,000	100%	no charge	\$15,000	\$66,000
2.0 Schematic Design	\$102,000	100%	N/A	\$0	\$102,000
3.0 Design Development	\$255,000	100%	90%	\$229,500	\$484,500
4.0 Construction Documents	\$306,000	0%	0%	0	\$306,000
5.0 Bidding/Negotiations	\$30,600	0%	0%	0	\$30,600
6.0 Construction Observation	\$275,400	0%	0%	0	\$275,400
7.0 Augmented Services					
- Topographic Survey	\$18,000	100%	100%	0 (city to contract directly)	\$18,000
- SWPPP	\$6,000	0%	0%		\$6,000
- WQMP/SWMP	\$6,000	0%	0%		\$6,000
Reimbursable Expenses	\$30,000	.94%	0%	0	\$30,000
Subtotal Additional Services				\$244,500	\$1,324,500

2.0 SUMMARY

Below is the summary of additional services for the above referenced changes to the project:

Additional Services#1	\$244,500
TOTAL	\$244,500

3.0 SCHEDULE

LPA will make every effort to accelerate the project and take advantage of the reuse of existing work to economize the effort. The following milestone dates are an estimate and shall be updated as the project progresses:

Phase	Estimated Date Range	
1.0 Programming/ Conceptual Design	May 29, 2023 – June 26, 2023	4 weeks
2.0 Schematic Design		0 weeks



3.0 Design Development	June 27, 2023 – August 31, 2023	9 weeks
4.0 Construction Documents	Sept. 1, 2023 – Dec. 7, 2023	15 weeks
Agency Review (NON DSA) and City Council Approval	Dec. 11, 2024 – Feb 15, 2024	9 weeks
5.0 Bidding/Negotiations	Feb. 19, 2024 – Apr. 12, 2024	7 weeks
6.0 Construction Observation	April 16, 2024 – May 31, 2025 (Memorial Day)	14 months

Please feel free to call me if you have any questions or if we can provide any clarification. Work needs to continue to meet the current schedule so we will continue in expectation that we can achieve an additional services agreement.

Thank you again for allowing us the opportunity to assist in this important project for the City of Woodland.

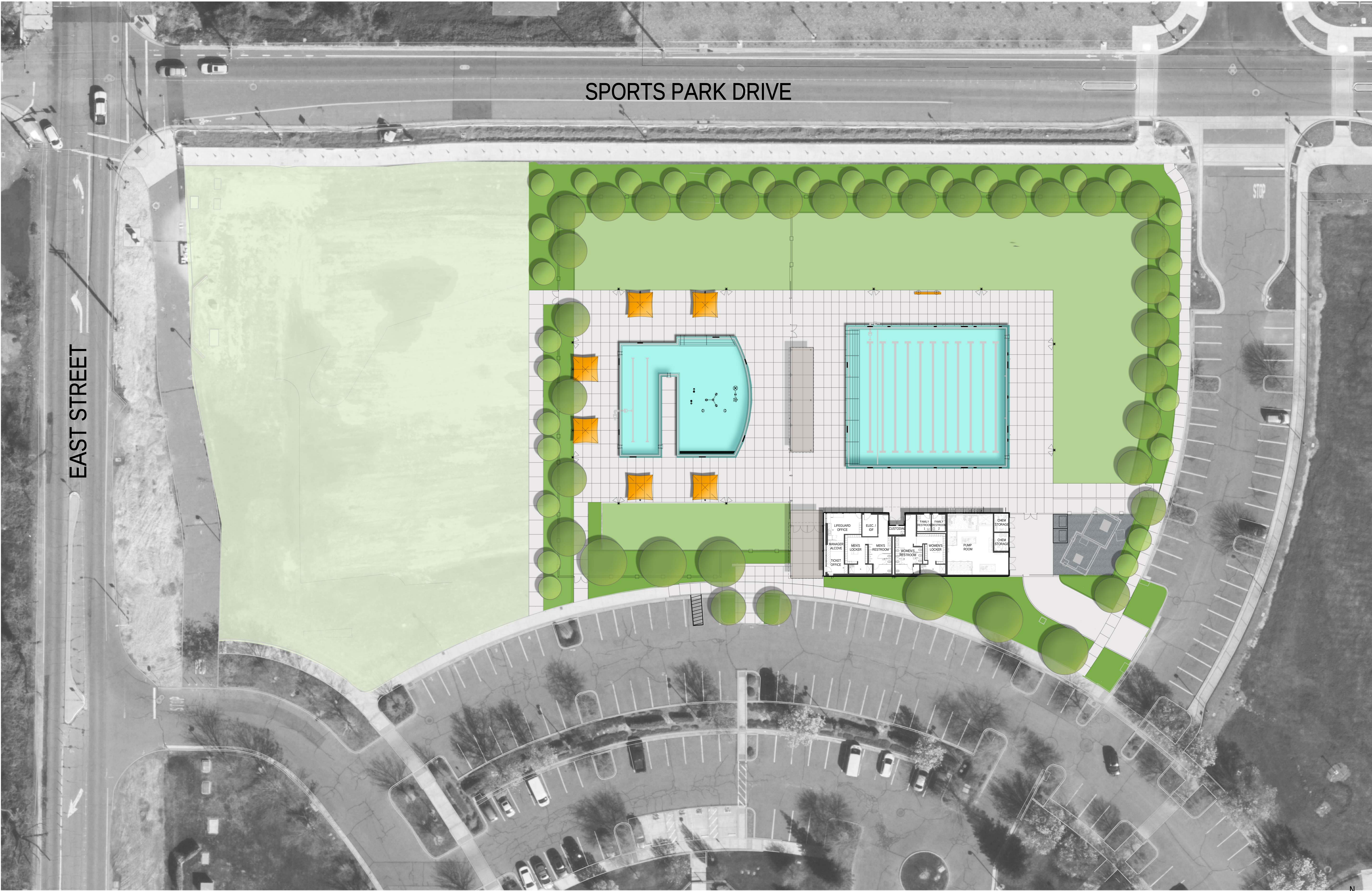
Sincerely,

LPA, Inc.

A handwritten signature in black ink, appearing to read "John Courtney", written over the printed name.

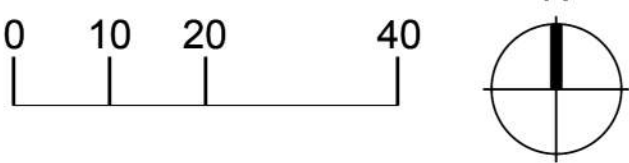
John Courtney, ASLA, LEED® AP
Managing Director

Cc: Arash Izadi - LPA



SPORTS PARK DRIVE

EAST STREET



NOT FOR REGULATORY APPROVAL
PERMITTING OR CONSTRUCTION

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**THE CITY OF WOODLAND
AQUATIC COMPLEX**
Sports Park Drive
Woodland, CA 95776
Developed for
City of Woodland

Revision	Date

Submittal	Date

Project Number	30779.10
Date Published	07/03/23
Checked By	JC.AW.BS
Scale	1"=20'

**SCHEMATIC DESIGN
SITE PLAN**



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: J.18
SUBJECT: Conveyance of Parcel 2 (APN 027-360-043) at East Beamer Way Development to Friends of the Mission for the Operation of the Permanent Supportive Housing Units

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, 1) authorizing the City Manager to execute any and all documents necessary or convenient to convey fee title of the Permanent Supportive Housing property (APN 027-360-043) located at the East Beamer Way Campus to Friends of the Mission for the purpose of operating the Permanent Supportive Housing Units; and 2) authorizing the City Manager to execute parking and storm drainage easement deeds over adjacent City property for the benefit of the East Beamer Way Campus; and 3) authorize the City Attorney to prepare a Maintenance Agreement to assign maintenance responsibilities associated with an emergency vehicle access road located on adjacent City property and required as a means of secondary access to the East Beamer Way Campus.

Staff Contact:

Ed Wisniewski, Senior Civil Engineer, (530) 661-5975, ed.wisniewski@cityofwoodland.org

Fiscal Impact:

There is no impact to any City funding with this action.

Background:

The second component of the East Beamer Way Development includes 61 units of permanent supportive housing (PSH) and a community center building located to the north of the emergency shelter building and south of the Walter's House Treatment Facility. Construction of the infrastructure associated with the PSH was accepted as complete by the City Council on October 4th, 2022. Occupation of the units commenced shortly thereafter with all units currently occupied and under the operation of Friends of the Mission. Conveyance of the property from the City to Friends of the Mission is contingent upon issuance of the building permit for the community center building. The property to be conveyed to Friends of the Mission is a 2.923-acre parcel (APN 027-360-043) commonly referred to as Parcel 2 of the East Beamer Way Development.

In addition to the transfer of the PSH parcel, there are two easements over City-owned land surrounding the East Beamer Way development that need to be granted to FOM. A drainage easement is required on the land west of the development for a drainage swale conveying drainage from the development to the public storm drain system in East Beamer Street. A parking easement is also required for the temporary parking lot that was constructed to the east of the phase 1 emergency shelter.

The Fire Department has identified a need for a secondary means of emergency ingress/egress. An existing driveway on East Beamer Street just west of the project was identified as a suitable access point. Public Works currently uses this driveway to access a gravel road leading to a designated dump area for their vacuum trucks north of the East Beamer Way development. The driveway/gravel road is located on City property. FOM prepared engineering plans and constructed improvements to the driveway to meet the Fire Department's requirements for emergency response vehicle access,

which includes a paved road with adequate fencing with gated entry/exit points. Since the emergency vehicle access road is located on City property, but benefits the East Beamer Way development, a maintenance agreement is needed to define the maintenance responsibilities for the access road. With approval of this item, the City Attorney will draft an agreement to assign maintenance responsibilities to FOM for the City Manager to execute.

Discussion:

In June 2022, Friends of the Mission was awarded \$12.5 million through the California Department of Health Care Services' Behavioral Health Continuum Infrastructure Program, Round 3: Launch Ready to construct the new Walter's House treatment facility and any infrastructure necessary for the project. In order to satisfy the site control requirement of the award, Friends of the Mission had to obtain ownership of the treatment facility property prior to start of construction. The Walter's House parcel (Parcel 3) was transferred to FOM via a quitclaim deed recorded on June 22, 2023. However, release of the \$12.5M award funds is being withheld due to the fact that Parcel 3 does not have connection to the public right-of-way, since the transfer of Parcel 2 to FOM and the required reservation of cross-access easements have not yet been executed.

The building permits associated with all 61 PSH units have been issued and finalized for occupancy. The community center building is the final component of the phase 2 development and plans have been reviewed and approved. All fees associated with phase 2 development have been collected with the exception of the Storm Drainage Impact fee which will be paid via a fully executed fee deferral agreement. Issuance of the building permit for all structures within phase 2 is a condition that needs to be met prior to the transfer of Parcel 2 to Friends of the Mission. On July 12, 2023, the Community Center building permit was issued to FOM, fulfilling the requirements to allow transfer of the property. Therefore, staff is requesting that the City Council authorize the City Manager to execute any documents necessary to convey fee title of Parcel 2 of the East Beamer Way site (APN 027-360-043) to Friends of the Mission.

With the approval of this item, Friends of the Mission will have secured all land rights required for operation of the East Beamer Way Development.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____, 1) authorizing the City Manager to execute any and all documents necessary or convenient to convey fee title of the Permanent Supportive Housing property (APN 027-360-043) located at the East Beamer Way Campus to Friends of the Mission for the purpose of operating the Permanent Supportive Housing Units; and 2) authorizing the City Manager to execute parking and storm drainage easement deeds over adjacent City property for the benefit of the East Beamer Way Campus; and 3) authorize the City Attorney to prepare a Maintenance Agreement to assign maintenance responsibilities associated with an emergency vehicle access road located on adjacent City property and required as a means of secondary access to the East Beamer Way Campus.

Prepared by: Ed Wisniewski, Senior Civil Engineer

Reviewed by: Brent Meyer, Community Development Director / City Engineer



Ken Hiatt
City Manager

Attachments:

1. Resolution
2. Parcel 2 Plat & Legal
3. Storm Drainage Easement
4. Parking Easement
5. EVA Road - Maintenance Area

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
AUTHORIZING THE CITY MANGER TO EXECUTE THE CONVEYANCE OF FEE
TITLE OF PARCEL 2 (APN 027-360-043) TO FRIENDS OF THE MISSION FOR THE
OPERATION OF THE PERMENANT SUPPORTIVE HOUSING UNITS**

WHEREAS, the second component of the East Beamer Way Development includes 61 units of permanent supportive housing (PSH) and a community center building at 1903 East Beamer Street, Woodland, CA 95776;

WHEREAS, Parcel 2 of the East Beamer Way site (APN 027-360-043) exists as a 2.923-acre parcel; and

WHEREAS, Friends of the Mission will own the property for the permanent supportive housing units & community center and Fourth & Hope will provide operational support; and

WHEREAS, all building permits for structures within Parcel 2 have been issued, thereby fulfilling the requirements to allow transfer of the property to Friends of the Mission.

WHEREAS, Friends of the Mission requires two easements over City-owned land surrounding the East Beamer Way development for storm drainage and temporary parking purposes; and

WHEREAS, an existing driveway and gravel road on the City-owned property adjacent to the project has been improved by Friends of the Mission to provide a secondary means of emergency ingress/egress for the East Beamer Way Development as required by the Fire Department; and

WHEREAS, the City wishes to enter into a maintenance agreement with Friends of the Mission to define maintenance responsibilities associated with the emergency vehicle access road; and

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

Section 1. The City Council hereby authorizes the City Manager to execute any and all documents necessary or convenient to convey fee title of Parcel 2 (APN 027-360-042) of the East Beamer Way Development to Friends of the Mission for the purpose of operating the Permanent Supportive Housing Units.

Section 2. The City Council hereby authorizes the City Manager to execute parking and storm drainage easement deeds over City property for the benefit of the East Beamer Way Campus.

Section 3. The City Council hereby authorizes the City Attorney to prepare a Maintenance Agreement to assign maintenance responsibilities associated with an emergency vehicle access

road located on adjacent City property and required as a means of secondary access to the East Beamer Way Campus, and authorizes the City Manager to execute the agreement.

Section 4. Copies of the Parcel 2 Quitclaim Deed and the Storm Drainage & Parking Easement Deeds are available are on file in the City Clerk's office, and are incorporated herein by reference and made part of this Resolution.

PASSED AND ADOPTED by the City Council this 18th day of July, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Victoria Fernandez, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk

EXHIBIT "A"
LEGAL DESCRIPTION
PARCEL B

ALL that real property situate in the County of Yolo, State of California, being a portion of Section 27, Township 10 North, Range 2 East, Mount Diablo Base and Meridian, and being more particularly described as follows:

ALL of Parcel B as described in Document No. 2023-0009292, said County Records.

Containing 2.923 acres of land, more or less.

The basis of bearings for this description is the centerline of East Beamer Street, being North 89°50'44" West as described in Document No. 2023-0009292, said County Records.

End of description.



Bryan P. Bonino, L.S.

Date

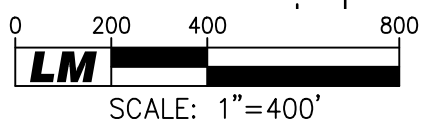
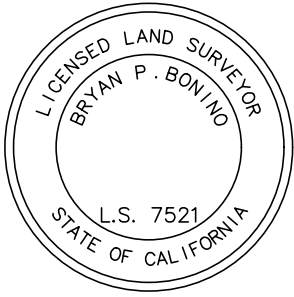
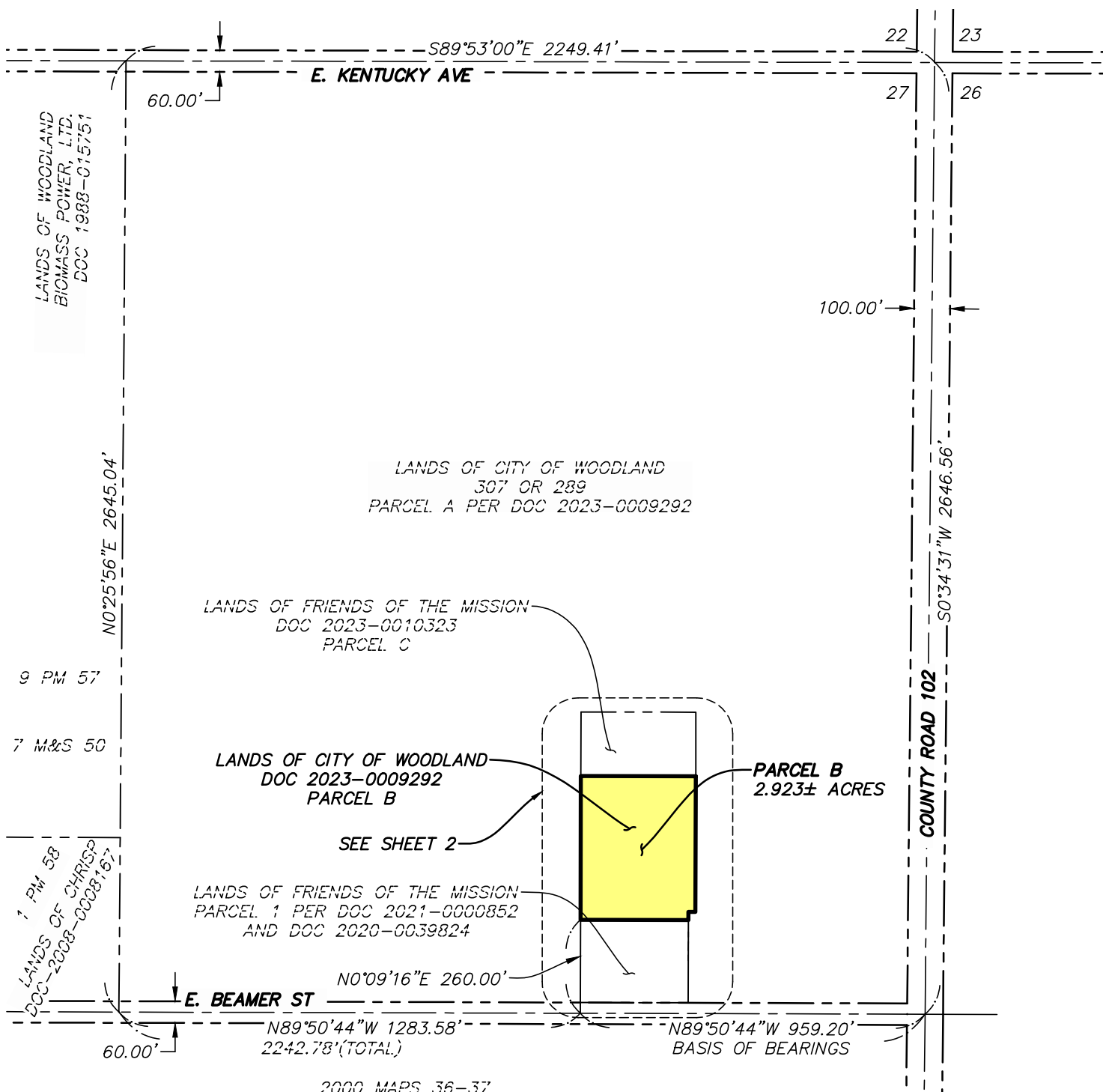
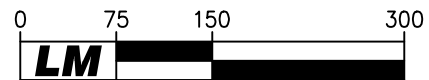
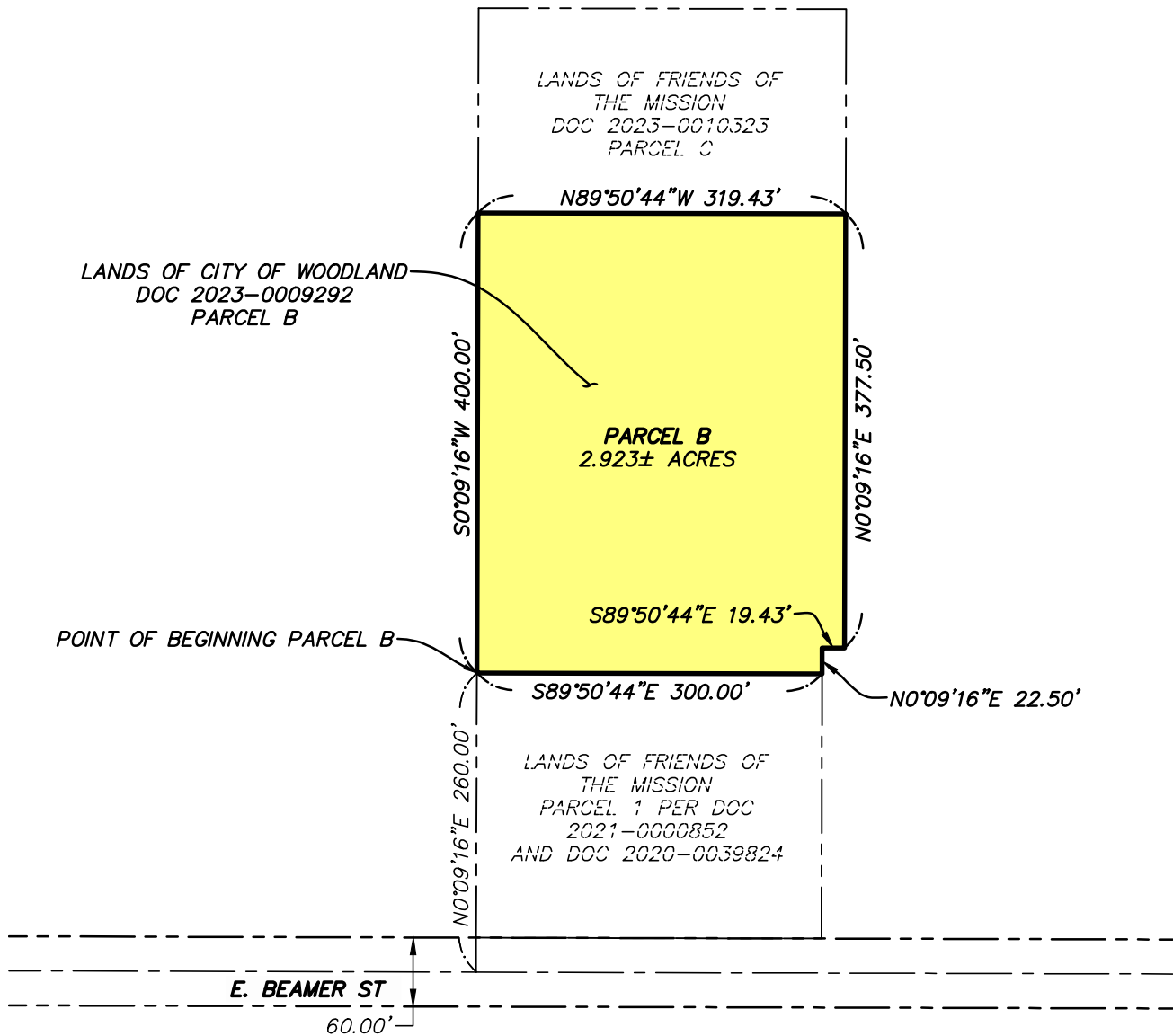


EXHIBIT 'B'
PARCEL B
 FOR
CITY OF WOODLAND

LOCATED IN A PORTION OF
 SECTION 27, TOWNSHIP 10 NORTH, RANGE 2
 EAST, MOUNT DIABLO BASE AND MERIDIAN,
 YOLO COUNTY, CALIFORNIA



SCALE: 1"=150'

EXHIBIT 'B'
PARCEL B
 FOR
CITY OF WOODLAND

LOCATED IN A PORTION OF
 SECTION 27, TOWNSHIP 10 NORTH, RANGE 2
 EAST, MOUNT DIABLO BASE AND MERIDIAN,
 YOLO COUNTY, CALIFORNIA

SHEET 2 OF 2

JULY 12, 2023

EXHIBIT "A"
DRAINAGE EASEMENT DESCRIPTION

THAT portion of real property situate in the County of Yolo, State of California, being a portion of Section 27, Township 10 North, Range 2 East, Mount Diablo Base and Meridian, and also being a portion of that Parcel of land as described in Book 307 of Official Records at Page 289, said County Records, more particularly described as follows:

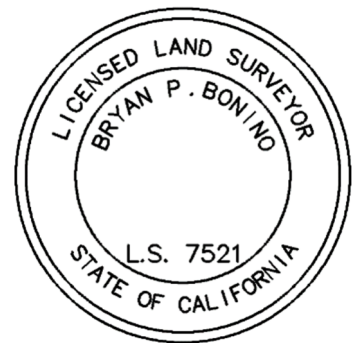
BEGINNING at the Southwest corner of Parcel 1 as described in Document No. 2021-0000852, said County Records, said point being distant the following two (2) courses from the East Quarter corner of said Section 27: (1) along the South line of the Northeast Quarter of said Section 27, North 89°50'44" West 959.20 feet; and (2) leaving said South line, North 00°09'16" East 30.00 feet to the POINT OF BEGINNING; thence, from said POINT OF BEGINNING, along the West line of said Parcel 1, North 00°09'16" East 616.14 feet; thence North 89°50'40" West 13.58 feet; thence South 08°21'21" West 178.18 feet; thence South 00°09'16" West 439.79 feet; thence South 89°50'44" East 39.00 feet to the POINT OF BEGINNING.

Containing 0.500± acres (21,788 square feet) of land, more or less.

The basis of bearings for this description is the South line of the Northeast Quarter section line of said Section 27, shown as South 89°50'44" East in Book 9 of Maps and Surveys, at Pages 25 and 26, said County Records.

End of description.

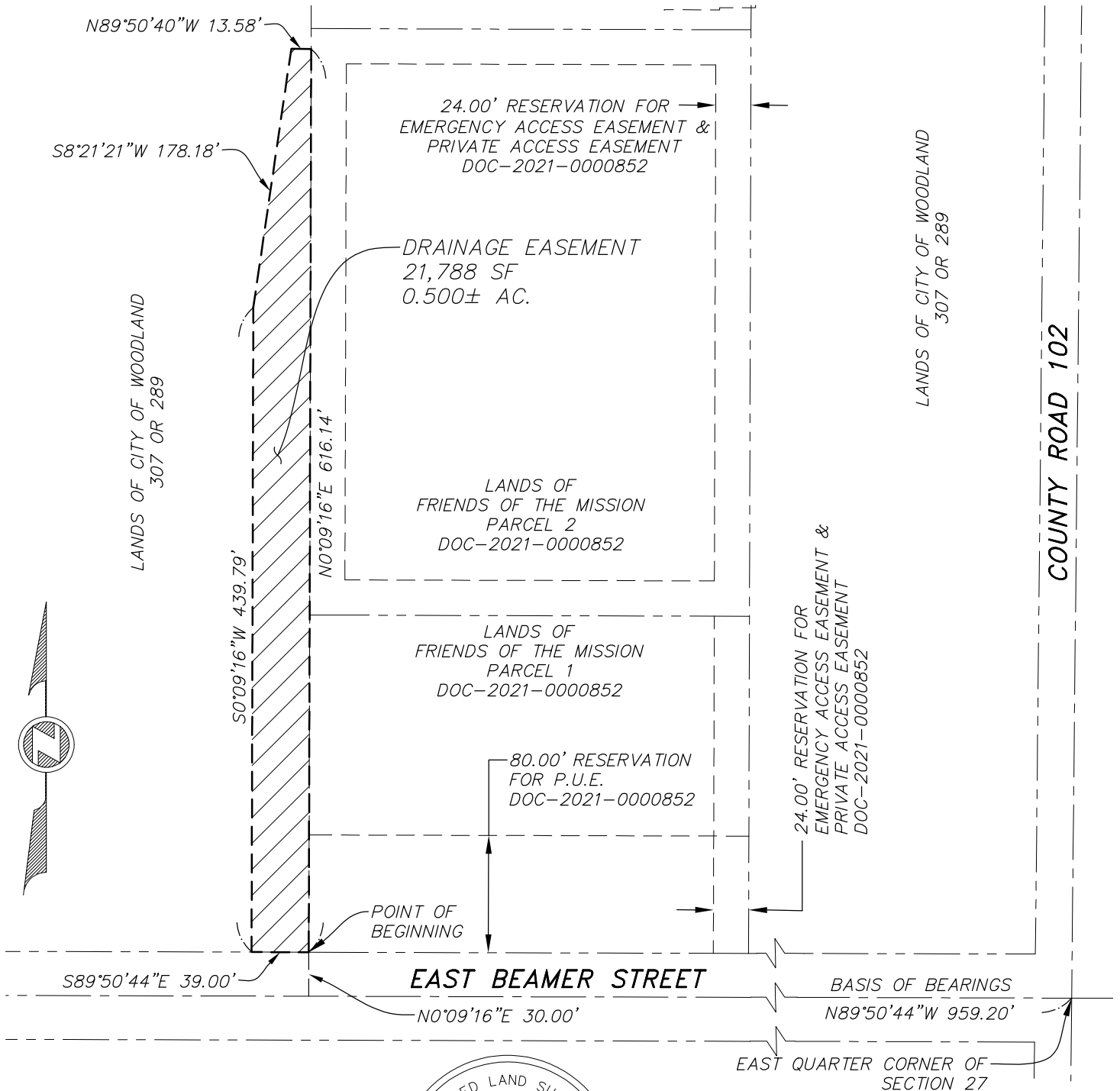
This description was prepared by me or under my direction in accordance with Section 8761 of the Professional Land Surveyors Act.



Bryan P. Bonino, L.S. 7521

Date

EXHIBIT 'B'



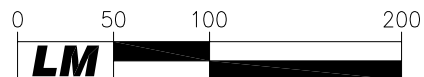
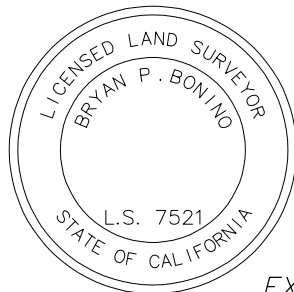
BRYAN P. BONINO

DATE

THIS EXHIBIT WAS PREPARED BY ME OR UNDER MY DIRECTION IN ACCORDANCE WITH SECTION 8761 OF THE PROFESSIONAL LAND SURVEYORS' ACT.

LM LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING

608 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-1755
P.O. BOX 828, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602



SCALE: 1"=100'

EXHIBIT TO ACCOMPANY A DESCRIPTION
DRAINAGE EASEMENT

LOCATED IN A PORTION OF SECTION 27,
TOWNSHIP 10 NORTH, RANGE 2 EAST,
MOUNT DIABLO BASE AND MERIDIAN,
CITY OF WOODLAND, YOLO COUNTY, CALIFORNIA

SHEET 1 OF 1

FEBRUARY 21, 2023

EXHIBIT "A"
PARKING EASEMENT DESCRIPTION

THAT portion of real property situate in the County of Yolo, State of California, being a portion of Section 27, Township 10 North, Range 2 East, Mount Diablo Base and Meridian, and also being a portion of that Parcel of land as described in Book 307 of Official Records at Page 289, said County Records, more particularly described as follows:

BEGINNING at a point on the East line of Parcel 1 as described in Document No. 2021-0000852, said County Records, said point being distant the following four (4) courses from the East Quarter corner of said Section 27: (1) along the South line of the Northeast Quarter of said Section 27, North 89°50'44" West 959.20 feet; (2) leaving said South line, North 00°09'16" East 30.00 feet to Southwest corner of said Parcel 1; (3) along the South line of said Parcel 1, South 89°50'44" East 300.00 feet, to the Southeast corner of said Parcel 1; and (4) along the East line of said Parcel 1, North 00°09'16" East 117.60 feet to the POINT OF BEGINNING; thence, from said POINT OF BEGINNING, along said East line, North 00°09'16" East 80.00 feet; thence, leaving said East line, South 89°50'44" East 185.00 feet; thence South 00°09'16" West 80.00 feet; thence North 89°50'44" West 185.00 feet to the POINT OF BEGINNING.

Containing 0.340± acres (14,800 square feet) of land, more or less.

The basis of bearings for this description is the South line of the Northeast Quarter section line of said Section 27, shown as South 89°50'44" East in Book 9 of Maps and Surveys, at Pages 25 and 26, said County Records.

End of description.

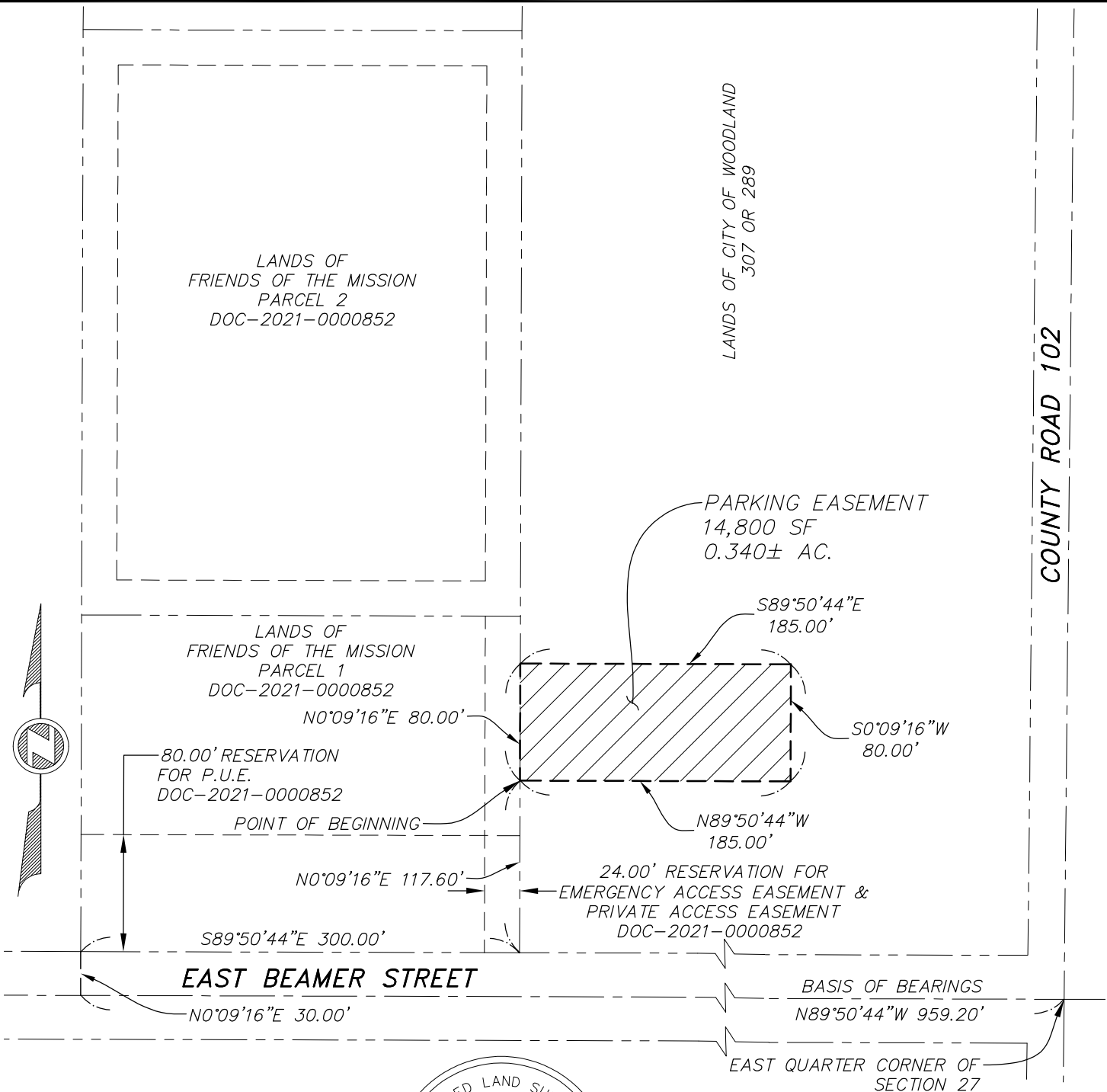
This description was prepared by me or under my direction in accordance with Section 8761 of the Professional Land Surveyors Act.



Bryan P. Bonino, L.S. 7521

Date

EXHIBIT 'B'



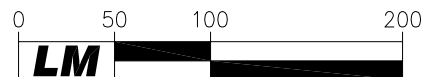
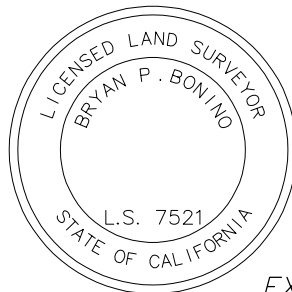
BRYAN P. BONINO

DATE

THIS EXHIBIT WAS PREPARED BY ME OR
UNDER MY DIRECTION IN ACCORDANCE
WITH SECTION 8761 OF THE
PROFESSIONAL LAND SURVEYORS' ACT.

LM LAUGENOUR AND MEIKLE
CIVIL ENGINEERING · LAND SURVEYING · PLANNING

608 COURT STREET, WOODLAND, CALIFORNIA 95695 · PHONE: (530) 662-1755
P.O. BOX 828, WOODLAND, CALIFORNIA 95776 · FAX: (530) 662-4602



SCALE: 1"=100'

EXHIBIT TO ACCOMPANY A DESCRIPTION PARKING EASEMENT

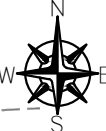
LOCATED IN A PORTION OF SECTION 27,
TOWNSHIP 10 NORTH, RANGE 2 EAST,
MOUNT DIABLO BASE AND MERIDIAN,
CITY OF WOODLAND, YOLO COUNTY, CALIFORNIA

SHEET 1 OF 1

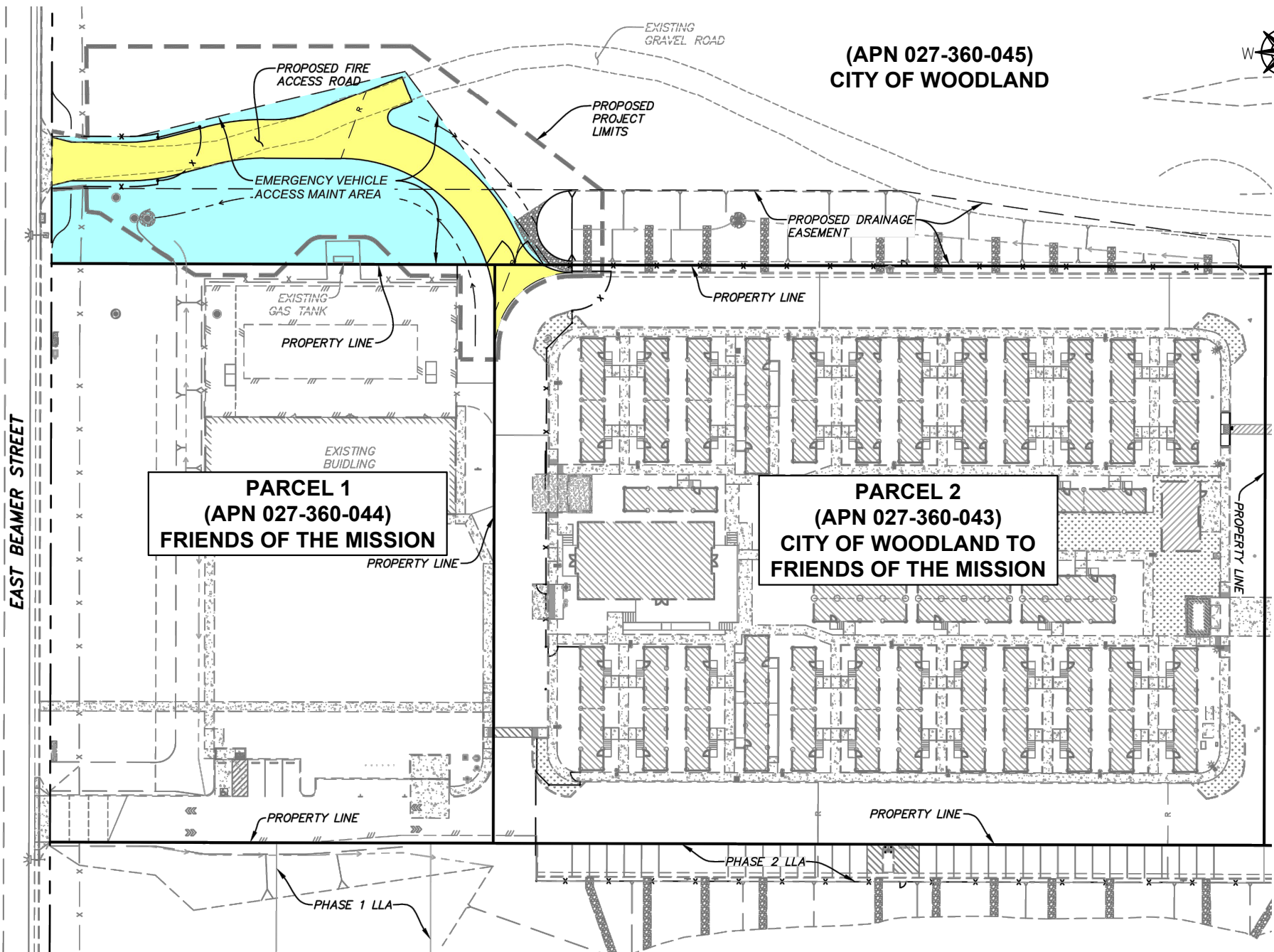
FEBRUARY 21, 2023

EAST BEAMER WAY DEVELOPMENT

EMERGENCY VEHICLE ACCESS ROAD MAINTENANCE AREA



(APN 027-360-045)
CITY OF WOODLAND





TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: J.19
SUBJECT: Forced Weed Abatement Cost Update and Submission of Special Assessments

Recommendation for Action: Staff recommends that City Council review the proposed special assessments for the city's forced weed abatement program from 2022 and 2023 and adopt Resolution No. _____, approving the submittal of the assessment package to the County Assessor's Office.

Staff Contact:

Dana Carey, (530) 661-5855, dana.carey@cityofwoodland.org

Fiscal Impact:

Forced abatement costs from the 2022 weed abatement season have been documented at \$3,450.00. Forced abatement costs from the 2023 weed abatement season have been documented at \$10,402.00.

Background:

On May 16, 2023, the City Council adopted Resolution No. 8087 beginning the weed abatement process. On that date, the Council also set a Public Hearing for June 6, 2023, to hear objections from citizens regarding the weed abatement program. The City Council directed staff to oversee the weed abatement of properties throughout the city and perform forced abatement on those properties which did not meet the weed abatement mowing standard and return to council with the costs of the program. Fire Department staff engage with property owners through the use of phone communications, physical visits and written letters to inform them of the standard and encourage voluntary compliance. For properties which could not meet the standard by the compliance date established by the Fire Department, mowing services were secured to ensure the property was brought to the abatement standard.

To submit the full assessment package to the Yolo County Assessor's office for the next tax season, all assessment packages must be submitted by August 10, 2023. This includes the file of parcels abated, with their associated costs, a signed certificate for the assessment and a direct charge transmittal document.

A similar process was followed during the 2022 weed abatement season. Final invoicing was delayed to 2022, past the Assessor's assessment package submission deadline. Therefore, this 2023 assessment package will be combined with the 2022 assessment package to bring the weed abatement assessments for the current program.

Discussion:

Each year the Woodland Fire Department weed abatement program consists of both internal coordination with other city departments for the abatement of city-owned parcels as well as notification and engagement with private parcel owners to maintain voluntary compliance with the city's abatement standards for weeds on privately owned parcels. When voluntary abatement is not successful, the Fire Department performs forced abatement activities to ensure compliance and reduce the risk of unwanted fire ignitions on vacant parcels throughout the city.

In 2022, the full cost to operate the weed abatement program was \$16,392.70 for internal staff time and \$1,470.00 in external contract costs. Programmatic costs for work performed that pertains to all parcels are then divided by the number of parcels forced abated to create a programmatic billable fee amount (in 2022 the billable rate was \$157.57) and any independent actions for a particular parcel are added to that amount. In 2023 the programmatic total has been identified as \$14,652.70 for internal staff time and \$5,538.00 for external contract costs with a billable rate of \$269.19. The attached documents show the mathematical computations to identify the assessment for each force abated property each year. These amounts will create the assessment package amounts which are submitted to the Yolo County Assessor's Office to apply tax liens to each parcel for the purpose of recuperating force abatement costs.

Conclusion:

Staff recommends that City Council review the proposed special assessments for the city's forced weed abatement program from 2022 and 2023 and adopt Resolution No. _____, approving the submittal of the assessment package to the County Assessor's Office.

Prepared by: Dana Carey, Fire Marshal

Reviewed by: Eric Zane, Fire Chief



Ken Hiatt
City Manager

Attachments:

1. 2023-24 Certification of Assessment-signed
2. Wdld 2023-24 Direct Charge Transmittal 2022 Costs-signed
3. 2023-24 Direct Charge Transmittal 2023 Costs-signed
4. 2022 Woodland Lien Explanation
5. 2023 Woodland Lien Explanation
6. 2023-24 Woodland Assessment Resolution

CERTIFICATION OF ASSESSMENT

The Woodland Fire Dept., hereby certifies that the special assessment(s)/fee(s)
(Agency)
to be placed on the 2023-24 Yolo County Secured Property Tax bill by the
Woodland Fire Dept. for Weed Abatement is in compliance with
(Agency) (Levy Assessment/Fee)
all requirements of state law, including but not limited to the requirements of
Proposition 218 that added Articles XIIC and XIID to the State Constitution.

The Woodland Fire Dept. agrees to defend, indemnify and hold harmless the
(Agency)
County of Yolo, the Board of Supervisors, the Auditor-Controller, its officers and
employees, from litigation over whether the requirements of Proposition 218 and
other State laws were met with respect to such assessment(s).

If any judgment is entered against any indemnified party as a result of not
meeting the requirements of any State law including Proposition 218 for such
assessment(s), the Woodland Fire Dept. agrees that the County may
(Agency)
offset the amount of any judgement paid by an indemnified party from any
monies collected by County on Woodland Fire Dept. behalf, including property
(Agency)
taxes, special taxes, fees, or assessments.


AUTHORIZED SIGNATURE

Dana Carey
PRINT NAME

07/18/23
DATE

Date of original resolution: 07/18/23
(Please fill in)

Copy of resolution on file at the Auditor's office. Y / N
(If no, please provide a copy with this certification)

Phone number to be included on Tax Bill (530) 661-5855
(Include area code)

Email address to be included on Website dana.carey@cityofwoodland.org

Woodland Fire Department
Agency
(One copy of this certification required for each levy assessment/fee)

COUNTY OF YOLO
2023-24 DIRECT CHARGE TRANSMITTAL

District Name City of Woodland Weed Abatement Program

District Address 1000 Lincoln Ave, Woodland, CA 95695

Direct Charge Name Woodland Fire Department

Tax Code No. 62633 Resolution No. 7967

Parcel Count 7 Total Amount \$3,450

Provide a brief explanation of significant (5 %+/-) increases or decreases from last year:

Parcel count % change 30% Decrease Total dollar amount % change 2% Increase

Explanation Less parcels out of compliance. Increase cost to administer program.

Type of Medium Submitted : (Check One)

☐ CD: **Must** be in text file format without headers. See layout specifications.

☒ Email: **Must** be in text file format without headers. See layout specifications.

Type of Direct Charge and Proposition 218 Compliance: (Check type and check method of compliance.)

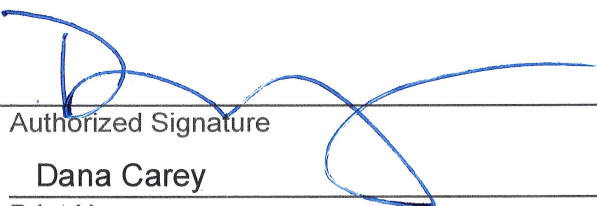
Statutory Authority under which the district is formed Example: Mello-Roos, 1915 Bond, etc.

- ☐ Assessment for Special Benefit:
- ☐ Approved by weighted majority of ballots returned
- ☐ Exempt by Proposition 218

☐ Special Tax: Approved by electorate vote

- ☐ Fee/Charge:
- ☐ Approved by majority vote of property owners
- ☐ Approved by electorate vote
- ☐ Exempt by Proposition 218

☐ 1915 Act Bond: Exempt by Proposition 218



Authorized Signature
Dana Carey

Print Name

7/10/23

Date

Contact Person Dana Carey

Contact Email Address dana.carey@cityofwoodland.org

Contact Telephone No. (530) 661-5855 Contact Fax No. (530) 661-5869

Telephone Number to Appear on Tax Bill (530) 661-5855

COUNTY OF YOLO
2023-24 DIRECT CHARGE TRANSMITTAL

District Name City of Woodland Weed Abatement Program

District Address 1000 Lincoln Ave, Woodland, CA 95695

Direct Charge Name Woodland Fire Department

Tax Code No. 62633

Resolution No. 8087

Parcel Count 18

Total Amount \$10,402

Provide a brief explanation of significant (5 %+/-) increases or decreases from last year:

Parcel count % change 157% increase Total dollar amount % change 202% increase

Explanation More parcels out of compliance

Type of Medium Submitted : (Check One)

☐ CD: **Must** be in text file format without headers. See layout specifications.

☒ Email: **Must** be in text file format without headers. See layout specifications.

Type of Direct Charge and Proposition 218 Compliance: (Check type and check method of compliance.)
Statutory Authority under which the district is formed Example: Mello-Roos, 1915 Bond, etc.

- ☐ Assessment for Special Benefit:
- ☐ Approved by weighted majority of ballots returned
- ☐ Exempt by Proposition 218

- ☐ Special Tax: Approved by electorate vote

- ☐ Fee/Charge:
- ☐ Approved by majority vote of property owners
- ☐ Approved by electorate vote
- ☐ Exempt by Proposition 218

- ☐ 1915 Act Bond: Exempt by Proposition 218


Authorized Signature

7/10/23

Date

Dana Carey
Print Name

Contact Person Dana Carey

Contact Email Address dana.carey@cityofwoodland.org

Contact Telephone No. 530 661-5855

Contact Fax No. (530) 661-5869

Telephone Number to Appear on Tax Bill (530) 661-5855

City of Woodland

2022 Weed Abatement Lien Information

Parcel	Address	Landscape Company	Invoice #	Invoice Amount	CRR Time (Hourly Rate * Hours Spent)	Total	Total for Lien, per County Requirements
042-372-005-000	2709 Liberty Drive	Armstrong Mowing	7853	\$210	\$157.57	\$367.57	368
027-310-050-000	E Main St N of Home Depot	Armstrong Mowing	7811	\$210	\$157.57	\$367.57	368
063-010-030-000	461 Harter Ave	Armstrong Mowing	7811	\$210	\$157.57	\$367.57	368
042-391-008-000	2219 Somerset Circle	Armstrong Mowing	7853	\$210	\$157.57	\$367.57	368
005-716-009-000	315 Woodland Ave	Armstrong Mowing	7811	\$210	\$157.57	\$367.57	368
005-716-010-000	203 N College St	Armstrong Mowing	7811	\$210	\$157.57	\$367.57	368
027-852-019-000	2089 Bronze Star Drive	Armstrong Mowing	7853	\$210	\$296.07	\$506.07	506
							\$ 3,450

City of Woodland
2023 Weed Abatement Lien Information

Parcel	Address	Landscape Company	Invoice #	Invoice Amount	CRR Time (Hourly Rate * Hours Spent)	Total	Total for Lien, per County Requirements
005-031-010-000	0 NO ADDRESS	Armstrong Mowing	8336	\$220	\$269.19	\$489.19	490
005-142-006-000	71 LOCUST ST	Armstrong Mowing	8336	\$220	\$269.19	\$489.19	490
005-644-016-000	321-327 SIXTH ST & 1119 MAIN ST	Armstrong Mowing	8336	\$238	\$269.19	\$506.69	508
005-645-018-000	1021 MAIN ST & 318-320 SIXTH ST	Armstrong Mowing	8336	\$220	\$269.19	\$489.19	490
006-122-002-000	1101 LINCOLN AVE	Armstrong Mowing	8336	\$220	\$269.19	\$489.19	490
006-581-001-000	210 LINCOLN AVE	Armstrong Mowing	8336	\$220	\$269.19	\$489.19	490
006-581-002-000	212 LINCOLN AVE	Armstrong Mowing	8336	\$220	\$269.19	\$489.19	490
027-210-035-000	1 NO ADDRESS	Armstrong Mowing	8336	\$475	\$269.19	\$744.19	746
027-210-036-000	1791 E KENTUCKY AVE	Armstrong Mowing	8336	\$855	\$269.19	\$1,124.19	1126
027-340-026-000	0 NO ADDRESS	Armstrong Mowing	8336	\$475	\$269.19	\$744.19	746
027-340-031-000	0 NO ADDRESS	Armstrong Mowing	8336	\$285	\$269.19	\$554.19	556
042-372-005-000	2709 LIBERTY DR	Armstrong Mowing	8331	\$220	\$269.19	\$489.19	490
042-391-003-000	2659 SOMERSET CIR	Armstrong Mowing	8331	\$220	\$269.19	\$489.19	490
042-580-017-000	1 NO ADDRESS	Armstrong Mowing	8331	\$190	\$269.19	\$459.19	460
042-580-085-000	1 NO ADDRESS	Armstrong Mowing	8331	\$440	\$269.19	\$709.19	710
063-070-099-000	1 NO ADDRESS	Armstrong Mowing	8331	\$380	\$269.19	\$649.19	650
064-082-020-000	109 ANTELOPE ST	Armstrong Mowing	8336	\$220	\$269.19	\$489.19	490
064-170-050-000	0 NO ADDRESS	Armstrong Mowing	8336	\$220	\$269.19	\$489.19	490
							\$ 10,402

RESOLUTION NO. _____

A RESOLUTION REQUESTING COLLECTION OF CHARGES ON TAX ROLL

WHEREAS, the City of Woodland (hereinafter City), requests the County of Yolo collect on the County tax rolls certain charges which have been imposed for a list of parcels within the City that were out of compliance for weed abatement requirements for the year 2022 and 2023; and

WHEREAS, due to noncompliance, the city abated the parcels of weeds and is seeking reimbursement for the cost of abatement and administrative processing fees; and

WHEREAS, the county has required as a condition of the collection of said charges that the City warrant the legality of said charges and defend and indemnify the County from any challenge to the legality thereof;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Woodland that:

1. The Auditor-Controller of Yolo County is requested to attach for collection on the County tax rolls those taxes, assessments, fees and/or charges, attached hereto.
2. The City of Woodland warrants and represents that the taxes, assessments, fees and/or charges imposed by the City of Woodland and being requested to be collected by Yolo County comply with all requirements of the Woodland Municipal Code, and Stat law, including but not limited to Articles XIIC and XIID of the California Constitution (Proposition 218).
3. The City of Woodland releases and discharges the County, and its officers, agents and employees from any and all claims, demands, liabilities, costs and expenses, damages, causes of action, and judgments, in any manner arising out of the collection by the County of any taxes, assessments, fees and/or charges on behalf of the City.
4. The City agrees to and shall defend, indemnify and hold harmless the County, it's officers, agents and employees (the "Indemnified Parties") from any and all claims, demands, liabilities, costs and expenses, damages, causes of action, and judgements, in any manner arising out of the collection by County of any of the City's said taxes, assessments, fees, and/or charges requested to be collected by the County for the City, or in any manner arising out of the City's establishment and imposition of said taxes, assessments, fees and/or charges. City agrees that, in the event a judgement is entered in a court of law against any of the Indemnified Parties as a result of the collection of one of the city's taxes, assessments, fees and/or charges, the County may offset the amount of the judgement from any monies collected by County on behalf of the City, including property taxes.
5. The City agrees that it's officers, agents and employees will cooperate with the county in answering questions referred to City by the County from any person concerning the City's taxes, assessments, fees and/or charges and that the City will not refer such persons to County officers and employees for response.

6. The City agrees to pay such reasonable and ordinary charges as the County may prescribe to recoup its costs in placing on the tax rolls and collection taxes, assessments, fees and/or charges, as provided by Government Code Sections 29304 and 51800.

PASSED AND ADOPTED by the City Council of the City of Woodland at a regular meeting of the City Council held on the 18th day of July, 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Vicky Fernandez, Mayor
City of Woodland

ATTEST:

Ana B. Gonzalez, City Clerk
City of Woodland



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: J.20
SUBJECT: Special Assessment Tax Roll Collections

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, Requesting Collection of Charges on the Tax Roll for the Lighting and Landscaping Districts, Special Assessment Districts and Community Facilities Districts described herein.

Staff Contact:

Hogai Zalmai, Senior Accountant - (530)661-5835, hogai.zalmai@cityofwoodland.org

Fiscal Impact:

City assessments that will be collected through County property tax rolls for the special districts described herein total \$10,754,524, which have been included in the fiscal year 2023/24 budget.

Background:

In conjunction with the annual collection of property taxes, Yolo County collects special assessment taxes on behalf of the City of Woodland. These special assessments include the following:

Lighting and Landscape Districts (Spring Lake, Gateway, Gibson Ranch, North Park, Streng Pond, West Wood, and Prudler);

Assessment Districts (Fire Suppression);

Community Facility Districts (Spring Lake Maintenance, Gibson Ranch CFD No. 1, and Spring Lake CFD 2004-1);

Waste Management Liens

Weed Abatement Liens

The intent of the attached resolution is to specify the respective responsibility of the County and the City regarding the collection of special taxes, fees and assessments as required by Proposition 218. All of the conditions expressed in the resolution, including compliance with Proposition 218 and collection of the annual assessments, have been in existence throughout the life of each of the assessments discussed herein. Annual approval of the resolution is required by the County to ensure these practices are documented in a specific and formal manner.

Discussion:

For the 2023-2024 tax levies, consistent with past practice, Yolo County is requiring a resolution to be passed authorizing the collection of the special assessments by Yolo County and also releasing Yolo County from any liability which may arise regarding the collection of the special assessments. The six parts of the resolutions are summarized as follows:

- The Auditor-Controller of Yolo County is requested to attach for collection on the County tax rolls the related special assessment(s) detailed in each of the resolutions.

- The City acknowledges that all special assessments comply with all requirements of state law, including Proposition 218.
- The City releases and discharges the County from any potential liability or expenditures arising from the collection of any special assessments authorized by the City.
- In the event of a judgment against the City arising from the collection of the special assessment(s), the County may offset the amount of the judgment from any monies collected by the County on behalf of the City, including property taxes.
- The City will agree to cooperate with the County in answering questions related to special assessments and the City will not refer inquirers to County staff for response.
- The City agrees to pay such reasonable and ordinary charges as the County may prescribe to recoup its costs related to the collection of the special assessments as provided by Government Code sections 29304 and 51800. The County is charging an annual \$1 levy fee per parcel for all special assessments. Any increase to these levy fees charged by the County would have to be approved by the City and adopted in a separate resolution.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____, Requesting Collection of Charges on the Tax Roll for the Lighting and Landscaping Districts, Special Assessment Districts and Community Facilities Districts described herein.

Prepared by: Hogai Zalmai, Senior Accountant

Reviewed by: Evis Morales, Finance Officer



Attachments:

1. Resolution Requesting Collection Of Charges on Tax Roll

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
REQUESTING COLLECTION OF CHARGES ON TAX ROLL**

WHEREAS, the City of Woodland requests the County of Yolo collect on the County tax rolls certain charges which have been imposed pursuant to section 50078 of The Government Code of the State of California by the City for the following District:

Fire Suppression Assessment District

WHEREAS, the City requests the County collect on the County tax rolls certain charges which have been imposed pursuant to section 22645 and 22646 of The Streets and Highways Code of the State of California by the City for the following Districts:

Spring Lake Landscaping and Lighting District
Gateway Landscaping and Lighting District
Gibson Ranch Landscaping and Lighting District
North Park Landscaping and Lighting District
Streng Pond Landscape Maintenance District
West Wood Unit No. 1 Landscaping and Lighting District

WHEREAS, the City requests the County collect on the County tax rolls certain charges which have been imposed pursuant to Chapter 2.5, Part 1, Division 2, Title 5 (commencing with Section 53311) of the California Government Code by the City for the following Districts:

City of Woodland Community Facilities District No. 1 (Gibson Ranch)
City of Woodland Community Facilities District No. 2004-1 (Spring Lake)
City of Woodland Community Facilities District No. 2022-1 (Prudler)

WHEREAS, the City requests the County collect on the County tax rolls certain charges which have been imposed pursuant to section 53340 of Government Code of the State of California by the City for the following District:

Spring Lake Maintenance Community Facilities District

WHEREAS, the City requests the County collect on the County tax rolls certain charges which have been imposed pursuant to section 13.04.130 of the City Municipal Code by the City for the following:

Waste Management Liens

WHEREAS, the City requests the County collect on the County tax rolls certain charges which have been imposed pursuant to section 9.44.130 of the City Municipal Code by the City for the following:

Weed Abatement Liens

WHEREAS, the County has required as a condition of the collection of said charges that the District/City warrant the legality of said charges and defend and indemnify the County from any challenge to the legality thereof,

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF WOODLAND THAT:

1. The Auditor-Controller of Yolo County is requested to attach for collection on the County tax rolls those taxes, assessments, fees and/or charges, attached hereto.
2. The City warrants and represents that the taxes, assessments, fees and/or charges imposed by the City and being requested to be collected by Yolo County comply with all requirements of state law, including but not limited to Articles XIIC and XIID of the California Constitution (Proposition 218).
3. The City releases and discharges County, and its officers, agents and employees from any and all claims, demands, liabilities, costs and expenses, damages, causes of action and judgments, in any manner arising out of the collection by County of any taxes, assessments, fees and/or charges on behalf of City,
4. The City agrees to and shall defend, indemnify and hold harmless the County, its officers, agents and employees (the "Indemnified Parties") from any and all claims, demands, liabilities, costs and expenses, damages, causes of action, and judgments, in any manner arising out of the collection by County of any of City's said taxes, assessments, fees and/or charges requested to be collected by County for City, or in any manner arising out of City's establishment and imposition of said taxes, assessments, fees and/or charges. City agrees that, in the event a judgment is entered in a court of law against any of the Indemnified Parties as a result of the collection of one of City's taxes, assessments, fees and/or charges, the County may offset the amount of the judgment from any other monies collected by County on behalf of City, including property taxes.
5. The City agrees that its officers, agents and employees will cooperate with the County in answering questions referred to City by County from any person concerning the City's taxes, assessments, fees and/or charges, and that City will not refer such persons to County officers and employees for response.

6. The City agrees to pay such reasonable and ordinary charges as the County may prescribe to recoup its costs in placing on the tax rolls and collecting the taxes, assessments, fees and/or charges, as provided by Government Code sections 29304 and 51800. The County is charging an annual \$1 levy fee per parcel for all special assessments. Any increase to these levy fees charged by the County would have to be approved by the City and adopted in a separate resolution.

PASSED AND ADOPTED by the City Council of the City of Woodland at a regular meeting of the City Council held on the 18th day of July, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Vicky Fernandez, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: K.21
SUBJECT: Update Spring Lake Capital Improvement Plan and Award Construction Contract for South Canal Storm Ditch Widening Project, CIP 24-07

Recommendation for Action: Staff recommends that the City Council:

- 1) Hold a Public Hearing; and
- 2) Adopt Resolution No. _____, to:
 - a) Create a new capital project, South Canal Storm Ditch Widening Project, CIP #24-07
 - b) Approve the update to the Spring Lake Capital Improvement Plan, appropriating \$350,000 in Spring Lake Infrastructure – Storm Drain funding (Fund 1681) to the South Canal Storm Ditch Widening Project, CIP 24-07
 - c) Approve the reallocation of \$120,000 of Legacy Disposal Site Grant funds in State of California grant funding - CalRecycle (Fund 1325) to the South Canal Storm Ditch Widening Project, CIP 24-07 to provide a portion of the construction budget
 - d) Approve the reallocation of \$110,000 of Spring Lake Infrastructure - Storm Drain funding (Fund 1681) from the South Area Flowage Easement Project, CIP 19-14 to the South Canal Storm Ditch Widening Project, CIP 24-07 to provide a portion of the construction budget
 - e) Award a construction contract in the amount of \$451,669 to Ariza Construction, Inc. for the South Canal Storm Ditch Widening Project, CIP #24-07, and authorize a contract contingency of up to 15% (\$67,750)

Staff Contact:

Tim Busch, Principal Utilities Civil Engineer, 530-661-5963, tim.busch@cityofwoodland.org

Fiscal Impact:

The project budget of \$580,000 includes the appropriation of SLIF funds and the CalRecycle grant funds. Specifically, the South Area Flowage Easement Project, CIP 19-14 is funded from SLIF funding and \$110,000 of those funds are anticipated to be unused by the project and therefore available for reallocation to the South Canal Storm Ditch Widening Project, CIP #24-07. Additionally, a recent review of the Spring Lake Infrastructure Fee (SLIF) fund balances revealed that there are sufficient funds available to pay for some projects that have been desired by Spring Lake residents. The additional funding is primarily due to additional bond funding from the City's most recent bond sale. The most notable project is the CR 25A segment that completes the existing gap between Parkland Avenue and Meikle Avenue. The current action includes the appropriation of \$350,000 in funding for construction of the South Canal Storm Ditch Widening Project, CIP #24-07. The City also received a recent grant from CalRecycle in the amount of \$120,000 to address landfill cover degradation and erosion concerns in the former City landfill. The exported material from the channel widening will be used to address these issues.

There is no impact to the General Fund.

Background:

Overflow storm drainage from Willow Slough (at CR102) has historically backed up into what is now the Spring Lake Area. Due to the development of the Spring Lake community and the construction of CR25A at a height that prevents overflows from the Willow Slough, there is an increase in stormwater spread in the area south of CR25A. A portion of the stormwater spread will be mitigated by widening

the existing storm drainage ditch, called the South Canal along the southern border of the Woodland Regional Park Preserve site. The project reduces the amount of land inundated during a 100-year storm event. Without the project, the City would be obligated to acquire flowage easements on the affected parcels. The project also lowers the water surface elevation on the west side of CR 102 by about 7 inches in the 100-year storm event. Utility Engineering staff prepared the plans and specifications for the South Canal Storm Ditch Widening project using the 2018 Storm Drainage Facilities Master Plan document and associated technical memorandums prepared by Wood Rogers, the City's storm drainage consultant.

The project generally entails widening the ditch by 15 feet and utilizing the excavated material to address existing erosion issues within the former landfill site in the Regional Park, revegetation of excavated and filled areas, and addition of gravel to portions of the existing gravel roadways in the Regional Park.

Discussion:

The City advertised bids on June 15, 2023. On July 11, 2023, the City received 10 bids for CIP 24-07 in the amounts tabulated below:

NO.	CONTRACTOR	BASE BID
1	Ariza Construction	\$451,669.00
2	Lister Construction	\$487,497.00
3	RX Lodge	\$553,960.00
4	Ramcon Engineering	\$581,207.80
5	RD Morgan	\$584,456.40
6	Designs Build	\$607,876.00
7	Dutch Contracting	\$652,390.00
8	Martin Brothers Construction	\$676,873.00
9	Next Level	\$822,511.25
10	DeWitt Brothers	\$90,493,204.40

The engineer's estimate for Project construction was \$730,000. Staff has performed

due diligence in reviewing the bids. Ariza Construction, Inc. has been determined to be the lowest responsive, responsible bidder and has complied with all bid submittal requirements.

The construction contract provides 60 working days for completion of the Project. Staff anticipates completion of the Project in the Fall of 2023. The Project will utilize City staff for construction management and for construction inspection.

Conclusion:

Staff recommends that the City Council:

- 1) Hold a Public Hearing;
- 2) Adopt Resolution No. _____, to:
 - a) Create a new capital project, South Canal Storm Ditch Widening Project, CIP #24-07
 - b) Approve the update to the Spring Lake Capital Improvement Plan, appropriating \$350,000 in Spring Lake Infrastructure – Storm Drain funding (Fund 1681) to the South Canal Storm Ditch Widening Project, CIP 24-07

- c) Approve the reallocation of \$120,000 of Legacy Disposal Site Grant funds in State of California grant funding - CalRecycle (Fund 1325) to the South Canal Storm Ditch Widening Project, CIP 24-07 to provide a portion of the construction budget
- d) Approve the reallocation of \$110,000 of Spring Lake Infrastructure - Storm Drain funding (Fund 1681) from the South Area Flowage Easement Project, CIP 19-14 to the South Canal Storm Ditch Widening Project, CIP 24-07 to provide a portion of the construction budget
- e) Award a construction contract in the amount of \$451,669 to Ariza Construction, Inc. for the South Canal Storm Ditch Widening Project, CIP #24-07, and authorize a contract contingency of up to 15% (\$67,750)

Prepared by: Tim Busch, Principal Utilities Civil Engineer

Reviewed by: Brent Meyer, Community Development Director / City Engineer



Ken Hiatt
City Manager

Attachments:

1. Resolution 7-18-23
2. SL update 07-2023 - attachment A

RESOLUTION NO. ____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
APPROPRIATING FUNDS AND APPROVING A CONSTRUCTION CONTRACT WITH
ARIZA CONSTRUCTION, INC. FOR THE SOUTH CANAL STORM DITCH WIDENING
PROJECT, CIP 24-07**

WHEREAS, the City wishes to create a new capital project, South Canal Storm Ditch Widening Project, CIP 24-07; and

WHEREAS, the City wishes to approve the reallocation of \$120,000 of Legacy Disposal Site Grant Funds – CalRecycle (Fund 1325) to the South Canal Storm Ditch Widening Project, CIP 24-07 to cover costs related to erosion repairs; and

WHEREAS, the City wishes to approve the reallocation of \$110,000 of Storm Drain funding (Fund 1681) from the South Area Flowage Easement Project, CIP 19-14 to the South Canal Storm Ditch Widening Project, CIP 24-07 to cover costs related to erosion repairs; and

WHEREAS, the City wishes to update the Spring Lake Capital Improvement Plan by providing additional SLIF funding for the South Canal Storm Ditch Widening Project, CIP 24-07; and

WHEREAS, the City wishes to approve the appropriation of \$350,000 of Spring Lake Infrastructure – Storm Drain funding (Fund 1681) to the South Canal Storm Ditch Widening Project, CIP 24-07 to cover costs related to ditch widening for a project budget of \$580,000; and

WHEREAS, on May 16, 2023, the City Council approved the plans and specifications for CIP 24-07, the South Canal Storm Ditch Widening Project (the “Project”) and authorized advertisement for bids; and

WHEREAS, on June 15, 2023, the City of Woodland (the “City”) advertised for bids; and

WHEREAS, on July 11, 2023, the City received 10 bids and Ariza Construction, Inc. (“Ariza”) was determined to be the lowest responsible bidder submitting a responsive bid with a base bid of \$451,669; and

WHEREAS, the City of Woodland wishes to approve a construction contract in the amount of \$451,669 with Ariza for construction of the Project and approve a contract contingency of up to 15% (\$67,750); and

WHEREAS, the City Council wishes to award a Construction Contract with Ariza and authorize its execution through adoption of this Resolution; and

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

Section 1. The City Council hereby approves the Update to the Spring Lake Capital Improvement Plan included here as Attachment A. By adoption of this Resolution the Update is incorporated in the Spring Lake Capital Improvement Plan.

Section 2. The City Council hereby authorizes the creation of the South Canal Ditch Widening Project, CIP 24-07 and the appropriation of \$350,000 of Spring Lake Infrastructure – Storm Drain funding (Fund 681) to the South Canal Storm Ditch Widening Project, CIP 24-07.

Section 3. The City Council hereby authorizes the reallocation of \$120,000 of Legacy Disposal Site Grant Funding - CalRecycle (Fund 1325) to the South Canal Storm Ditch Widening Project, CIP 24-07.

Section 4. The City Council hereby authorizes the reallocation of \$110,000 of Storm Drain funding (Fund 1681) from the South Area Flowage Easement Project, CIP 19-14 to the South Canal Storm Ditch Widening Project, CIP 24-07.

Section 5. The City Council hereby approves the Construction Contract with Ariza in the amount of \$451,669 and approves a fifteen percent (15%) construction contingency in the amount of up to \$67,750. The City Manager is hereby authorized and directed to execute the contract, subject to City Attorney approval. The City Attorney is hereby authorized to make clarifying and confirming changes so long as the total dollar amount authorized herein does not change.

Section 6. Copies of the Construction Contract and Consultant Agreement for Construction Inspection Services are available and on file in the City Clerk's office, and are incorporated herein by reference and made a part of this Resolution.

PASSED AND ADOPTED this 18th day of July, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Vicky Fernandez, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk

	Current Spring Lake CIP cost	Proposed Spring Lake CIP cost	Comments
South Canal Ditch widening project, 24-07	\$ -	\$ 350,000	This is a project that helps reduce the cost of the South Area Flowage Easement Project



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: K.22
SUBJECT: PUBLIC HEARING - Waste Management Liens

Recommendation for Action: Staff recommends that the City Council conduct a Public Hearing to receive input from property owners and adopt Resolution No. _____, "A Resolution Requesting Collection of Charges on Tax Roll".

Staff Contact

Ana B. Gonzalez, City Clerk – (530) 661-5806, ana.gonzalez@cityofwoodland.org

Fiscal Impact

There is little to no fiscal impact on the City to maintain the current process, other than staff time for processing and releasing the liens. The fee of \$59.00 for recording is attached to the total amount of the lien and the property owner assumes responsibility for payment of this fee.

Discussion

This annual Public Hearing allows property owners with delinquent Waste Management accounts for services received, including garbage, recycling and yard refuse pick-up and disposal, and for sweeping of the street, to address the Council prior to the attachment of a lien against their property. The Hearing is required prior to adoption of the Resolution to request the lien attachment. The list is available in the City Clerk's Office.

Before filing a lien with the County, a Public Hearing needs to be held to allow protests of the proposed liens.

The current City Municipal Code Chapter 13.08.130 provides the parameters for garbage and yard refuse disposal and services, while Chapter 13.36 discusses the recycling portion of the service as provided by the Waste Management Franchise Agreement.

Staff worked with Waste Management to determine the accuracy of the proposed lien list. Any inaccuracies will be corrected and/or removed from the list prior to attachment of the liens. The City is not actively involved in discussions regarding the billing itself and refers those questions to the Waste Management staff for resolution. While it is not the City's responsibility to become involved in the dispute of the billing, staff does attempt to mediate by providing contact information at Waste Management for resolution attempts. The primary role of the City is to obtain approval to attach the lien and to release the lien once verification of payment has been received.

Conclusion

Staff recommends that the City Council conduct the Public Hearing to receive input from property owners and adopt Resolution No. _____, "A Resolution Requesting Collection of Charges on Tax Roll".

Prepared by: Ana B. Gonzalez, City Clerk

Note: Waste Management Delinquency List available in the City Clerk's Office

A handwritten signature in black ink, appearing to read 'Ken Hiatt', with a long horizontal flourish extending to the right.

Ken Hiatt
City Manager

Attachments:

1. Reso_Waste Management Liens

Recording requested by
City of Woodland

and when recorded send to:
City Clerk
City of Woodland
300 First Street
Woodland, CA 95695

RESOLUTION NO. _____

A Resolution Requesting Collection of Charges on Tax Roll

Whereas, the City of Woodland (hereinafter City), requests the County of Yolo collect on the County tax rolls certain charges which have been imposed pursuant to an Agreement with Waste Management; and

Whereas, the County has required as a condition of the collection of said charges that the City warrant the legality of said charges and defend and indemnify the County from any challenge to the legality thereof;

Now, therefore be it hereby resolved by the City Council of the City of Woodland that:

1. The Auditor-Controller of Yolo County is requested to attach for collection on the County tax rolls those taxes, assessments, fees and/or charges, attached hereto.
2. The City of Woodland warrants and represents that the taxes, assessments, fees and/or charges imposed by the City of Woodland and being requested to be collected by Yolo County comply with all requirements of State law, including but not limited to Articles XIII C and XIII D of the California Constitution (Proposition 218).
3. The City of Woodland releases and discharges the County, and its officers, agents and employees from any and all claims, demands, liabilities, costs and expenses, damages, causes of action, and judgments, in any manner arising out of the collection by the County of any taxes, assessments, fees and/or charges on behalf of the City.
4. The City agrees to and shall defend, indemnify and hold harmless the County, its officers, agents and employees (the "Indemnified Parties") from any and all claims, demands, liabilities, costs and expenses, damages, causes of action, and judgments, in any manner arising out of the collection by County of any of the City's said taxes, assessments, fees, and/or charges requested to be collected by the County for the City, or in any manner arising out of the City's establishment and imposition of said taxes, assessments, fees and/or charges. City agrees that, in the event a judgment is entered in a court of law against any of the Indemnified Parties as a result of the collection of one of the City's taxes,

assessments, fees and/or charges, the County may offset the amount of the judgment from any monies collected by County on behalf of the City, including property taxes.

5. The City agrees that it's officers, agents and employees will cooperate with the County in answering questions referred to City by the County from any person concerning the City's taxes, assessments, fees and/or charges and that the City will not refer such persons to County officers and employees for response.
6. The City agrees to pay such reasonable and ordinary charges as the County may prescribe to recoup its costs in placing on the tax rolls and collecting taxes, assessments, fees and/or charges, as provided by Government Code Sections 29304 and 51800.

PASSED AND ADOPTED by the City Council of the City of Woodland at a regular meeting of the City Council held on the 18th day of July, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Vicky Fernandez, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: K.23
SUBJECT: Woodland Tourism Business Improvement District
Annual Assessment

Recommendation for Action: Staff recommends that the City Council;

1. Hold a public hearing to receive testimony regarding the City Council's intention to continue the Woodland Tourism Business Improvement District; and
2. Determine whether a legally sufficient protest is made; and
3. If no legally sufficient protest is made, adopt Resolution No. _____, approving the WTBID FY2023-24 Budget and affirming the continuation of the annual assessment for the WTBID for 2023-24 fiscal year.

Staff Contact:

Ken Hiatt, City Manager (530) 661-5802, ken.hiatt@cityofwoodland.org

Fiscal Impact:

The purpose of the Woodland Tourism Business Improvement District is to increase the occupancy of Woodland hotels, resulting in continued and enhanced transient occupancy tax and other visitor-supported revenues. Other than administrative support and collections, there are no costs to the City of Woodland associated with the renewal of the Woodland Tourism Business Improvement District. Increased occupancy will result in a positive impact on the City's general fund revenue through the transient occupancy tax (TOT) collected on each room night.

Background:

Tourism promotion is a specific purpose named in California Business Improvement District (BID) law. A BID is a benefit district where an industry or area assesses itself to spend collective funds on goals for mutually-beneficial purposes. BIDs are frequently used by hotels to fund tourism marketing and promotion efforts. Through BID self-assessment, business owners collectively pay for activities which can not be afforded by any single business and which serve to champion a destination area, as opposed to typical marketing efforts designed to promote an individual business.

The Parking and Business Improvement Area Law of 1989 under the California Streets and Highway Code sets forth specific actions to renew Business Improvement Districts annually. State law makes it clear that BID assessments are not taxes.

Since a BID fee is a benefit assessment and not a tax, BIDs are able to pay for programs and activities without relying on public funding. Tourism BIDs (TBID) can provide destination marketing in ways distinctly different from municipal governments or individual businesses. TBIDs are public-private partnerships which benefit both destination cities and businesses located in those cities. BIDs are an effective financial tool available to the business community through cooperation with local government, as outlined in State law.

Prior to 2017, Woodland had a hotel Business Improvement District which leveled a 2% assessment on overnight hotel stays. The proceeds from the assessment were collected by the City and sent to the Yolo County Visitor's Bureau, who administered the funds. Between 2017 and 2022, Woodland hotels participated in a countywide tourism district including the cities of Woodland, Winters, Davis, and unincorporated areas of Yolo County. In the fall of 2021, Woodland hoteliers sent a letter, signed by the majority of hoteliers, indicating their desire to no longer participate in the countywide district, and instead

avored the formation of a Woodland-focused tourism business improvement district. As a result, on June 21, 2022, the City of Woodland's City Council, pursuant to City of Woodland Ordinance No. 1691, established the Woodland Tourism Business Improvement District (WTBID).

Within this structure, prior to the end of each Fiscal Year, the Advisory Board of the WTBID, which is made up of the Woodland Hoteliers Group, a 501(c)6 non-profit organization, shall prepare and submit an annual report to the City Clerk detailing the use of the assessment funds consistent with the allowed activities and proposed budget for the upcoming fiscal year. The WTBID will require annual renewals to continue the assessment. Consideration of each annual renewal is subject to the process stipulated in the Parking and Business Improvement Area Law of 1989.

Discussion:

The 2023/2024 fiscal year annual assessments to be levied against hotels within the District are based on the benefits they derive from the program of activities. In accordance with Ordinance No. 1691, in addition to any assessments, fees, charges or taxes imposed otherwise in the City, except where funds are otherwise available, the City Council proposes to levy assessments for fiscal year 2023/2024 against hotels in the WTBID for the purpose of funding the programs, activities and services that will promote the City and hotels as a visitor and tourist destination. Each hotel shall pay an assessment of two (2%) percent of the total room rents charged and received from transient hotel guests who do not make the hotel their principal place of residence.

These assessments shall be due and payable and shall be paid at the same time and in the same manner that the transient occupancy tax is due and payable and shall be subject to the same penalties and interest for nonpayment. Assessments will be collected by the City of Woodland, with the funds being remitted to a special fund of the City for expenditure in accordance with its adopted annual budget as presented by the Advisory Board appointed by the City Council.

Annual Report - Woodland Tourism Business Improvement District

On June 1, 2023, the Woodland Hoteliers Group submitted their first Annual Report that describes the improvements and activities for which assessments are to be levied and collected for the 2023/2024 fiscal year. This Annual Report is being presented to the City Council for review and approval.

At their June 20th meeting, the City Council approved the Annual Report from the Advisory Board and adopted a resolution of intention to levy the annual assessment for Fiscal Year 2023-24. A representative of the Woodland Hoteliers Group was present at the City Council meeting to share highlights of activities over the past year and plans for the coming fiscal year to promote Woodland as a visitor and tourism destination.

Examples of proposed uses of the revenues derived from charges levied against hotels/businesses in the WTBID for fiscal year 2023/2024 as outlined in the Annual Report are:

- (a) Promoting the identity of Woodland through financial support of key regional and national events that support tourism and result in an economic impact; and
- (b) Developing and implementing a destination marketing strategy and promotions targeting potential hotel guests; and
- (c) Developing and undertaking an advertising and public relations program focusing on the business and leisure travel trade; and
- (d) Subsidization of high quality, high economic impact events; and
- (e) Annual operation expenses including but not limited to annual district administration functions and expenses, printing, postage and meetings; and

- (f) Support and funding of contract services and/or programs that support hotel operations and tourism including but not limited to, security, transportation services, vouchers, and special events; and
- (g) Attendance at key meetings and consumer trade shows.

Process for adoption

Under the 1989 law, the State requires a series of steps to renew the WTBID. On June 20th, the Annual Report was presented to City Council for review and approval. Additionally, City Council is required to hold a public hearing to receive public testimony regarding the levy of the annual assessment for fiscal year 2023/2024. The following is a synopsis of the activity necessary to renew the WTBID assessment:

Prior to end of fiscal year 2022 – SUBMISSION OF ANNUAL REPORT (COMPLETED)

The Woodland Hoteliers Group submitted its first Annual Report on June 1, 2023. This report covers the overall description of the proposed programs and activities to be funded by the assessments, the estimated annual budget of expenses, the method of assessment and estimated revenues for the 2023/2024 fiscal year, commencing July 1 and ending on June 30, 2024.

June 20, 2023 – PRESENTATION OF ANNUAL REPORT AND BUDGET TO CITY COUNCIL AND CITY COUNCIL'S DECLARATION OF INTENTION (COMPLETED)

The Annual Report shall be presented to City Council for review and approval. Pursuant to the 1989 BID Law, the City Council shall declare its intention to levy and collect assessments on businesses within the WTBID for fiscal year 2023/2024, adopting the Resolution of Intention.

July 5, 2023 – PUBLICATION OF PUBLIC HEARING NOTICE (COMPLETED)

Seven (7) days before the Public Hearing, the Resolution of Intention shall be published in the local newspaper, informing the general public about the Hearing. The hearing notice was published in the Daily Democrat on July 5, 2023.

July 18, 2023 – PUBLIC HEARING OF ANNUAL ASSESSMENT

At the public hearing, written and oral protests may be presented to the City Council. The form and manner of protests shall comply with Sections 36524 and 36525 of the 1989 BID Law, which generally establish that if written protests are received from the owners of businesses that will pay 50 percent or more of the assessments to be levied and protests are not withdrawn so as to reduce the protests to less than that 50 percent, no further proceedings to levy the proposed assessment shall be taken for a period of one year from the date of the finding of a majority protest by the City Council. If the majority protest is only against the furnishing of a specified type or types of improvement or activity, those types of improvements or activities shall be eliminated. Every written protest shall be filed with the City Clerk at or before the time fixed for the public hearing. The City Council may waive any irregularity in the form or content of any written protest and at the public hearing and may correct minor defects in the proceedings. A written protest may be withdrawn in writing at any time before the conclusion of the public hearing.

Conclusion:

Staff recommends that the City Council;

1. Hold a public hearing to receive testimony regarding the City Council's intention to continue the Woodland Tourism Business Improvement District; and
2. Determine whether a legally sufficient protest is made; and
3. If no legally sufficient protest is made, adopt Resolution No. _____, approving the WTBID FY2023-24 Budget and affirming the continuation of the annual assessment for the WTBID for 2023-24 fiscal year.

A handwritten signature in black ink, appearing to read 'Ken Hiatt', with a long horizontal flourish extending to the right.

Ken Hiatt
City Manager

Attachments:

1. Resolution Affirming Continuation
2. Woodland Tourism BID Annual Report FY 23-24

Resolution No. ____

**RESOLUTION OF THE CITY OF WOODLAND APPROVING THE WOODLAND
TOURISM BUSINESS IMPROVEMENT DISTRICT 2023-24 BUDGET AND
AFFIRMING THE CONTINUATION OF THE ANNUAL ASSESSMENT OF THE
DISTRICT FOR FISCAL YEAR 2023-2024.**

WHEREAS, the Parking and Business Improvement Law of 1989, sections 36500 et seq. of the Streets and Highways Code, authorizes cities to establish business improvement districts for several purposes, one of which is promotion of tourism; and

WHEREAS, the lodging businesses within the proposed City of Woodland Tourism Business Improvement District had requested the City of Woodland establish such a self-assessment improvement district in 2022; and

WHEREAS, the Woodland Tourism Business Improvement District was established in June 2022 by Ordinance No. 1691; and

WHEREAS, the City Council appointed an advisory board to carry out the functions specified in Street and Highways Code Section 36530, and to provide oversight, guidance, and recommendations regarding the use of the assessment funds; and

WHEREAS, the Woodland Tourism Business Improvement District Law and the Parking and Business Improvement Law of 1989 requires the advisory body to prepare and submit an annual report stating proposed changes, improvements and activities for the fiscal year; and

WHEREAS, such report was filed and approved by the City Council on June 20, 2023; and

WHEREAS, on June 20, 2023 the City Council adopted Resolution No. 8114 declaring its intention to continue the Woodland Tourism Business Improvement District for fiscal year 2023-24; and

WHEREAS, the City Council held a duly noticed Public Hearing on July 18, 2023 to allow for protests, as contemplated by Streets and Highway Code Section 36524; and

WHEREAS, sufficient written or oral protest was not received from hotel businesses in the district which pay fifty percent or more of the assessment.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Woodland as follows:

- a) The Woodland Tourism and Business Improvement District FY 2023-24 Budget is approved.
- b) The continuation of the annual assessment for the Woodland Tourism Business Improvement District in the City of Woodland in accordance with City of Woodland Ordinance No. 1691 and the California Streets and Highways Code, section 36500 et seq. (Parking and Business Improvement Law of 1989) is affirmed.

PASSED AND ADOPTED by the City Council of the City of Woodland at a regular meeting of the City Council held on the 18th day of July, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Vicky Fernandez, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk



Woodland Tourism Business Improvement District

**Fiscal Year 2023/2024
Annual Report**

Submitted by

**Visit Woodland /
Woodland Hoteliers Group**

District Advisory Board

27368 Via Industria
Suite 200
Temecula, CA 92590
T. 951.587.3500 | 800.755.6864
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Property Tax Information Line
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www.willdan.com



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Introduction

Woodland Tourism Business Improvement District Advisory Board

Pursuant to the Parking and Business Improvement Area Law of 1989 (Section 36500 et seq. of the Streets and Highways Code of the State of California), the Advisory Board for the Woodland Tourism Business Improvement District (“WTBID”) which is appointed by the City Council of the City of Woodland, annually reviews and makes appropriate recommendations to the City Council by an Annual Report regarding the use of funds collected through the WTBID assessments. The Advisory Board is comprised of representatives from each of the participating hotels within the Woodland Tourism Business Improvement District. The following table lists the various businesses/hotels currently operating in the City of Woodland.

Business/Hotel Name	Business/Hotel Address
Aura Motel 6 Woodland LLC	1564 E Main St
Days Inn	1524 E Main St
Quality Inn & Suites	1562 E Main St
Hampton Inn & Suites	2060 Freeway Dr
Holiday Inn Express	2070 Freeway Dr
Comfort Suites	2080 Freeway Dr
Mariott Fairfield Inn & Suites	2100 Freeway Dr
Econo Lodge	53 W Main St
Journey Inn	99 W Main St
Shadow Oaks Hospitality	584 N East St
Valley Oaks Inn	600 N East St

Overview

In November 2020, the Woodland Hoteliers Group was established as a California Non-Profit Corporation, comprised of Woodland hotel owners. The Group's goal is "to create tourism by showing off how interesting Woodland can be." Furthermore, they work in partnership with Visit Woodland, an organization focused on promoting the City and hotels as a tourist destination. The formation of Woodland Tourism Business Improvement District ("WTBID" or "District") in July 2022 aligns with the goals and efforts of Visit Woodland and the Woodland Hoteliers Group.

The WTBID was established and is levied pursuant to the Parking and Business Improvement Area Law of 1989, Section 36500 et seq. of the State of California ("1989 Law") and the provisions of the California Constitution Article XIID ("Proposition 218"). Pursuant to the 1989 Law, a resolution of intention to establish the District was approved on April 19, 2022, and a public hearing, which was duly noticed, was held on June 21, 2022. Following the public hearing the City Council determined that majority protest regarding the formation of the District and the proposed assessments did not exist (no protests were submitted) and subsequently on July 5, 2022, the City Council adopted Ordinance No. 1691 establishing WTBID.

This report prepared on behalf of the Advisory Board, provides an overall description of the proposed programs and activities to be funded by the assessments, the estimated annual budget of expenses, the method of assessment and estimated revenues for Fiscal Year 2023/2024 (commencing July 1, 2023 and ending June 30, 2024).

Summary of Services & Activities

The Woodland Tourism Business Improvement District shall utilize revenue generated to provide the programs, activities, and services that the Advisory Board determines will best promote the City and hotels as a tourist destination. These purposes include but are not limited to the following.

- Promoting the identity of Woodland through financial support of key regional and national events that support tourism and result in an economic impact;
- Developing and implementing a destination marketing strategy and promotions targeting potential hotel guests;
- Developing and undertaking an advertising and public relations program focusing on the business and leisure travel trade;
- Subsidization of high quality, high economic impact events;
- Annual operation expenses including but not limited to annual district administration functions and expenses, printing, postage, and meetings;
- Support and funding of contract services and/or programs that support hotel operations and tourism including but not limited to, security, transportation services, vouchers, and special events; and
- Attendance at key meetings and consumer trade shows.

Assessment fees are dedicated to securing visitors and room nights through a mix of marketing programs, projects, and activities, including special event sponsorships and print advertising.

Administration

In order to provide the marketing and public relations services, WTBID will incur various administrative costs, such as staffing, advocacy, insurance, legal, website hosting maintenance, and professional administration services.

Marketing & Advertising

WTBID has budgeted to advertise via social media outlets, as well as in the following print publications:

- Downtown Directory
- Dining Guides for Hotels
- Travel Guide

Events & Promotions

WTBID is anticipated to sponsor the following annual local events, the majority of which are held in Downtown Woodland.

Planned Events

NorCal Celtic Festival – showcases Celtic music, dance, food, and culture. Kilted Pipe Bands, Solo Pipers and Drummers, Drum Majors and Scottish Highland Dancers will compete throughout the day along Main Street, culminating in the much anticipated gathering of the Massed Pipes and Drums playing “Scotland the Brave.”

California Honey Festival – celebrates the importance of bees as the lead pollinator, The California Honey Festival’s mission is to promote honey and honey bees and their products to a broader public.

Woodland Street Cruisers – welcomes automotive enthusiasts from Woodland, Davis, and as far away as Sacramento and Yuba City. For those that love hot rods, classic cars, rat rods, tuner cars, or anything in between.

Stroll Through History – enhances the awareness and appreciation of the unique agricultural, architectural, and social history and resources of the City of Woodland.

C10 Intervention Truck Show – showcases all types of Chevy and GMC trucks from the years of 1908 to 1998, and is geared to the DIY truck guy/gal.

Yolo Brewfest – craft beer sampling held at the Woodland Historic Train Depot.

Dinner On Main – features an incredible meal made from crops grown within Yolo County. This event supports local growers, ranchers, chefs, servers, student clubs, nonprofit organizations, as well as the local economy.

Holiday Tree Lighting / Elf on the Shelf Scavenger Hunt – bringing the community together to celebrate the holiday season and each other. Activities anticipated to include photos with Santa, Disney Princesses, hay wagon rides, and live music.

Other Possible Events

- *Woodland Winefest* – Soroptimist International of Woodland has been hosting Winefest for the past several years each spring in Heritage Plaza. The event provides tastings of local wines, local craft beer and features local vendors such as honey, olive oil, and more.
- *One Love, One Heart Reggae Festival* – held at the Yolo County Fairgrounds
- *Woodland First Fridays Concerts*
- *First Friday Art Walk*

Fiscal Year 2023/2024 Estimated Budget

WTBID Proposed Budget Fiscal Year 2023/2024

Administration

Administration Personnel & Indirect Costs	\$	(30,000)
Administration Professional Services		(19,160)
Travel & Miscellaneous Administration Expenses		-
Sub-total District Administration	\$	(49,160)

Marketing & Advertising

Personnel, Contracted Services		(39,600)
Social Media		(9,000)
Guides & Directories		(14,400)
Advertising & Promotional Materials		(12,000)
Sub-total Marketing & Advertising	\$	(75,000)

Events & Promotions

NorCal Celtic Festival	\$	(35,000)
California Honey Festival		(40,000)
Woodland Street Cruisers		(10,000)
Stroll Through History		(3,500)
C10 Truck Show		(50,000)
Yolo Brewfest		(10,000)
Dinner On Main		(15,500)
Other Events Marketing Opportunities		(20,000)
(1) Shared Sponsor Portion of Holiday Events		(10,000)
Sub-total Events & Promotions	\$	(194,000)

Total Estimated Expenditures (Fiscal Year 2023/2024) \$ (318,160)

(1) (Santa, Disney Princesses, Tree Lighting, Hay Wagon Rides, Elf on the Shelf Scavenger Hunt, Backdrop for Photos Stage & Live Music)

Fund Balances

Estimated Balance Carryover from Prior Fiscal Year	\$	145,303
Estimated Assessment Revenue (Fiscal Year 2023/2024)		350,000
Projected Available Funds	\$	495,303
Projected Expenditures from Above		(318,160)
Projected Ending Balance	\$	177,143

Assessment Methodology

In accordance with Ordinance No. 1691 only properties designated as hotels will be assessed. “Hotel” shall mean any structure, or any portion of any structure, which is occupied or intended or designed for occupancy by transients, including but not limited to dwellings for lodging or sleeping purposes, which includes any hotel, inn, tourist home or house, motel, studio hotel, bachelor hotel, lodging house, rooming house, apartment house, dormitory, public or private club, mobile home or house trailer at a fixed location, or other similar structure or portion thereof, duplex, triplex, single-family dwelling units except any private dwelling house or other individually owned single-family dwelling rented only infrequently and incidental to normal occupancy or any timeshare as set out in Revenue and Taxation Code Section 7280; provided, that the burden of establishing that the facility is not a hotel shall be on the owner or operator thereof.

The proposed system of assessment for the District is designed to generate revenue from hotels in the City to provide a method of funding programs and activities that will promote the City and hotels as a tourist destination. The City's hotels comprise the WTBD and are the only businesses proposed to be assessed. The 2023/2024 fiscal year annual assessments to be levied against hotels within the District are based on the benefits they derive from the program of activities. Businesses located within the District (i.e., all non-hotel businesses) will not be assessed as they derive only, at most, an indirect benefit from the program of activities.

In accordance with Ordinance No. 1691, in addition to any assessments, fees, charges or taxes imposed otherwise in the City, except where funds are otherwise available, the City Council proposes to levy assessments for fiscal year 2023/2024 against hotels in the WTBD for the purpose of funding the programs, activities and services that will promote the City and hotels as a tourist destination. Each hotel shall pay an assessment of two percent (2%) of the total room rents charged and received from transient hotel guests who do not make the hotel their principal place of residence.

These assessments shall be due and payable and shall be paid at the same time and in the same manner that the transient occupancy tax is due and payable and shall be subject to the same penalties and interest for nonpayment. Assessments will be collected by the City of Woodland, with the funds being remitted to a special fund of the City for expenditure in accordance with its adopted annual budget as presented by the Advisory Board appointed by the City Council.

Assessment revenues are collected quarterly from each of the hoteliers.

Any newly established hotels shall commence immediately upon the first day of operation and following the public hearing conducted for inclusion into the District.

District Boundaries

The boundaries of the WTBID include all real property within the City of Woodland and are coterminous with the City boundaries, as established by Ordinance No. 1691. Within the boundaries of the WTBID the benefiting properties to be assessed shall include designated hotels now operating in the City and may include hotels hereafter operating in the WTBID pursuant to proceedings for inclusion. The table below identifies the designated hotels now operating in the City as well as those anticipated for inclusion in Fiscal Year 2023/2024.

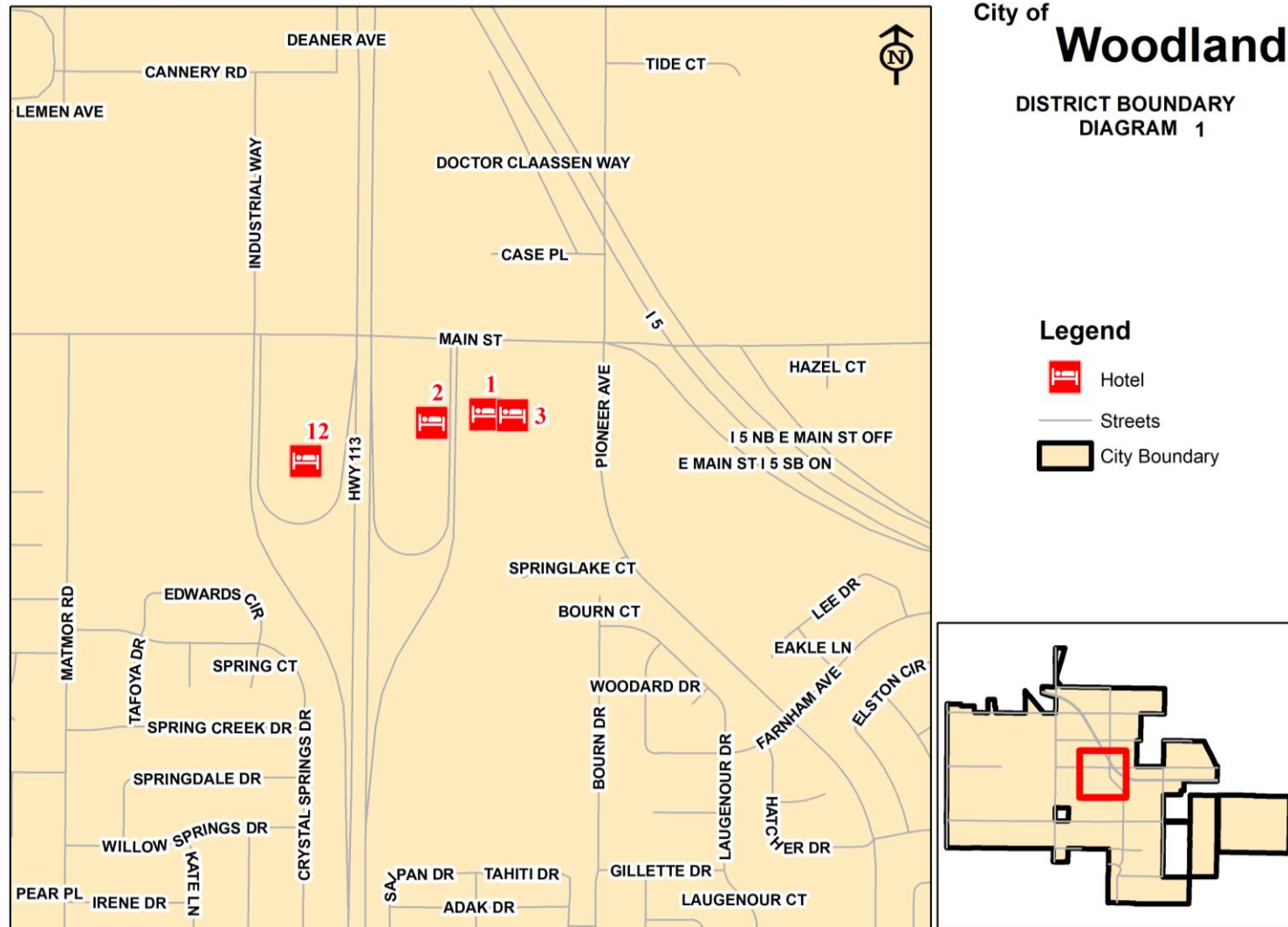
Business/Hotel Name	Business/Hotel Address	Assessor's Parcel Number	Diagram Number	Map Reference Number
Aura Motel 6 Woodland LLC	1564 E Main St	066-040-004-000	1	1
Days Inn	1524 E Main St	066-040-011-000	1	2
Quality Inn & Suites	1562 E Main St	066-040-024-000	1	3
Hampton Inn & Suites	2060 Freeway Dr	027-851-005-000	2	4
Holiday Inn Express	2070 Freeway Dr	027-851-006-000	2	5
Comfort Suites	2080 Freeway Dr	027-851-007-000	2	6
Mariott Fairfield Inn & Suites	2100 Freeway Dr	027-851-009-000	2	7
Econo Lodge	53 W Main St	065-250-007-000	4	8
Shadow Oaks Hospitality	584 N East St	027-460-009-000	3	9
Valley Oaks Inn	600 N East St	027-460-010-000	3	10
Journey Inn	99 W Main St	065-250-051-000	4	11
⁽¹⁾ Staybridge Suites	1484 E Main St	066-030-054-000	1	12

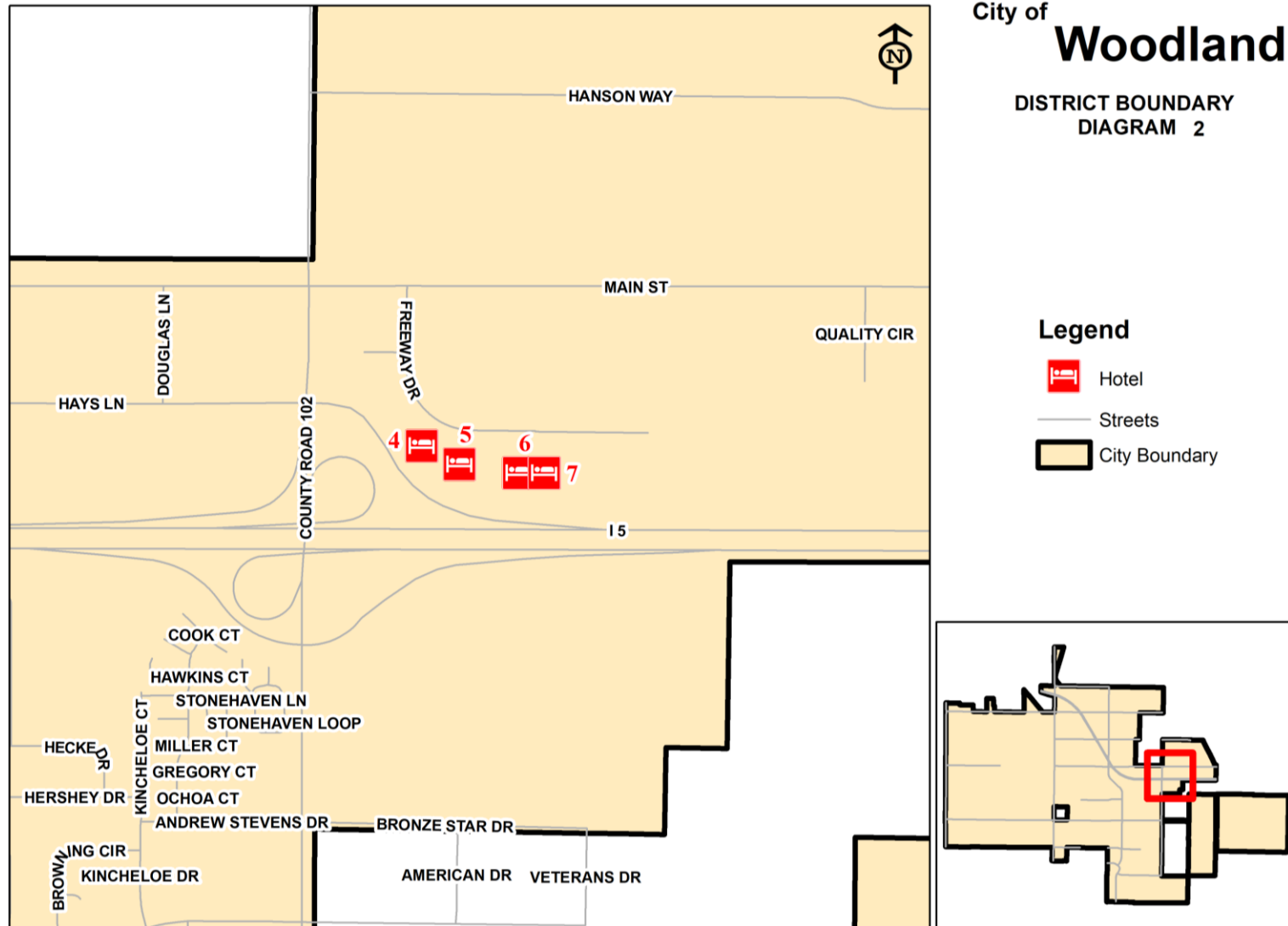
⁽¹⁾ Anticipated for inclusion mid-year in Fiscal Year 2023/2024

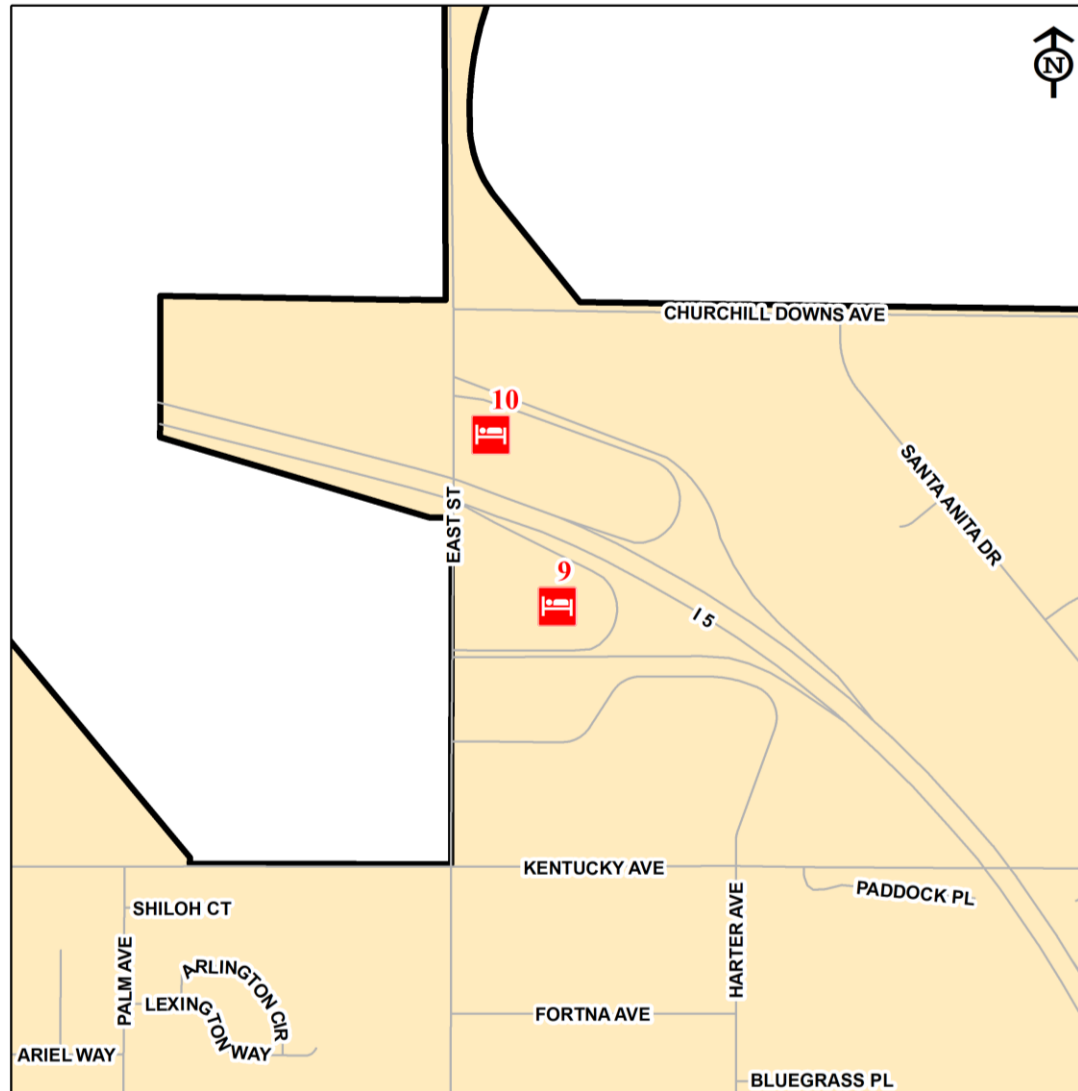
Other than the one hotel identified above for inclusion, no additional property inclusions or modifications to the existing District boundaries are proposed for Fiscal Year 2023/2024. The twelve (12) hotel properties identified above comprise the entire District for Fiscal Year 2023/2024 and are proposed to be assessed in accordance with the System of Assessment established by ordinance and described in the "Assessment Methodology" section of this Report.

The general location of each District Hotel being assessed for Fiscal Year 2023/2024 as referenced above are identified in the following District Boundary Diagrams.

District Boundary Diagrams





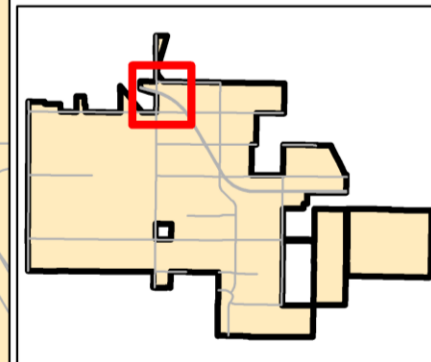


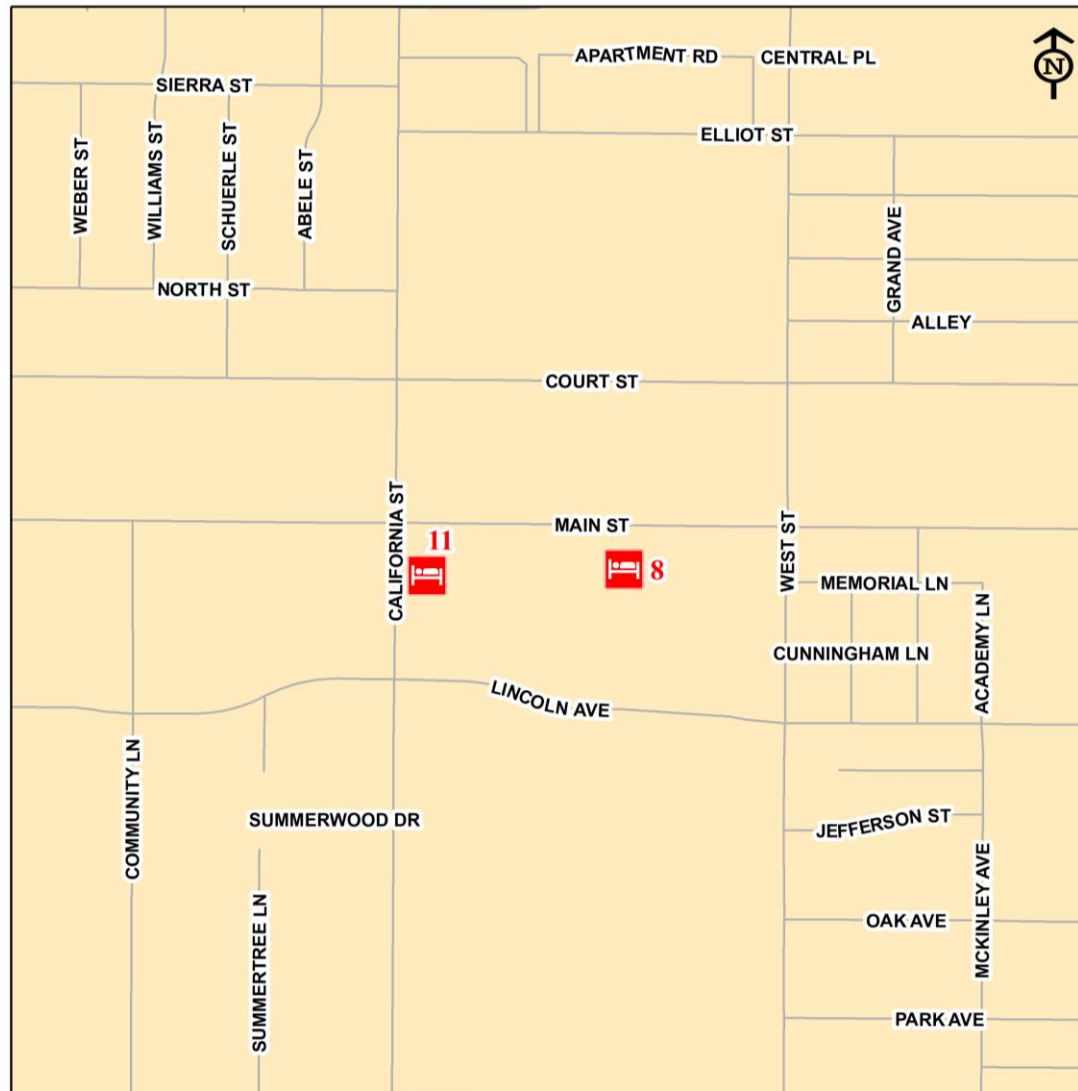
City of **Woodland**

DISTRICT BOUNDARY
DIAGRAM 3

Legend

-  Hotel
-  Streets
-  City Boundary



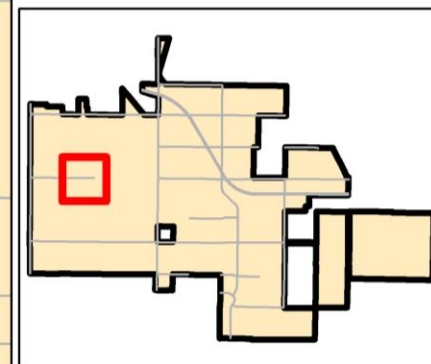


City of
Woodland

**DISTRICT BOUNDARY
DIAGRAM 4**

Legend

-  Hotel
-  Streets
-  City Boundary





TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: July 18, 2023
ITEM #: L.24
SUBJECT: Approve the Woodland Local Road Safety Plan (LRSP), CIP 21-13

Recommendation for Action: Staff recommends that the City Council receive a presentation and adopt Resolution No. _____, approving the Woodland Local Road Safety Plan (LRSP).

Staff Contact:

Sara Andreotti, Engineering Assistant, (530) 661-5951, sara.andreotti@cityofwoodland.org

Fiscal Impact:

The approved Capital Budget includes a funding allocation of \$72,000 for CIP 21-13, the Local Roadway Safety Plan (LRSP), consisting of \$56,700 grant funding from the California Department of Transportation and \$16,000 in matching funds from Measure F (Fund 507).

The project budget includes the costs for the consultant contract and staff time.

There is no impact on the General Fund.

Discussion:

The City submitted an application to the California Department of Transportation to develop a Local Road Safety Plan (LRSP) in November 2020. On December 14, 2020, the City received notification that we were selected to receive \$56,700 from the grant program.

In September 2021, the City advertised a Request for Qualifications (RFQ) for the project and performed a thorough review of the submitted Statement of Qualifications. Based on that review, the selection committee determined that Fehr and Peers were the top ranked consultant firm to lead the project.

The Local Road Safety Plan is an update to the existing Systemic Safety Analysis Report (SSAR) which was completed in 2020. The LRSP expands on the previous analysis with collision data from 2016 to 2020, completed safety improvements, further analysis and recommendations for the top priority corridors, and additional discussion of and plans for implementation.

The plan assesses safety issues on the roadway network, including both point-location (i.e., hotspot) and systemic issues; identifies potential countermeasures to address these issues; and prioritizes the locations of future safety projects.

The intent of the LRSP is to assist local agencies in performing a collision analysis, identifying safety issues on their roadway networks, and developing a list of systemic low-cost countermeasures that can be used to mitigate these issues. The document also provides a framework to accomplish safety enhancements at the local level to reduce severe crashes.

The countermeasures are intended to be a guideline for staff to review and consider when the City constructs roadway improvements in the future.

The LRSP is necessary for the City to be eligible to apply for future rounds of the Highway Safety Improvement Program (HSIP) grant program and other grant programs as well.

It is expected that the LRSP will be updated, approximately every five years, to reflect completed projects and their results. As the community grows and develops, safety needs and priorities will also change. This periodic update will ensure that the plan continues to serve the City.

Conclusion:

Staff recommends that the City Council receive a presentation and adopt Resolution No. _____, approving the Woodland Local Road Safety Plan (LRSP).

Prepared by: Sara Andreotti, Engineering Assistant

Reviewed by: Brent Meyer, Community Development Director / City Engineer



Ken Hiatt
City Manager

Attachments:

1. Resolution LRSP
2. Woodland LRSP

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND TO
APPROVE THE WOODLAND LOCAL ROAD SAFETY PLAN (LRSP), CIP 21-13**

WHEREAS, the City of Woodland has funding identified in the Capital Budget for the Local Road Safety Plan, CIP 21-13 (the “Project”); and

WHEREAS, the City accepted the Local Road Safety Plan (LRSP) State Grant Fund in the amount of \$56,700; and

WHEREAS, Fehr and Peers was the consultant selected through a qualifications-based selection process to develop the Local Road Safety Plan; and

WHEREAS, the Woodland Local Road Safety Plan (LRSP) is now complete; and

WHEREAS, the City Council wishes to approve the Woodland Local Road Safety Plan (LRSP) through the adoption of this Resolution.

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

Section 1. The City Council hereby approves the Woodland Local Road Safety Plan (LRSP) for the City of Woodland.

PASSED AND ADOPTED by the City Council of the City of Woodland at a regular meeting of the City Council held on the 18th day of July 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Vicky Fernandez, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk

WOODLAND LOCAL ROAD SAFETY PLAN



Prepared For:



CITY OF
WOODLAND
CALIFORNIA

Prepared By:

FEHR & PEERS

Date:

July 3, 2023

Engineer's Seal

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer.

By signing and stamping this Local Road Safety Plan, the engineer is attesting to this report's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made.

Adrian Engel, P.E.

Statement of Protection of Data from Discovery and Admissions

REPORTS DISCOVERY AND ADMISSION INTO EVIDENCE OF CERTAIN REPORTS, SURVEYS, AND INFORMATION—

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.

Reviewed by:

Brent Meyer, City Engineer

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EXECUTIVE SUMMARY

The City of Woodland is a city of about 60,000 people located in the Sacramento metropolitan area. Most trips in Woodland are made by personal vehicles, but transit and active transportation trips are also possible on the City's roadway and sidewalk network. Regional trips are typically executed via the Interstate 5 and State Route 113 freeways.

The purpose of this local road safety plan (LRSP) is to aid the City of Woodland in assessing safety issues on its roadway network—both point-location (i.e., hotspot) and systemic issues. In addition, this study identified potential countermeasures to address the safety issues that were uncovered. A framework was also developed

to assist the City in prioritizing the location of future safety projects.

Data for the safety analysis was gathered from various formal and informal sources, including the City's Crossroads database, the Woodland police department, and the public through web map surveys and traffic safety workshops at City Hall. The crash data used in the analysis covered collisions occurring in the City between 2009 and 2020, inclusive.

Data was analyzed in several ways. A collision landscape analysis looked at major trends in the city, including unsafe speed collisions, turning-related collisions, pedestrian collisions, and youth bicycle/ pedestrian collisions. In addition, ten high-risk corridors were identified

and a more in-depth analysis was performed of the crash data along the corridor segments, as well as of the intersections located along the corridors. Profiles were developed for each corridor, identifying major trends and proposing countermeasures to help address safety issues. Finally, the highest occurring crash types were pinpointed and discussed. General countermeasures were proposed to address these more systemic issues.

The next section of this LRSP provides an overview of the benefit-cost analysis executed for countermeasures on each of the ten high-risk corridors. This section also provides information on corridor and intersection crash rates, which provides context to aid the City in prioritizing future safety projects.



The final section of this plan discusses implementation of the plan, including tracking of progress towards completion, oversight, and funding.

This LRSP is an update to the Systemic Safety Analysis Report (SSAR) completed in 2020. The LRSP expands on the analysis with collision data for the years 2016-2020, completed safety improvements, expanded analysis and recommendations for the top priority corridors, and an expanded discussion of and plan for implementation. Additional details of changes between the 2020 SSAR and the 2022 LRSP are provided in Appendix B.



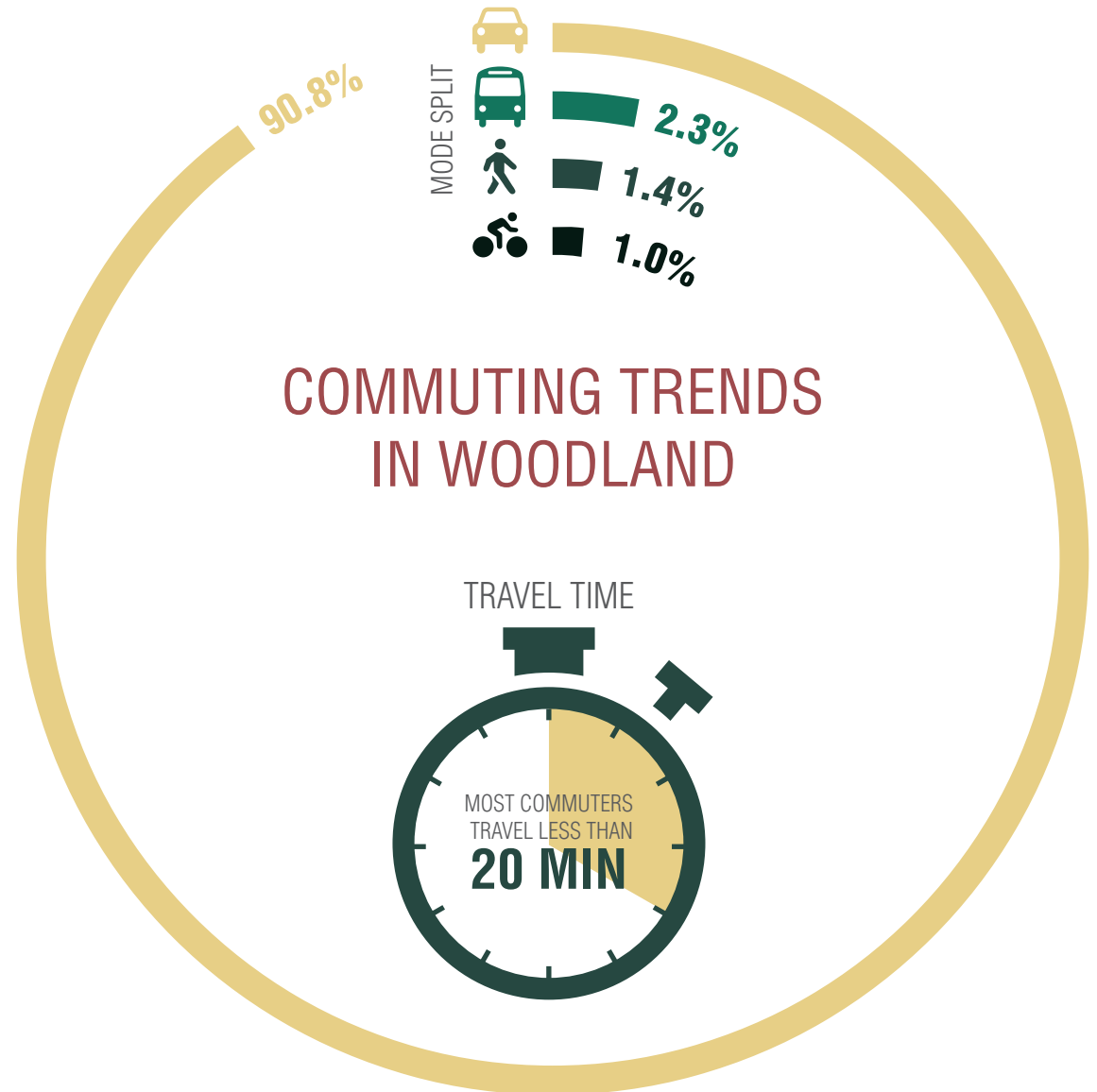


INTRODUCTION

This chapter provides a high-level description of transportation in the City of Woodland as a context for the data analysis, results discussion, and proposed countermeasures of this LRSP.

Transportation Network

Mobility and accessibility are important aspects of the City of Woodland's small-town character. This City of about 60,000 people has remained relatively compact compared to other suburban communities in the Sacramento region, making transit, walking, and bicycling viable choices for travel. However, automobiles are the primary mode of travel in the City. According to the US Census Bureau 2019 American Community Survey Five-Year Estimates, about 91 percent of City of Woodland residents commute by car, truck, or van. The share of workers that walk to work in the City of Woodland is about 1.4 percent, and the share of those that bike to work is about 1.0 percent. Additionally, about 2.3 percent of workers use public transportation to get to work. Data from this survey also show the amount of time commuters take to get to work. Based on the data, about 56 percent of workers living in Woodland traveled to work in less than 20 minutes with an average travel time estimated to be 23 minutes.



Local Roadway Network

The City of Woodland uses a combination of functional classification and street typology to describe and plan its roadway system. Woodland's internal roadway network can be seen in Figure 1, which also shows the number of travel lanes on City streets. Descriptions of each roadway classification is provided below.

- **Principal Arterial Streets:** Provide mobility for high traffic volumes between various parts of the City. They typically link freeways to collectors and local streets and generally have higher speeds and more access control. Principal arterials within the city may have up to four travel lanes.
- **Minor Arterial Streets:** Provide mobility for high traffic volumes between various parts of the City. They typically have lower speeds and less access control than a Principal Arterial street due to the intensity of the development in the urban environment. Minor arterials within the City may have up to four travel lanes.
- **Collector Streets:** Provide for relatively short distance travel between and within neighborhoods, and generally have lower speeds and traffic volumes than arterials. Driveway access to collectors is limited less than on arterials, but may still be discouraged. Collectors within the city have two travel lanes.

- **Local Streets:** Provide direct roadway access to adjacent land uses and serve short distance trips within neighborhoods. Traffic volumes and speed limits on local streets are low, and these roadways have no more than two travel lanes.
- **Alleys:** Serve as accessible rights-of-ways for public and private vehicles, bikes, and pedestrians; and as service access to parking lots and businesses.

Woodland's system of arterials, collectors, local streets, and alleys connect neighborhoods, employment centers, and other destinations within the city. The roadway classification for all city streets can be seen in Figure 2, which is based on the City's 2035 General Plan. In addition, average daily traffic (ADT) on major corridors can be seen in Figure 3. This figure is also based on the General Plan analysis and intuitively shows that the highest ADT occurs near the City's major freeway interchanges.

In addition to the roadway classification system, the City of Woodland also uses street-type context to prioritize travel modes. A description of each street type is provided below.

- **Residential Streets:** Designed to move all modes of travel through residential neighborhoods and local areas of the City. They provide property access and multi-modal mobility by emphasizing walking and biking. On-street parking serves adjacent land uses.



- **Mixed-Use Streets:** Provide access in and to the City's downtown core along with retail and mixed land uses along neighborhood centers and corridors. Designed with on-street parking, narrower travel lanes, and speeds to promote safe pedestrian and bicycle movement.
- **Commercial Streets:** Provide access to the City's retail and employment centers, and generally service commercial buildings. Because street design and vehicle speeds are less desirable for pedestrians and bicyclists, landscaped strips separating bicycle and walking facilities are considered in these corridors in the absence of alternate routes
- **Industrial Streets:** Designed to connect people and businesses within the City's industrial areas and accommodate heavy vehicles. Because street designs accommodate heavy vehicles with large turning radii, bicycle and pedestrian facilities are carefully designed only in key corridors and separated from the street where feasible.

These street types guarantee that the application of street standards consider land uses, appropriate speeds, and the need to accommodate other travel modes and user abilities. Figure 4 shows posted speed limits on Woodland's roadway network. Lower speeds can be seen on Main Street in the downtown core, while faster speeds can be seen along arterials and in the City's industrial area north of Main Street.



Regional Roadway Network

Three major State and Interstate highways are present within the City of Woodland, providing mobility between Woodland and regional destinations, as well as increasing mobility within the City. Freeway access is provided by grade-separated interchanges, while major highways generally have at-grade intersections. These roadways are maintained by Caltrans and include:

- **Interstate 5 (I-5)** is a north/south route that extends the length of California into Oregon and Washington and connects Mexico to Canada. The freeway is one of the more significant goods movement routes between the two countries and serves a number of long distance truck

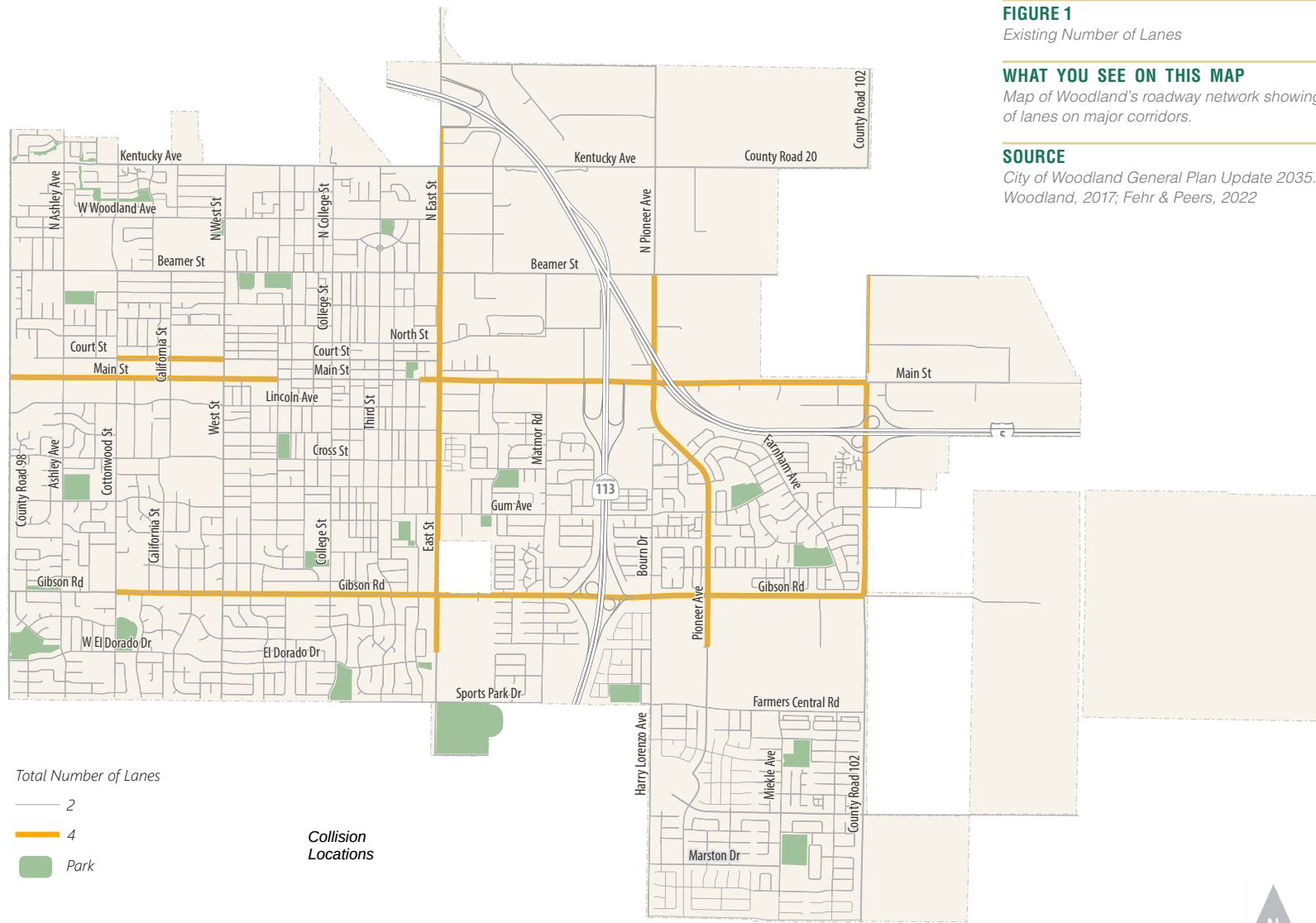
and recreational trips. Within the City of Woodland, I-5 has two general purpose lanes in each direction.

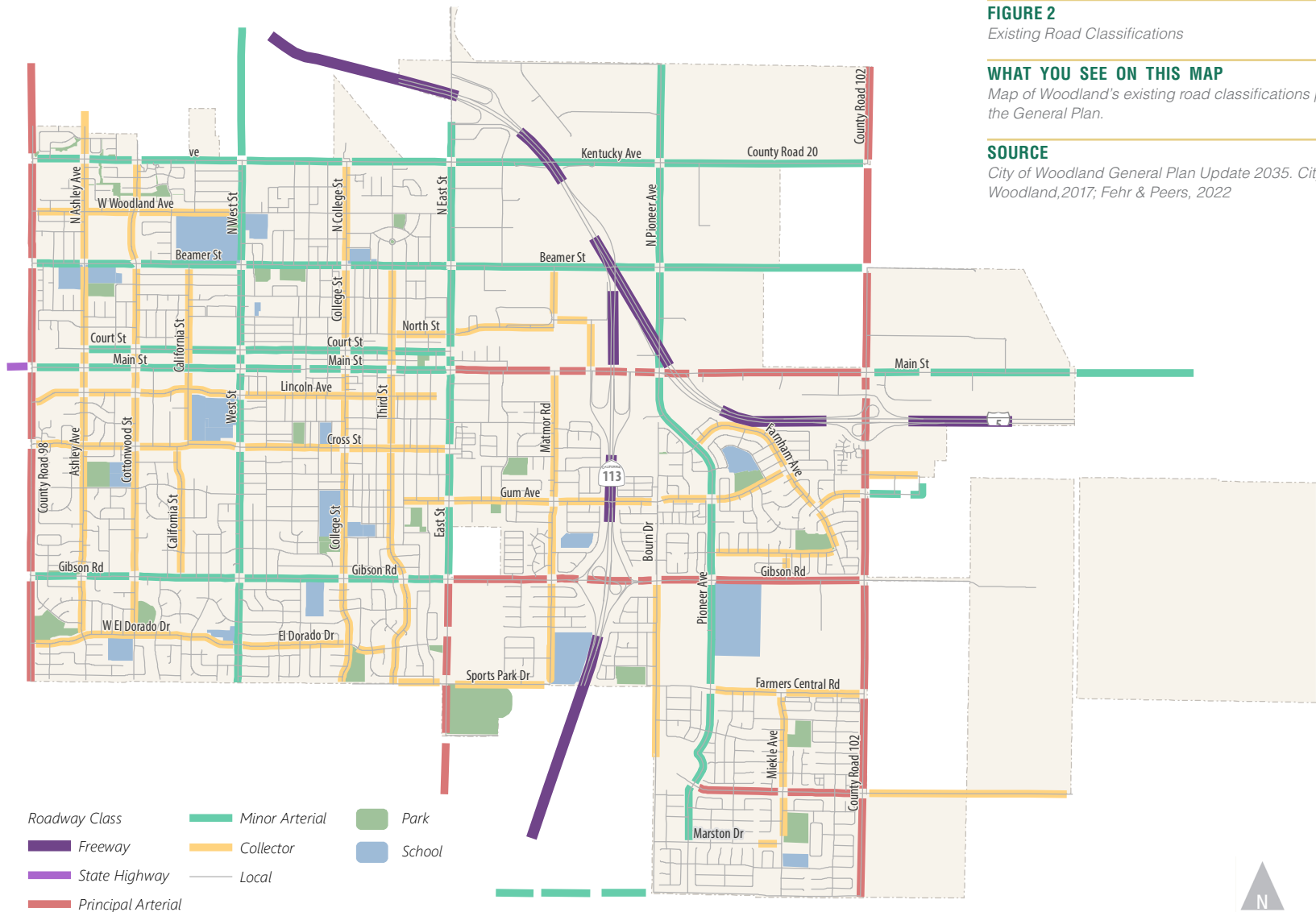
- **State Route 113 (SR 113)** is a north/south route extending from west of Rio Vista to south of Yuba City. The segment between Davis and Woodland is a four-lane freeway and connects I-80 and I-5. SR 113 is also an alternative to SR 99 for regional travel between the San Francisco Bay Area and the rural communities north of Woodland. It continues from I-5 in Woodland to SR 99 as a two-lane conventional highway.
- **State Route 16 (SR 16)** is an east/west route extending from SR 20 in Colusa County to SR 49 in Amador County. In the Woodland area, SR 16 connects directly to Main Street on the west side of the

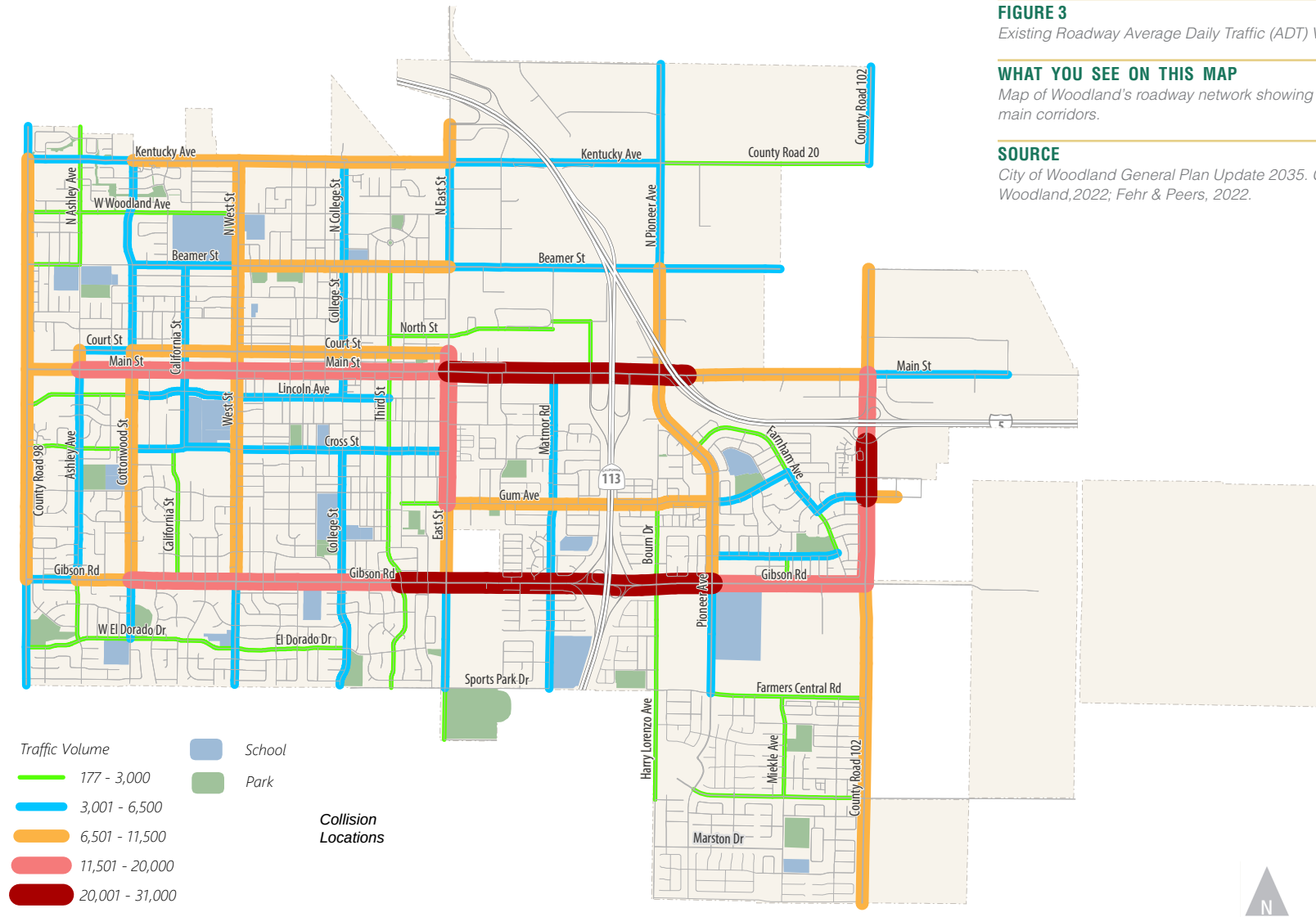
City before routing north to I-5. SR 16 is the primary route to Cache Creek Resort Casino and is a two-lane conventional highway within the City of Woodland. SR 16 used to extend directly through town as Main Street and although the route designation has changed, SR 16 traffic still contributes to traffic on Main Street.

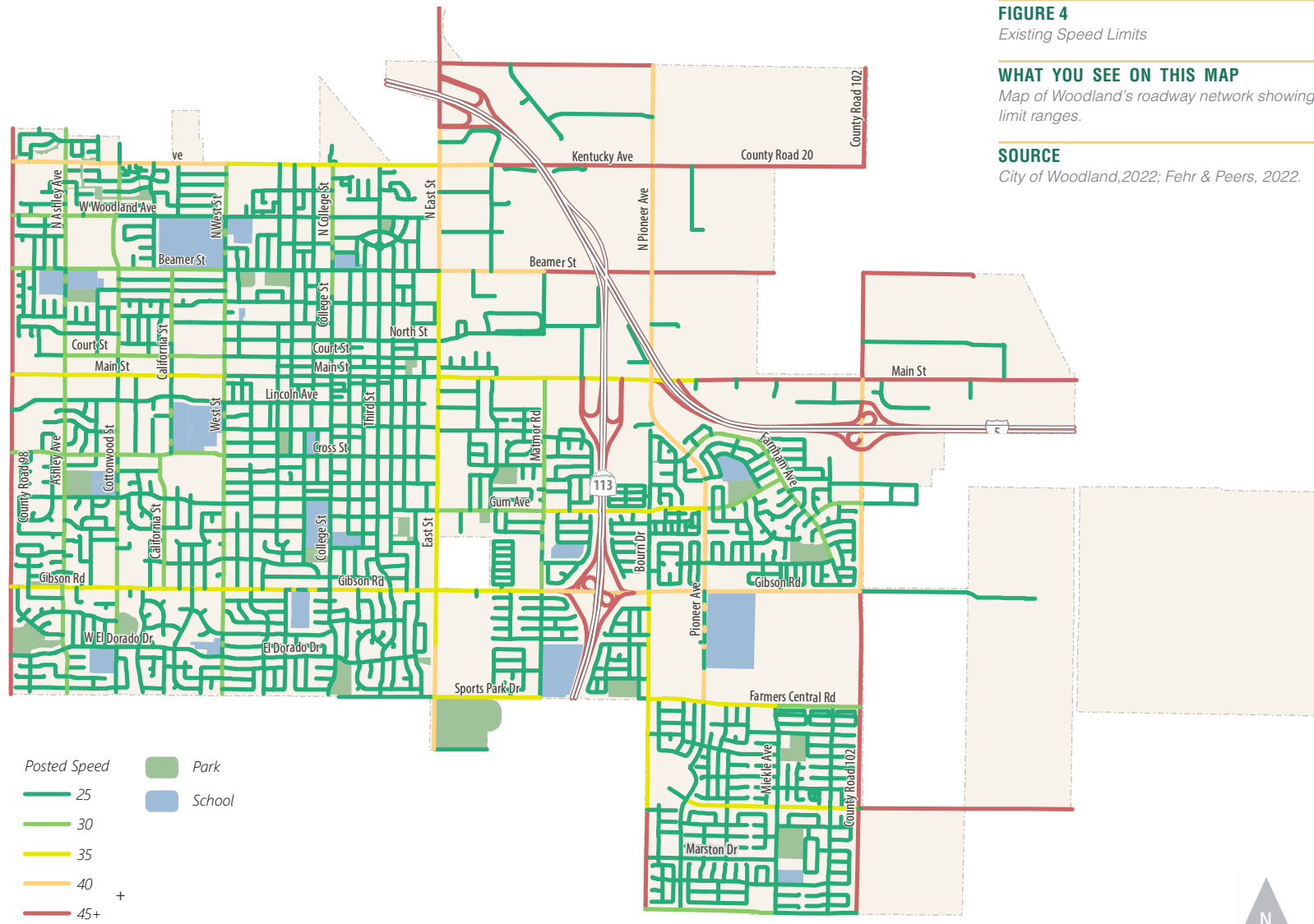
This system of highways handles the bulk of the long-distance trips that cross through the City of Woodland on the way to other destinations, but it also handles large volumes of commute trips between residential neighborhoods and employment centers in Yolo County and the Sacramento region. Additionally, these highways are utilized by city residents as alternate routes to using some of the City's arterials for intra-city travel.











Active Transportation Modes

According to the *Transportation and Circulation Element* (2016), the City “supports Complete Streets to improve safety, promote better public health, improve the convenience of choices amongst travel options, and increase efficiency of travel” (TC 3-7). The city also has a “commitment to a balanced, multimodal transportation network as a whole. While each individual street does not need to provide for all modes of travel, consideration to all roadway users will be prioritized through comprehensive street design using both functional classification and street typology” (TC 3-7). This section provides a quick overview of non-automobile modes of transportation within the city including walking, biking, transit, and railway.



Pedestrian Facilities

Conditions for walking vary across the city, from industrial districts with little pedestrian infrastructure to suburban neighborhoods with typical sidewalk to the denser, walkable grid of downtown Woodland. The City has emphasized pedestrian travel by enhancing facilities including crosswalks, pedestrian count-down signals, new sidewalks, and traffic calming measures.

Sidewalks are present on the majority of roadways within the city. Most minor arterials, collectors and residential streets have sidewalks on both sides of the street, while principal arterials, especially those on the periphery of the city, typically have sidewalks only on one side. Sidewalks are included on all roadways within the city’s newer planned communities and downtown grid.

The City of Woodland also has off-street facilities for pedestrian travel. Most of these pathways are located in city parks and serve residents who walk for recreation. The off-street facilities typically do not provide direct access to key destinations like commercial and employment centers. Notable off-street facilities include the William Crawford Senior Park cut-through and a multi-use path that accesses the Woodland Community & Senior Center. Multi-use paths are also present within the Spring Lake community and on E. Main Street.



Bicycle Facilities

The 2002 City of Woodland Bicycle Transportation Plan (BTP) identifies existing and planned bicycle facilities within the city. The primary purpose of the BTP is to identify on- and off-street bicycle facilities to serve the needs of recreational and commute riders. Fulfilling this purpose is expected to encourage greater levels of bicycling that will contribute to reductions in vehicle travel, air pollution, greenhouse gases, and noise pollution. The plan also presents the appropriate design features of bikeways, such as physical dimensions, signs, and markings. An updated map of the city's existing and planned bike facilities was presented in The City of Woodland's 2035 General Plan, with a caveat that any future update to the BTP would be considered the City's official bikeway plan.

Bikeways in the City of Woodland are classified according to the following three types:

- **Class I** - off-street bike paths;
- **Class II** - on-street bike lanes marked by pavement striping and signage; and
- **Class III** - on-street bike routes that share the road with motorized vehicles.
- **Class IV** - on-street bike routes that share the road with motorized vehicles, but with physical separation, such as parked vehicles or a curb

Existing bike facilities in the City of Woodland can be seen in Figure 5. Many roadways have on-street bike lanes (Class II) or are signed as a bicycle route (Class III). Since 2013, a few Class I bicycle facilities have been constructed along Pioneer Avenue, County Road 102, Heritage Parkway and throughout the Spring Lake Specific Plan area. No Class IV facilities currently exist in the City.



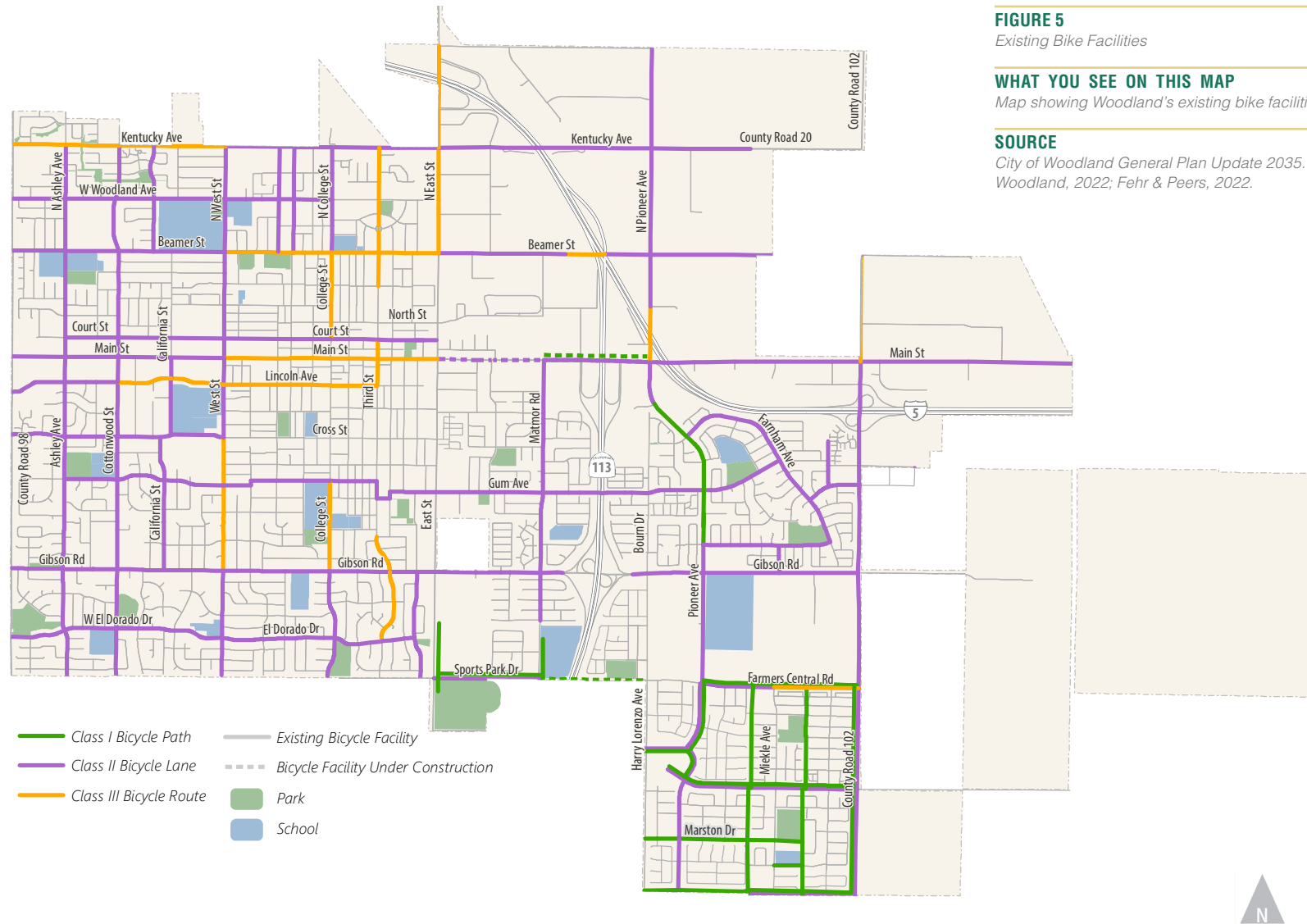


FIGURE 5
Existing Bike Facilities

WHAT YOU SEE ON THIS MAP

Map showing Woodland's existing bike facilities.

SOURCE

City of Woodland General Plan Update 2035. City of Woodland, 2022; Fehr & Peers, 2022.

Transit Facilities

The Yolo County Transportation District (YCTD) operates Yolobus, which provides local and intercity bus service within the City of Woodland, Yolo County, and to Downtown Sacramento and Sacramento International Airport. Routes 42A and 42B have the highest weekly ridership, serving nearly 55 percent of all transit riders. On weekdays, many segments along these routes, including between Woodland and Davis and between West Sacramento and Downtown Sacramento, experience high ridership. Route 215 serving patrons and workers of Cache Creek Casino Resort, has the second highest weekly ridership. Yolobus also provides morning and afternoon express routes, such as Routes 45, 45X, and 46, for commuters traveling between Woodland and downtown Sacramento. Figure 6 shows Yolobus transit routes and their corresponding headways on a typical weekday.

Although Yolobus public fixed-route services are accessible to the disabled community, the agency also offers door-to-door service for patrons unable to travel on fixed-route bus lines, as required by the ADA. The complementary Paratransit Service operates within the same times and places as the fixed-route buses. It is provided by Yolobus Special and Davis Community Transit on a prearranged basis for any trips within the designated service area.



Railway Facilities

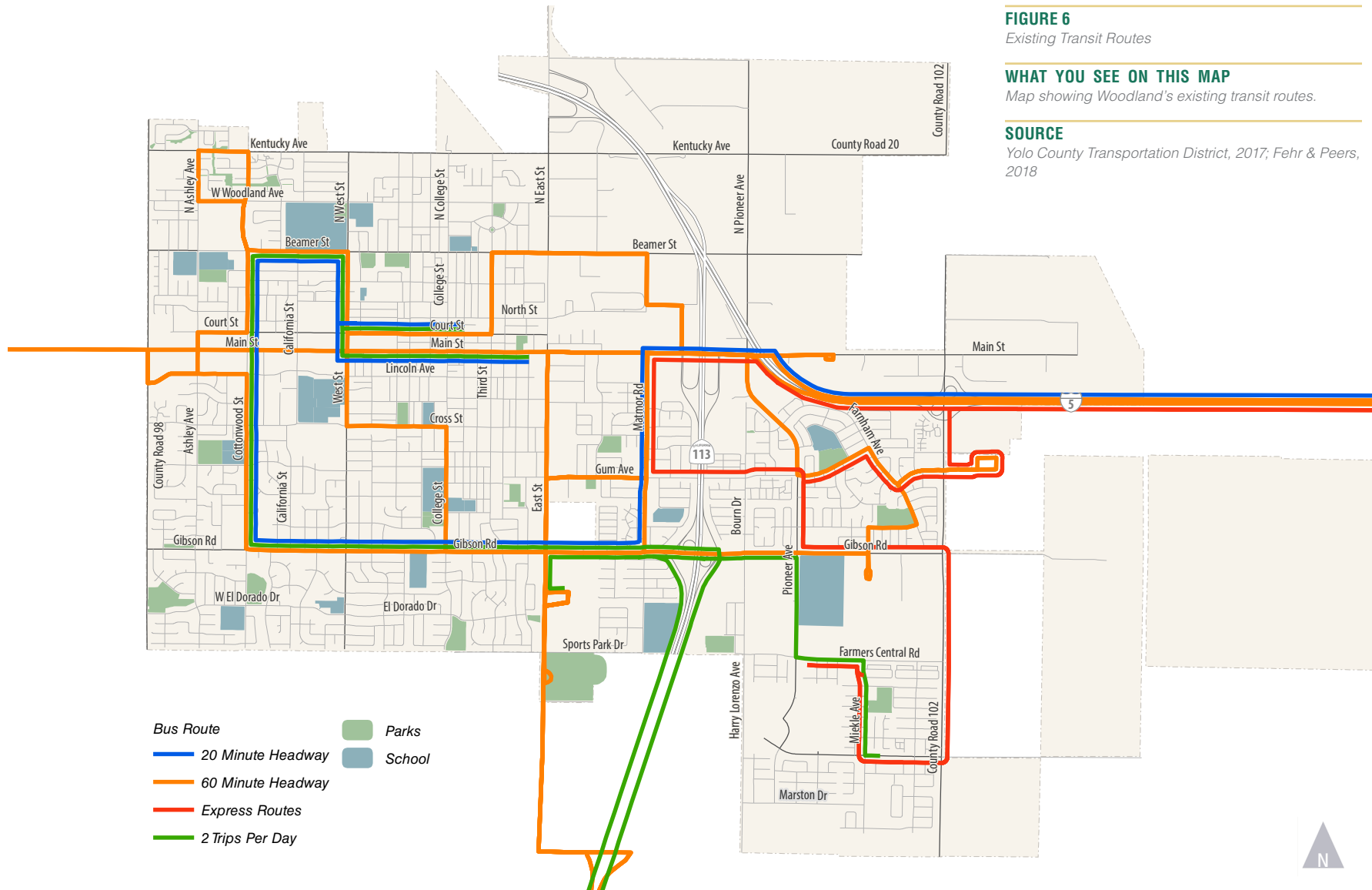
Railways within the Planning Area serve as a vital component of goods movement. Woodland's industrial sector relies on the railway system to connect it to regional destinations. Two freight railways operate on the current railways including the Sierra Northern Railway and the California Northern Railroad. The main railways plus rail spurs have approximately 29 at-grade crossings of public roads in the City, including 15 crossings adjacent to East and North East Streets. Rail spurs are essential for industrial operations in the City of Woodland and are cited as a key factor when evaluating site locations for new industrial businesses. Rail cars are frequently stored in the area northeast of the Main Street/East Street intersection.

The California Northern Railroad operates approximately 261 miles of track within California linking freight customers in Northern California with the Union Pacific Railroad. Trains operate from 6:00 AM to 6:00 PM Monday through Friday, with additional weekend service according to customer needs. According to data from the Federal Railroad Administration's Office of Safety Analysis website, two trains run adjacent to Main Street on a daily basis while four trains run adjacent to East Street on a daily basis. Based on this data, train traffic is infrequent and, therefore, does not affect travel time during a typical trip. However, although travel time is not directly affected by railroads, the presence of rail lines restricts potential travel routes for pedestrians and bicyclists since railroad crossings are limited in number, potentially increasing travel time by forcing these travelers to take a more circuitous route. In addition, the presence of a rail line parallel to East Street reduces the quality of pedestrian facilities. For instance, paved sidewalks are non-existent on the west side of East Street, and north-south crosswalks are often poorly marked. Out of the 15 crossings adjacent to East and North East Streets, only 7 provide east-west pedestrian crosswalks.

FIGURE 6
Existing Transit Routes

WHAT YOU SEE ON THIS MAP
Map showing Woodland's existing transit routes.

SOURCE
Yolo County Transportation District, 2017; Fehr & Peers, 2018



SAFETY ANALYSIS



This chapter summarizes the steps taken in collecting safety data, the methodologies applied in the analysis of the data, and the results. The following information addresses sections 6.3 through 6.7 of Caltrans's *Systemic Safety Analysis Report Program (SSARP) Guidelines* (February 2016) and recommendations in the *Local Road Safety Manual* (April 2022).

Introduction

The California Office of Traffic Safety (OTS) provides a yearly ranking system that allows individual cities to compare certain safety-related statistics with other, comparably-sized California cities for the purpose of identifying disproportionate traffic safety issues. The rankings are divided into two types: (1) victim and collision, and (2) DUI arrests. The data for these rankings are collected from the Statewide Integrated Traffic Records System (SWITRS) and they include only collisions and DUI arrests that occur on local city streets (i.e., collisions and DUI arrests on roads not part of the city's jurisdiction, such as freeways, are not included even if they occur within city limits). The City of Woodland is in population group C, which includes 105 cities in California with 50,000 to 100,000 residents. The most recent OTS rankings (2019) of Woodland are shown in Tables 1 and 2. Table 1 shows the victim and collision rankings while Table 2 shows the DUI arrests ranking.

Table 1 shows that the City ranked in the top half of most collision types. The City achieved

high rankings in several collision categories, including Total Fatal and Injury collisions, Alcohol Involved collisions, and Night-time collisions. The four collision types for which the City received lower marks are Drinking Driver Less than 21 Years Old, Pedestrian Less than 15 Years Old Involved, Bicyclist Involved, and Bicyclist Less than 15 Years Old Involved. Table 2 shows that the City of Woodland scored near the median of DUI arrest rates for its population category.

Overall, the rankings show that Woodland did well in several categories and poorly in a few. The lowest two rankings suggest that the City should seek to reduce the number of collisions involving bicyclists, particularly young bicyclists, and also young pedestrians, as these statistics are under-performing compared to cities of comparable size. These collision types provided additional points of emphasis in this plan. Generally, it is important to be cautious of scores, especially high marks—of which Woodland has several—because local context should be considered in the interpretation of OTS rankings. The OTS website warns that “rankings are only indicators of potential problems; there are many factors that may either understate or overstate a city/county ranking.” Though these rankings provide big-picture metrics to compare Woodland to similarly-sized cities, this plan looked closely at a variety of data sources in order to be sensitive to Woodland-specific characteristics and circumstances, and to identify appropriate systemic and



hotspot safety countermeasures. The following section explains the data sources examined.

Table 1: 2019 California OTS Victim and Collision Rankings for the City of Woodland

Type of Collision	Victims Killed and Injured	OTS Ranking ¹
Total Fatal and Injury	183	79/105
Alcohol Involved	15	80/105
Drinking Driver <21 Years Old	1	37/105
Drinking Driver 21-34 Years Old	2	81/105
Motorcyclist Involved	7	62/105
Pedestrian Involved	10	76/105
Pedestrian Less than 15 Years Old Involved	3	32/105
Pedestrian 65 Years or Older Involved	2	60/105
Bicyclist Involved	18	30/105
Bicyclist Less than 15 Years Old Involved	4	15/105
Speed-Related ²	34	60/105
Night-time ³	10	96/105
Hit and Run	7	77/105
Composite ⁴	69	77/105

Notes:

1. The higher the OTS ranking (larger number) is, the better the City of Woodland performed in the given collision type in 2019.
2. This includes collisions in which speed was the primary factor.
3. This includes collisions that occurred between 9:00 PM and 2:59 AM.
4. The "composite" collision type consists of a sum of the following other collision types: Alcohol Involved, Drinking Driver <21 Years Old, Drinking Driver 21-34 Years Old, Hit and Run, Night-time, and Speed-Related.

Source: California Office of Traffic Safety, 2022, Fehr & Peers, 2022.



Table 2: 2019 California OTS DUI Arrests Ranking for the City of Woodland

Type of Arrest	Arrests	OTS Ranking ²
Driving Under Influence (DUI)	101	44/105

Note:

1. The lower the DUI arrest ranking is, the lower the arrest rate.

Source: Fehr & Peers, 2022.



Data Collection

Chapter 2 of the LRSM states that safety practitioners should “consider a wide range of data sources to get an overall picture of the safety needs,” dividing these sources into two categories: formal and informal (p. 14). Collection of both formal and informal data sources is recommended when performing safety analysis. The sources utilized in this study are discussed below, while data analysis results are presented in subsequent sections.

Formal Data Sources

Chapter 2 of the LRSM states that at least three years of crash data should be used but five years of data is preferable. In addition, more years of crash data could be helpful, especially for low-volume roadways. For this plan, 12 years of the most current crash data (2009-2020) available was extracted from the City of Woodland’s Crossroads database. Crossroads is a commercial provider of a database designed to record collision details. It should be noted that although collision data was available for part of 2021, only 2009-2020 data was used to maintain consistency of the number of observed months when analyzing the data by year. The provided dataset included extensive collision details such as collision location, type, severity, parties involved, contributing factors, etc.

In addition to the quantitative data provided by the City, qualitative data was gathered

through field assessments of certain roadway segments being considered for safety countermeasures.

Informal Data Sources

Chapter 2 of the LRSM also recommends that cities consider informal sources such as “observational information from road maintenance crews, law enforcement, and first responders” (p.14). These data sources provide valuable safety information from those intimately familiar with city roadways and the collisions that take place thereon. In addition to the extensive formal data outlined in the previous section, this study also gathered informal data from the City’s police department and through public outreach.

Several officers were interviewed from the Woodland Police Department that were either currently or previously assigned to traffic safety. In general, Woodland law enforcement is aware and active in the field of traffic enforcement. Based on officer responses, about 1200 hours of department time are dedicated to traffic enforcement per week, and the department regularly conducts pedestrian- and bicycle-oriented enforcement activities such as crosswalk and bike lane enforcement for vehicles and speed enforcement in school zones and areas frequented by pedestrians. One officer has been trained in a 40-hour course about collisions involving pedestrians. The department also has a OTS STEP grant for 48 hours of bicycle, pedestrian, and vehicle

enforcement. The officers are also aware of the City's Crossroads program and its capabilities. They review collision data on a request-only basis.

Other key takeaways from the police department interview include:

- The officers feel that school areas, Gibson Avenue/Pioneer Avenue, and long, straight local roads (such as Pendegast Street, historic neighborhoods, etc.) are locations that have close calls, which are not apparent in the data.
- In terms of balancing response time needs with roadway designs that benefit pedestrian safety/access, the officers' main concern is that physical design features do not impede primary response routes.
- The police department is sometimes involved with design of roadway facilities, but it does not participate in test runs of roadway designs aimed to reduce speed and improve pedestrian access.
- There are no police officers specifically dedicated to foot or bicycle patrols, but motor vehicle officers will take time out of their vehicles to do foot/bike patrols.

Informal data was also collected via a public outreach effort that gathered input from city residents. This effort was especially important given that formal, historical data does not exist for newer neighborhoods in Woodland. In addition, some traffic safety issues may be

perceived by the public that are not readily apparent in the collision data. To gather resident input, an online map survey was developed and publicized to the Woodland community. The map survey is a web-based, custom tool that allowed the public to place point markers on a city map and specify traffic-related concerns such as unsafe behavior observed or an infrastructure problem. Survey map users were also free to provide additional comments if more details about specific issues were necessary. Due to a large Latino presence in the Woodland community, the map survey was provided in both English and Spanish. Overall, the web map input period lasted over six weeks. Comments were then reviewed, consolidated, and summarized in a document shared with City staff. This document can be viewed in Appendix A.

To draw public attention to this study and the web map, a Traffic Safety Public Workshop was held in the City of Woodland council chambers on February 13, 2018. The workshop was publicized on the City's website and in several articles by the Daily Democrat, Woodland's local newspaper. At the workshop, attendees received a briefing on the project and the collision landscape analysis results. They were also able to fill out comment cards or use two on-site computers to provide traffic safety input via the web map. Comment cards were later manually entered into the web map survey as well. The workshop was well-attended by City staff and residents, who filled most of the seats in the council chambers. A

summary of the workshop event can be found in the Daily Democrat (local newspaper) article "Woodlanders look at city's most hazardous roads" (February 16, 2018, <https://www.dailydemocrat.com/2018/02/16/woodlanders-look-at-citys-most-hazardous-roads/>).

Stakeholders

As a key input to the development of the LRSP, a group of stakeholders was consulted to provide input to the plan development and feedback on the plan conclusions. These stakeholders included:

- City Council Infrastructure Subcommittee
- Public Works staff
- City Manager
- Woodland Police Community Relations Commander
- Woodland Fire Department Chief
- Representatives from Bike Campaign and Outta Sight (advocates for the visually impaired)
- Woodland Police Community Relations

This group reviewed and supported the overall objectives of the plan, and provided input to its development. They also reviewed the draft plan prior to release.

DATA ANALYSIS TECHNIQUES, RESULTS, AND COUNTERMEASURES

Both formal and informal data were collected and processed. This section documents the data analysis techniques used and presents results of that analysis. The chapter also presents the proposed countermeasures developed to address the prioritized safety issues from the analysis.

Collision Landscape Analysis

After receiving formal data from the City of Woodland, a collision landscape analysis was performed. This analysis involved looking at the entire City's roadway network to identify prevailing crash trends and crash concentrations. As a part of this process, collisions were summarized across many different frameworks. First, collisions were divided according to transportation mode (vehicle-involved, bicycle-involved, and pedestrian-involved) and then further disaggregated by collision severity. These categories were then analyzed in the context of many other factors, such as cause, movement, time of day, collision type, pedestrian action, lighting, weather conditions, etc. Through this exercise, several prevalent crash characteristics for the City of Woodland surfaced. These were prepared spatially on maps of the City's roadway network to identify systemic trends and hotspots. In addition, the "high-risk corridors/intersections" analysis outlined in the next section provided insight

into crash characteristics related to turning movements. Maps were also developed that displayed a complete collision history (2009-2020), only collisions that involved severe injury, and only fatal collisions. As outlined below, Figures 7-14 were the end product of this entire process.

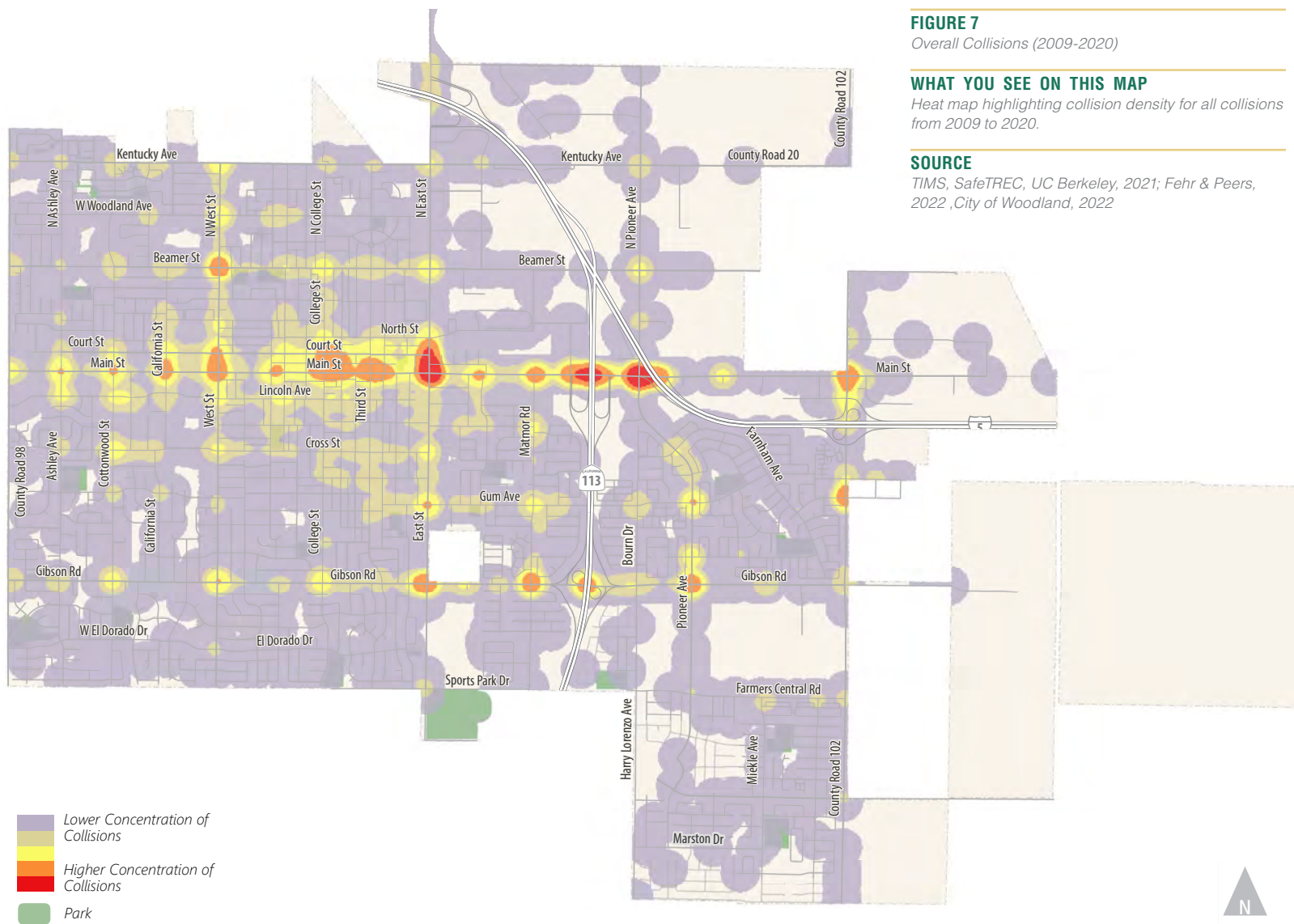
- Overall Collisions (Figure 7)
- Severely Injured Collisions (Figure 8)
- Fatality Collisions (Figure 9)
- Primary Factor Unsafe Speed Collisions (Figure 10)
- Primary Factor Turning-Related Collisions (Figure 11)
- Pedestrian Collisions (Figure 12)
- Youth Bicycle Collisions (Figure 13)
- Youth Pedestrian Collisions (Figure 14)

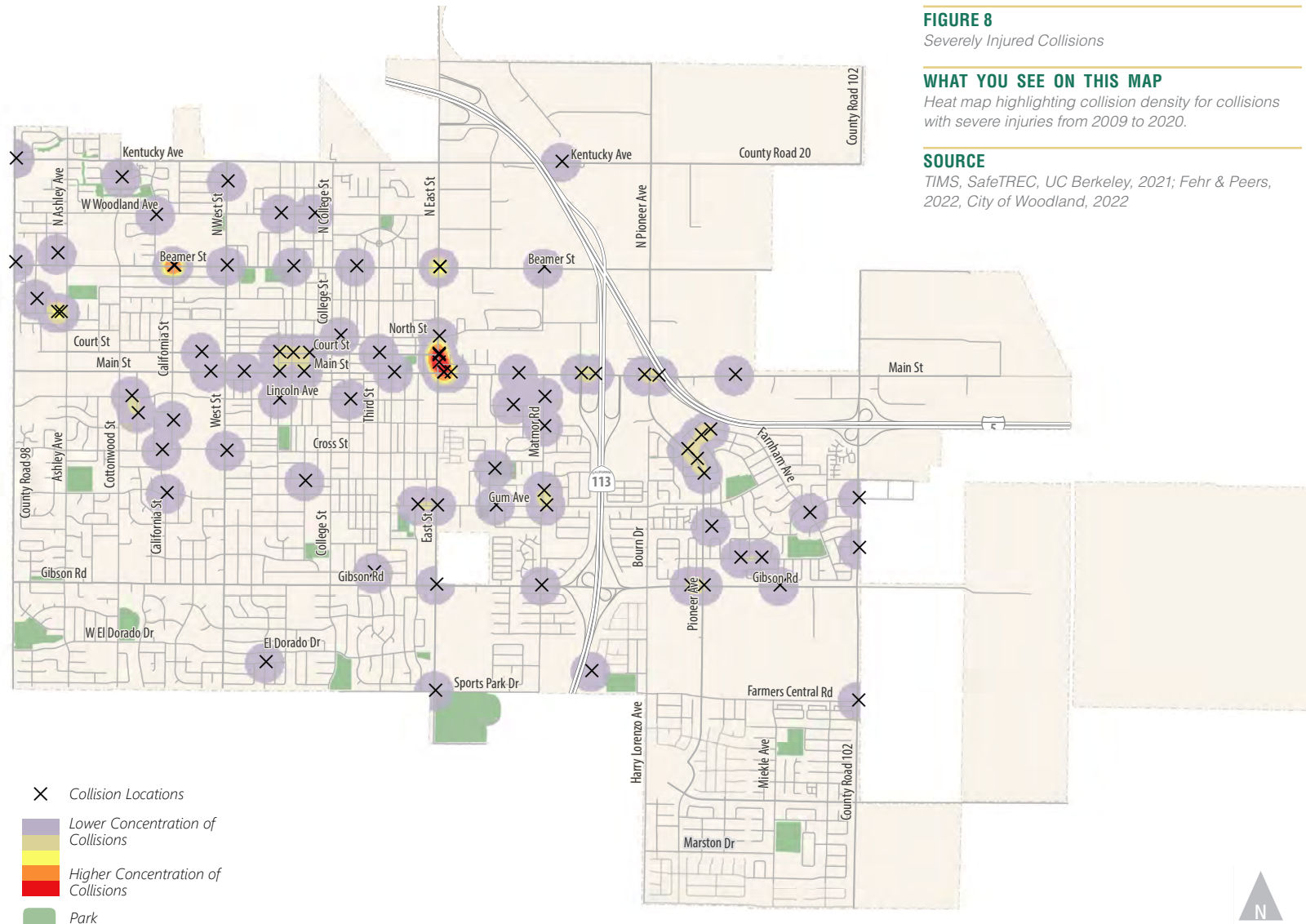
In addition, exposure data in the form of ADT volumes and length of roadway segments allowed for crash rates to be produced for the high-risk corridors identified later in this report. Crash rates are normalized values that express the frequency of collisions based on certain factors. According to the LRSM, roadway crash rates are based on ADT, the number of data years, and the length of the roadway segment. Intersection crash rates are based on the number of years of data and the traffic volumes entering the intersection on a daily basis. Crash rates permit for an enhanced safety comparison

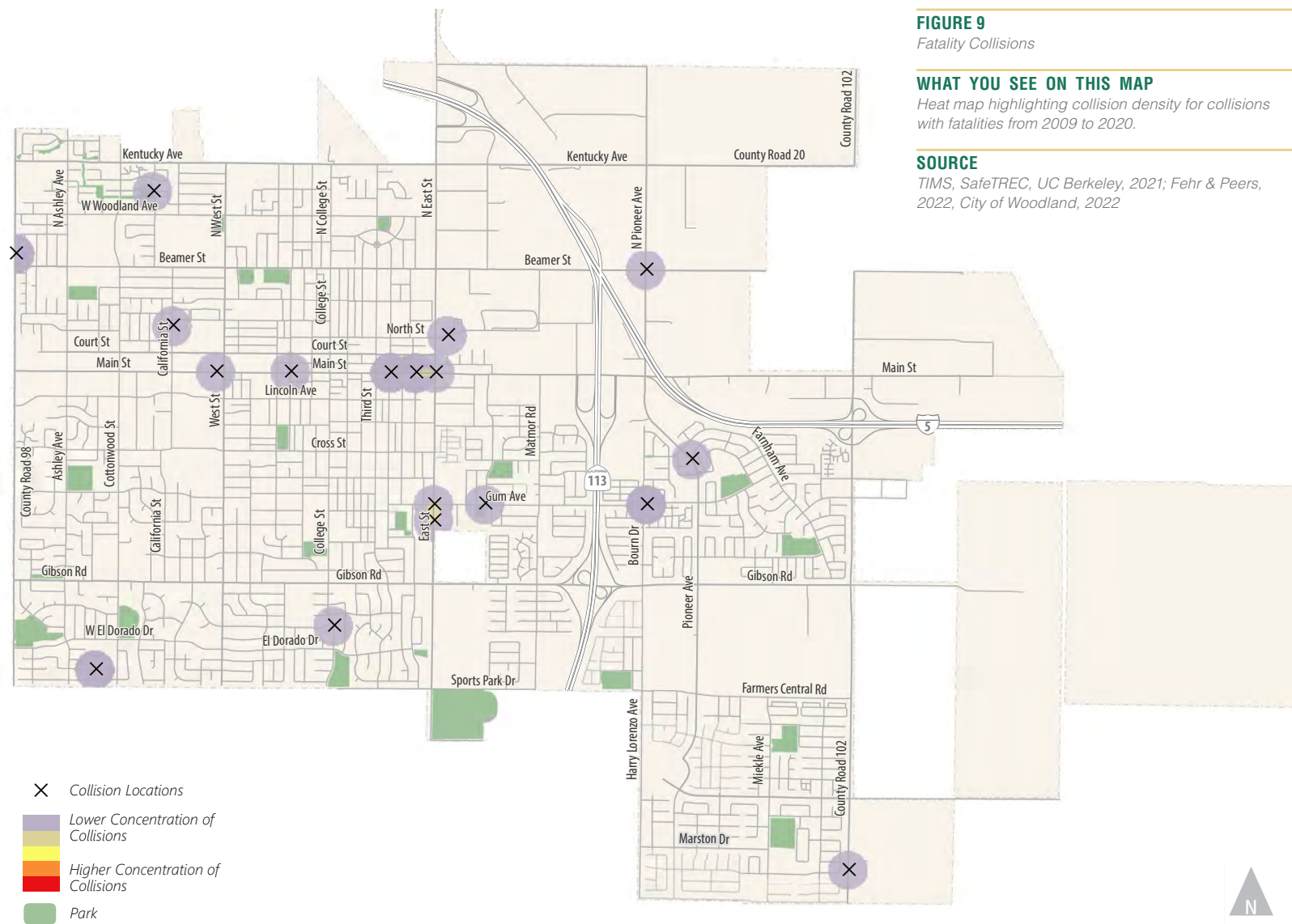
of roadways and intersections. Although one road or intersection may have more collisions than another, it may have a lower crash rate. Intersection and corridor crash rates are presented and discussed later in this report for ten high-risk corridors and many of the intersections contained therein.

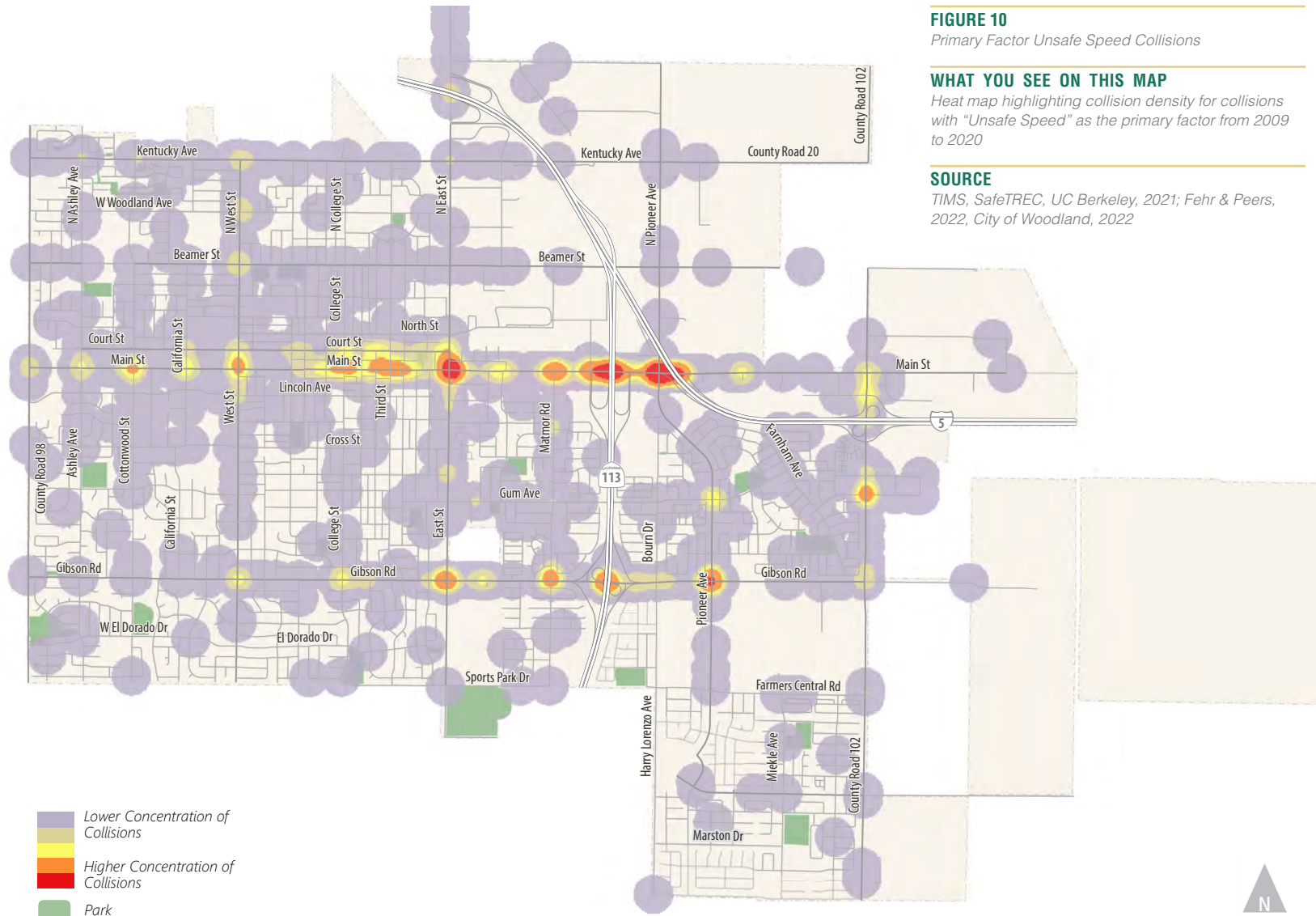


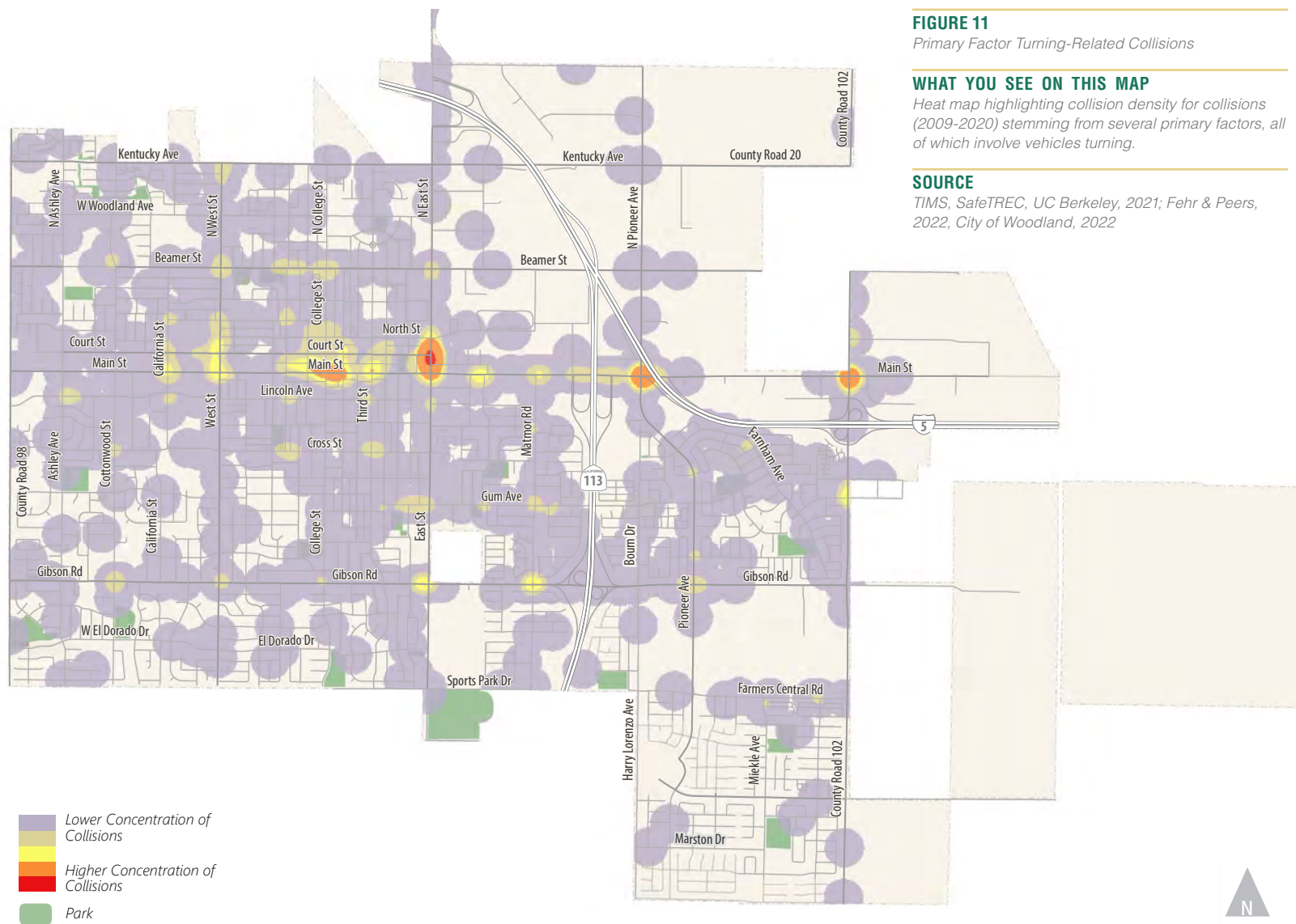


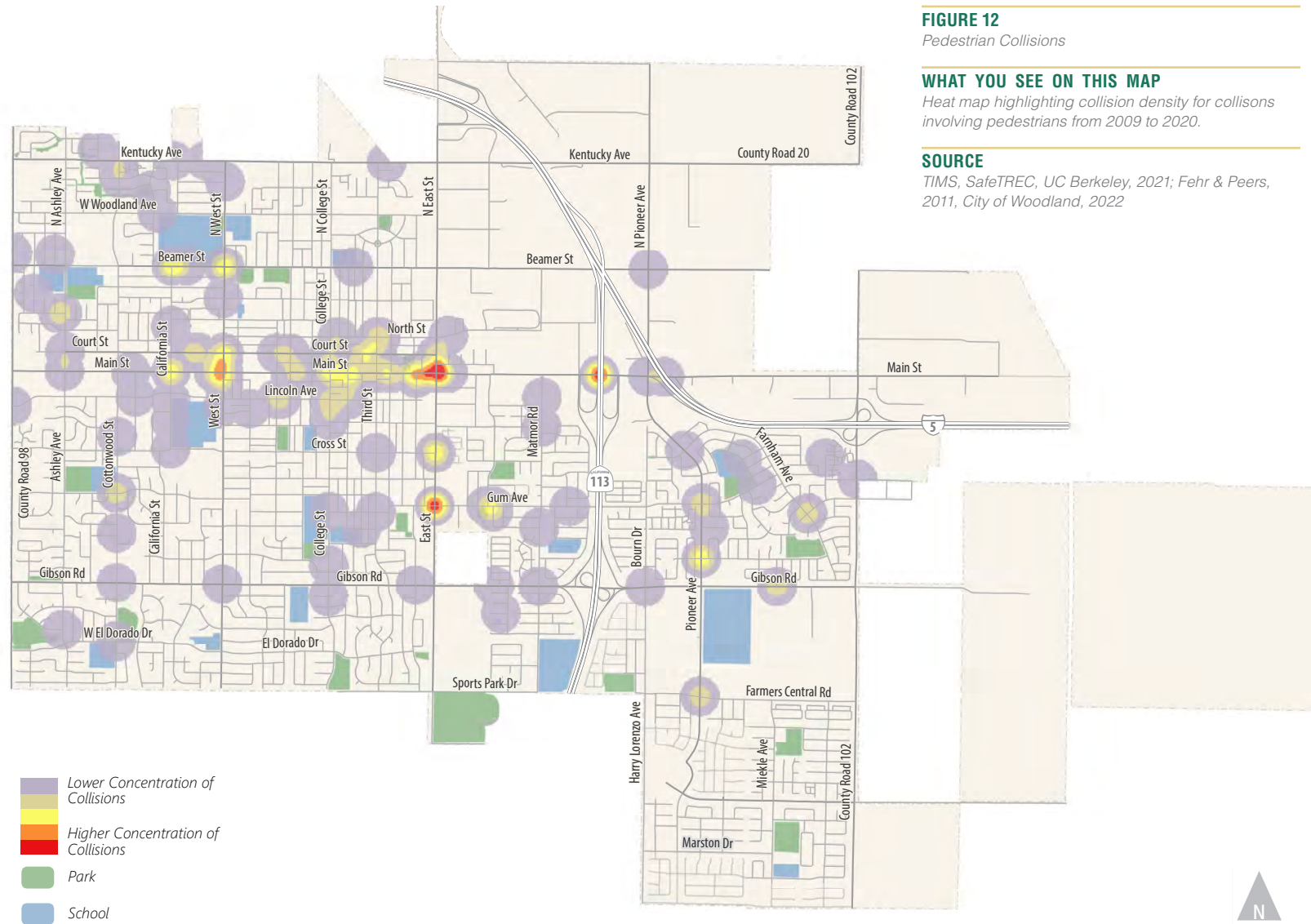


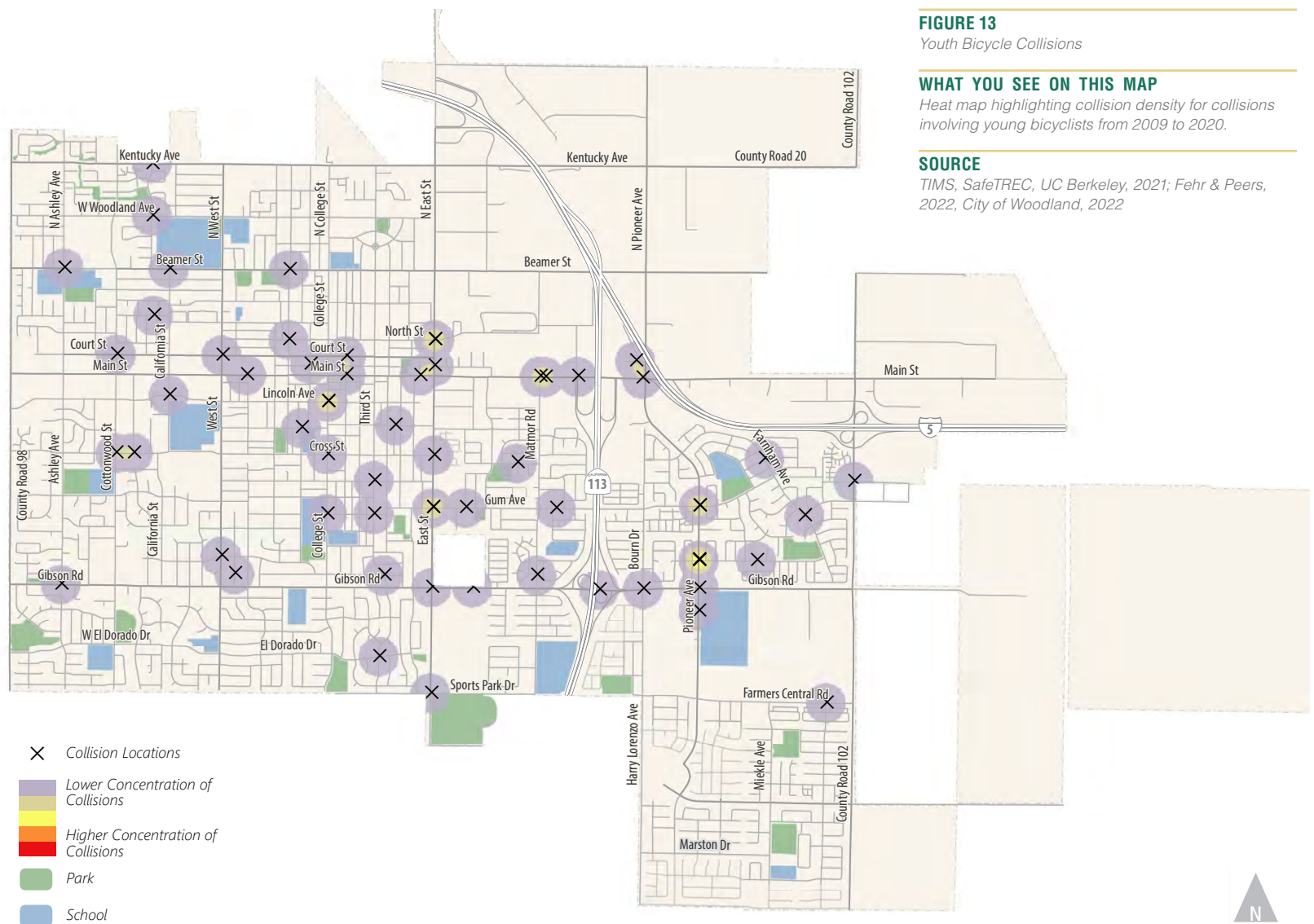


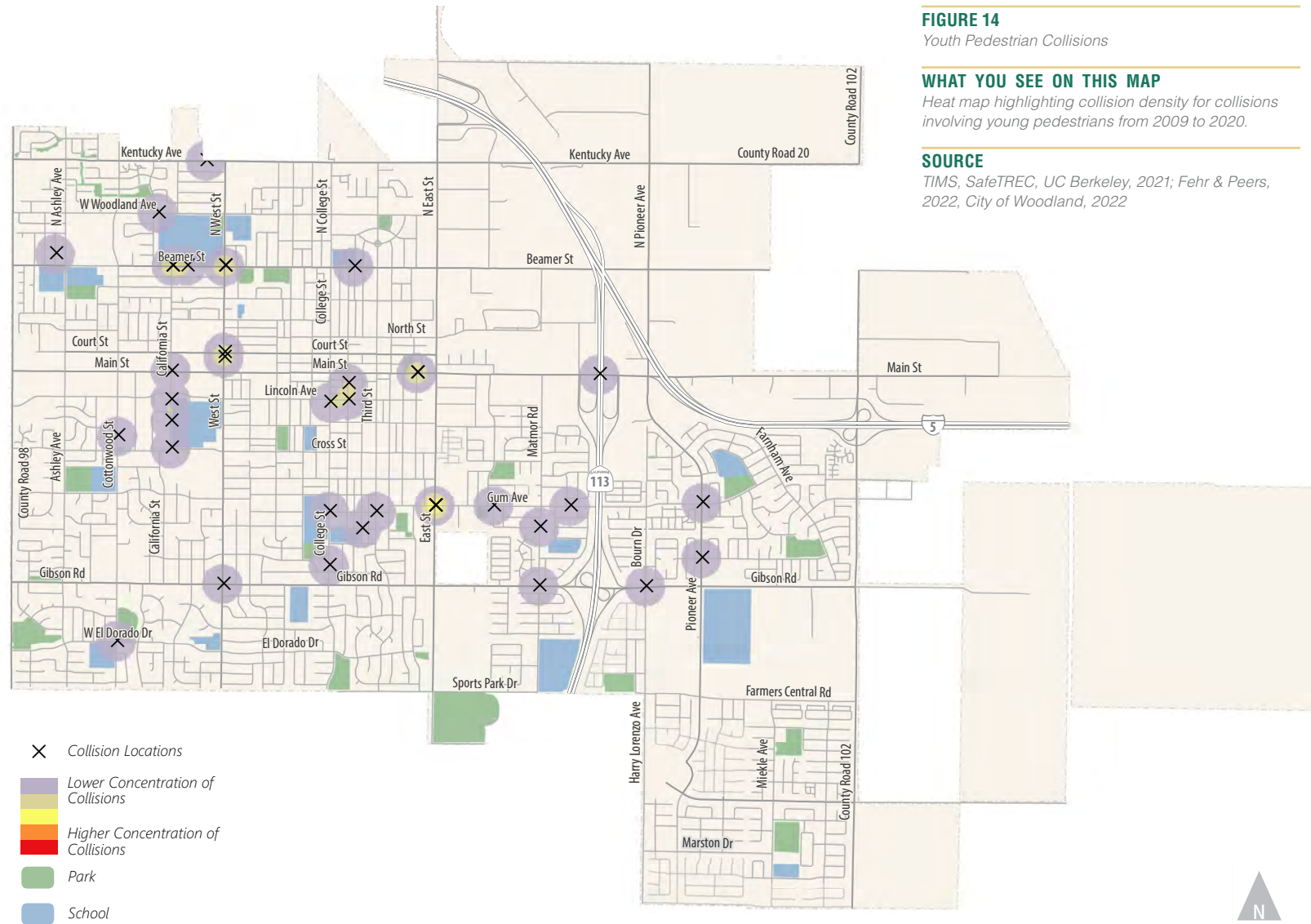














HIGH-RISK CORRIDORS/INTERSECTIONS AND COUNTERMEASURES

This plan focuses on developing corridor profiles for 10 major corridors and their intersections. The profiles were completed through a context-specific analysis that identified important crash characteristics on each roadway.

As part of the update to the plan as an LRSP, five corridors received additional analysis. The City identified these top five corridors as having the most opportunity for implementation of safety improvements, considering collision history, geometry, and available right of way. These corridors are also highlighted as key corridors in the City General Plan. These top five corridors are:

- East Street – Kentucky Avenue to Main Street
- East Street – Main Street to Gibson Road
- West Street – Kentucky Avenue to Main Street
- West Street – Main Street to Gibson Road
- Main Street – West Street to East Street

The other five focus corridors are:

- Gibson Road – County Road 98 to College Street
- Gibson Road – College Street to Matmor Road
- Gibson Road – Matmor Road to County Road 102
- Main Street – East Street to Interstate 5 Northbound Off-Ramp



- Pioneer Avenue – Main Street to Gibson Road

Data for each analysis was taken from the Crossroads data provided by the City. Data was extracted so that only collisions occurring within 100 feet of each corridor were examined. The only exception was Gibson Road between County Road 98 and College Street, which looked at data within 150 feet of the corridor. In addition to analyzing the corridors generally, each intersection in the corridors was also evaluated using collision data at or within 100 feet of the intersection. This intersection-level analysis allowed for observations and conclusions to be crafted that were specific to intersection characteristics (signal timings, intersection layout, pedestrian facilities, etc.).

In addition to looking at corridor/intersection traits and developing crash characteristics, the analysis also identified potential

countermeasures to address the safety issues. These recommendations are presented with the final collision profiles in this chapter.

Some countermeasures are proposed for intersections of local roads with freeway ramps and freeway overcrossings. These improvements will require Caltrans approval and action and are noted.

The statistics reported for each corridor use data from 2009 through 2016, as reported in the 2020 Woodland SSAR. The diagrams depicting collisions along each corridor have been updated to include collision data from 2017 to 2020. No significant changes in collision patterns were noted. Countermeasure recommendations from the first release of the plan have been updated to note completion or progress toward implementation.

For the top five corridors, statistics were updated to add 2017-2020 collision data.

Gibson Road: County Road 98 to College Street

In an eight-year period, 117 collisions occurred along or near Gibson Road between County Road 98 and College Street. These collisions totaled 25 injured persons from 19 separate collisions, and zero fatalities.

The major collision factors included unsafe speed, auto right-of-way violations, traffic signal or sign violations, and improper turning. Most collisions occurred at or within 100 feet of intersections, with most of those

collisions occurring (in descending order) at the Cottonwood Street, West Street, College Street, County Road 98, and Ashley Avenue intersections.

Corridor Collision Profile

Countermeasure Objectives:

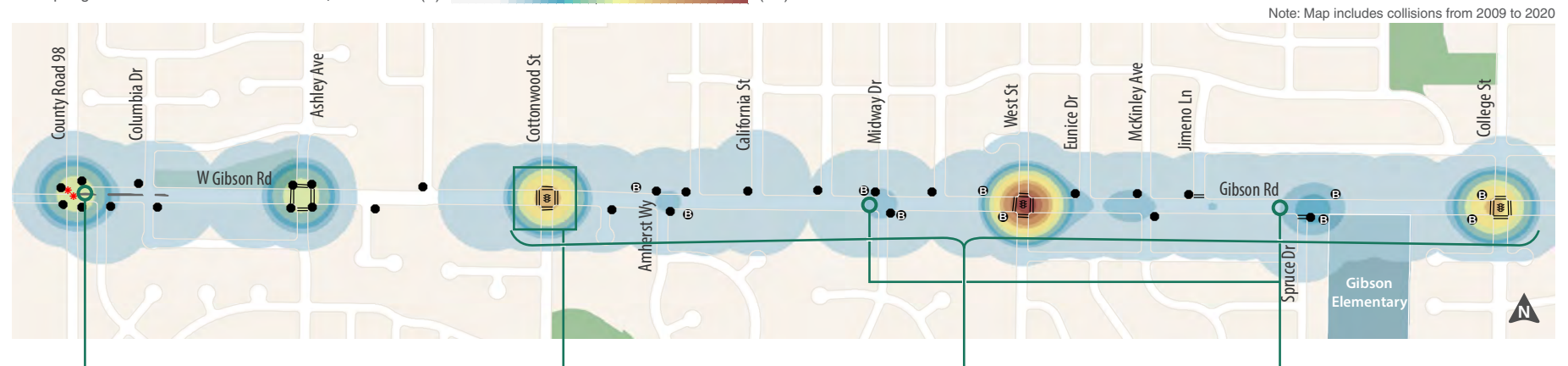
- Reduce speeding
- Enhance pedestrian safety
- Improve pedestrian connectivity

What do we know about these collisions (2009-2016)?



In the Map:

- ⊠ Traffic Signal
 - ⊙ Stop Sign
 - Crosswalk
 - Median
 - ★ Flashing Beacon
 - ⊙ Bus Stop
- Low (1) **COLLISION INTENSITY** High (20)



Countermeasures

Crosswalk on east side of Gibson Rd/ County Road 98

A crosswalk on this corridor bookend would raise driver awareness of pedestrians and provide a safer north-south pedestrian connection along County Road 98.

The following countermeasures are estimated to be complete in 2022:

- Crosswalk on east side of Gibson Rd/County Road 98
- Signal timing modifications at Gibson Rd/ Cottonwood St
- Road diet between west of Cottonwood St and West St
- Lane width reduction from West St to College St
- Gibson Road crosswalk on west side of Midway Rd

Signal timing modifications at Gibson Rd/ Cottonwood St

Signal timing modifications that reduce or eliminate conflict between southbound and northbound vehicles could decrease the number of collisions.

Road diet between west of Cottonwood St and College St

This would include reducing to a three lane cross-section, including one eastbound lane, one westbound lane, and one two-way left-turn lane (TWLTL). The TWLTL would increase storage length for the westbound left-turn into Gibson Elementary School. Furthermore, a road diet would potentially allow for buffered bike lanes or provide additional on-street parking, such as across Gibson Elementary School or on the south side of Gibson road between Midway Drive and West Street. The implementation of a road diet would also eliminate collisions at Gibson Road/Cottonwood Street due to westbound through vehicles merging before, during, or after the intersection.

Gibson Road crosswalk on west side of Midway Rd and Spruce Dr

A Midway Dr crosswalk would provide a north-south connection near an existing bus stop, while a Spruce Dr crosswalk would intersect the ½ mile distance between the College St and West St crosswalks. The following will be required:

- Completion of the road diet.
- Rectangular rapid flashing beacon (RRFB) with
 - High visibility crosswalks markings,
 - Parking restrictions on crosswalk approach
 - Adequate lighting,
 - Curb extensions, and
 - Pedestrian refuge islands.

Gibson Road: College Street to Matmor Road

Between 2009 and 2016, 148 collisions occurred along or near Gibson Road between College Street and Matmor Road, resulting in 48 injuries from 34 separate incidents and in zero fatalities. The major collision causes

included unsafe speed, traffic signals or signs violations, improper turning, and automobile right-of-way violations. A large percentage of collisions occurred during weekday morning and evening peak hours, and three-fifths of

these were due to unsafe speed. Of all the intersections in this corridor, Gibson Road/East Street and Gibson Road/Matmor Road were the most prone to collisions.

Corridor Collision Profile

Countermeasure Objectives:

- **Reduce speeding**
- **Reduce rear-end collisions**
- **Improve safety at major intersections**

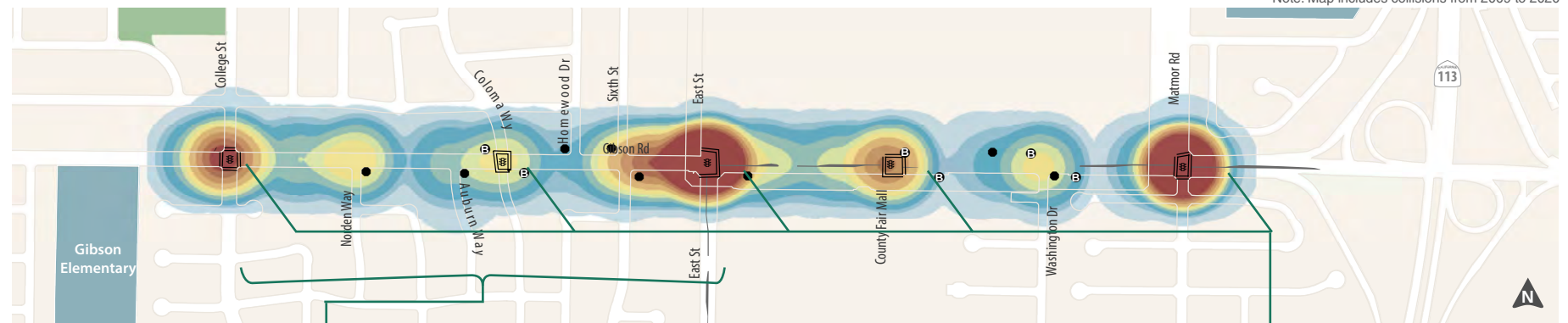
What do we know about these collisions (2009-2016)?



In the Map:

- ⚡ Traffic Signal
- Stop Sign
- = Crosswalk
- Median
- ★ Flashing Beacon
- Ⓚ Bus Stop

Low (1) **COLLISION INTENSITY** High (20)



Countermeasures

Road diet between College St and East St

This would include reducing to a three lane cross-section, with one eastbound lane, one westbound lane, and one two-way left-turn lane (TWLTL). This road diet would connect to the recommended road diet west of College Street. It would serve to reduce collisions caused by unsafe speed, which is the leading cause of collisions on this corridor. In addition, there are four side streets on this section of Gibson Road that do not have ingress turn pockets, meaning that ingress vehicles must slow down or stop in through lanes as they wait for gaps to turn. A TWLTL would provide these vehicles with separation from through traffic. This road diet countermeasure is further discussed in the next report section.

The following countermeasures are estimated to be complete by 2024:

- Lane width reduction between College St and East St
- Red time and/or yellow adjustment at all signalized intersections
- LPIs at all signalized intersections

Red time and/or yellow adjustment at all signalized intersections

Thirty percent of the collisions at Gibson Road/East Street and Gibson Road/Matmor Road occur between vehicles that should not be crossing the intersection at the same time. Gibson Road/East Street currently provides 0 or 0.5 seconds of red time, depending on the phase. Gibson Road/Matmor Road has similar red time settings. Increasing the phase red times in a consistent manner would allow extra time for vehicles to clear intersections. In addition, speed surveys could be completed to establish more appropriate yellow times. For safety reasons, red times should be consistent at all signals in a corridor.

Gibson Road: Matmor Road to County Road 102

Gibson Road between Matmor Road and County Road 102 contains Pioneer High School and one of the most crucial interchanges in the City. Over an eight-year period, there were 181 collisions along or near this corridor, resulting in 46 injuries from

33 separate incidents and in zero fatalities. Almost half of the collisions in this corridor were due to unsafe speed. The rest of the major collision causes included traffic signals or signs violations, improper turning, and automobile right-of-way violations. Due to the

presence of the high school, 23% of collisions involved a driver, bicyclist, or pedestrian age 18 years or under. 26 of these youth-involved collisions occurred between 7:00 AM and 4:00 PM on weekdays, with most being triggered by unsafe speeds.

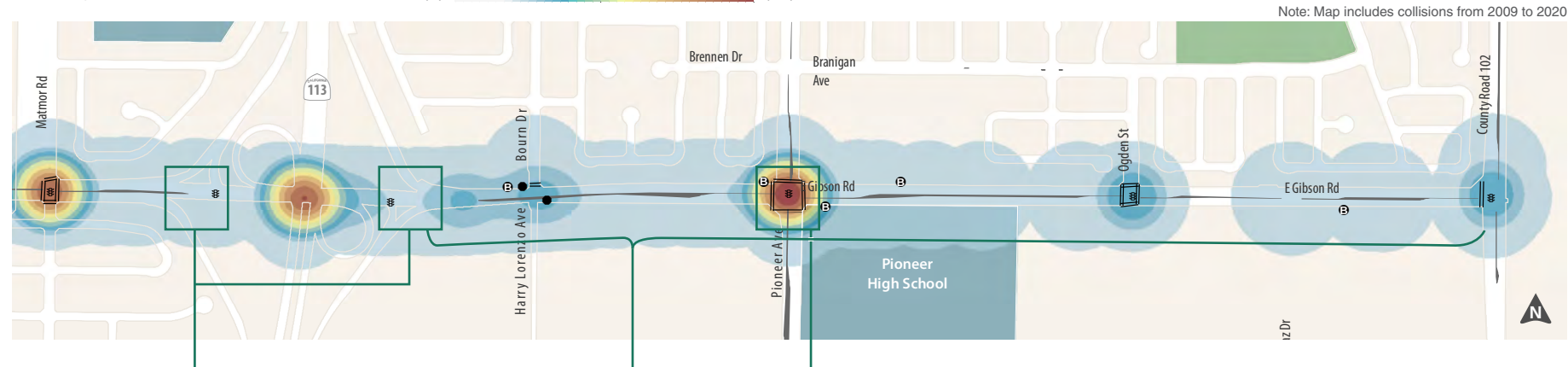
What do we know about these collisions (2009-2016)?



In the Map:

 Traffic Signal
  Crosswalk
  Flashing Beacon
 Stop Sign
  Median
  Bus Stop

Low (1) **COLLISION INTENSITY** High (20)



Countermeasures

Square up interchange intersections

Modify the ramp intersections to reduce vehicle speeds accessing or exiting SR 113. This could be accomplished by increasing the angle of approach for the ramps so that they are more perpendicular to Gibson Rd. Tightening turn radii would discourage higher speeds. In addition, this type of improvement at all the ramps would create a more pedestrian-friendly environment for teens traveling to and from Pioneer High School. As future development happens, consider bicycle and pedestrian facilities on the south side of Gibson Rd. It should be noted that the interchange is within Caltrans right-of-way. Therefore, Caltrans has authority over any improvements at the interchange intersections.

Lane width reduction between the SR 113 northbound ramp terminal intersection and County Road 102

This would include reducing inner through lanes to 10.5' and outer through lanes to 11'. This reduction could potentially allow for a 3-foot bike buffer.

Implement pedestrian improvements at Gibson Road/Pioneer Avenue

Given the large number of youth pedestrians crossing this intersection during school peak hours, consider special pedestrian settings to increase safety during these morning and afternoon school peak hours. Consider providing and evaluate need for extending pedestrian crossing times, pedestrian recall on all phases, advance stop bars, and implementing leading pedestrian intervals.

Red time and/or yellow time adjustment at all intersections

Thirty-one percent of the collisions at Gibson Road/Matmor Road occurred between vehicles that should not be crossing the intersection at the same time. The same thing occurred in 9 of the 12 collisions at Gibson Road/Ogden Road. Consider increasing phase red times to allow extra time for vehicles to clear intersections. In addition, speed surveys could be completed to establish more appropriate yellow times. For safety reasons, red times should be consistent at all signals in a corridor. It should be noted that Caltrans operates and maintains the interchange intersections. All signal timing countermeasures at those intersections would have to be implemented by Caltrans.

East Street: Kentucky Avenue to Main Street

This portion of East Street borders primarily industrial and commercial land use on the east and railroad land use (backed primarily by industrial and commercial land use) on the west. Train tracks run parallel to East St to the west. From 2009 to 2020, there were 255

crashes along or near this corridor, including 7 severe injury collisions and 1 fatality. About 1/5 of all collisions were caused by auto right-of-way violations, 1/5 by unsafe speed, 1/6 by traffic signal/sign violations, and 1/6 improper turning. In total, there were 17 bicycle-related

collisions, with 12 between Main St and Lemen Ave. Three of the 5 pedestrian-related collisions occurred at the East St/Main St intersection, and 3 more were either been pedestrian- or bicycle-related (data was conflicting).

Corridor Collision Profile

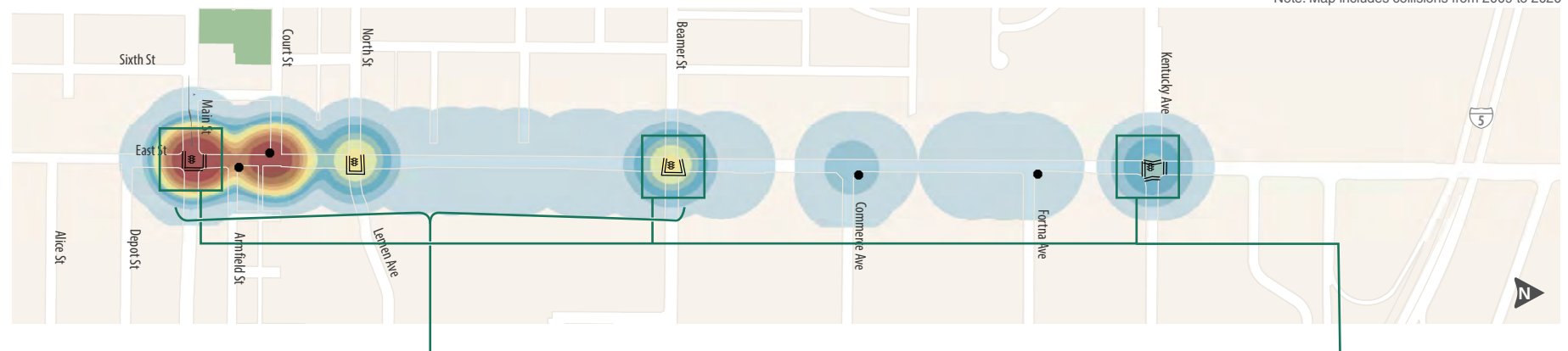
Countermeasure Objectives:

- Provide safer ingress and egress turning movements
- Make intersections safer for conflicting movements



In the Map:

- Traffic Signal
- Stop Sign
- = Crosswalk
- Median
- * Flashing Beacon
- ⊙ Bus Stop



Countermeasures

Recent City intersection countermeasures

1. In the latter part of 2012, Lemen Avenue was realigned to connect to North Street. The average number of collisions per year before the countermeasure was 2.3 collisions per year. This number dropped to 2.2 collisions per year after the countermeasure. The realignment also increased pedestrian safety by allowing for signalization and crosswalks on all intersection legs.
2. The City prohibited eastbound left-turns at the East Street/Court Street intersection in mid-2012. Between the time this countermeasure was implemented and through 2016, the crash rate dropped to about 4.2 collisions per year. Between 2009 and mid-2012, the crash rate was about 8.5 collisions per year.

Road diet between Main Street and Beamer Street This would include reducing to a 3 lane cross-section, with 1 northbound lane, 1 southbound lane, and 1 two-way left-turn lane (TWLTL). This road diet could be extended to just north of Commerce Ave, where crash records indicate 3 unsafe speed rear-end collisions and 1 southbound left-turn vehicle colliding with a northbound through vehicle (i.e., 4 out of 6 collisions within 100 feet). This road diet would:

- Grant turning vehicles on East St separation from through traffic and allow them to focus on crossing only 1 opposing vehicle lane. For example, southbound left-turns into an East Street driveway would benefit from a road diet because they would be able to wait safely in the TWLTL and look for gaps in only 1 northbound vehicle lane, rather than stopping southbound through vehicles in their lane and waiting for a gap in 2 northbound vehicle lanes.
- Introduce two-stage gap acceptance, meaning that side street vehicles would only need to focus on 1 vehicle lane at a time when turning because they could pull into the TWLTL first and then merge with traffic.

A road diet traffic analysis was performed, which shows that consideration should be given to restricting northbound left-turns onto Court Street. This could be done through installation of a raised median. Since the mid-2012 countermeasure prohibiting eastbound left-turns at East St/Court St, there have been 13 collisions involving northbound left-turns, southbound left-turns, or illegal eastbound left-turns. A raised median would have likely prevented these collisions. The installation of a raised median would also enforce the existing eastbound left-turn prohibition. This road diet countermeasure is further discussed in the next section of the report.

Red time and/or yellow time adjustment at all signalized intersections

At East Street/Lemen Avenue-North Street, 12 of the 17 post-realignment collisions that occurred within 100 feet of the intersection were between vehicles that should not be crossing the intersection at the same time. At East Street/Beamer Street, 17 of 25 collisions within 100 feet of the intersection occurred for the same reason. An additional 8 such collisions happened at Kentucky Avenue and 16 at East Street/Main Street. Consider increasing phase red times to allow extra time for vehicles to clear intersections. In addition, speed surveys could be completed to establish more appropriate yellow times. For safety reasons, red times should be consistent at all signals in a corridor.

East Street: Main Street to Gibson Road

Between 2009 and 2020, 242 collisions occurred along or near East Street between Main Street and Gibson Road, resulting in 63 injuries from 53 separate incidents and in 3 fatalities. The major collision causes

included unsafe speed, traffic signals or signs violations, and automobile right-of-way violations. Almost ½ of all collisions were rear-end and more than ¼ were broadside. There were 12 pedestrian-, 11 bicycle-, and

2 train- and 1 scooter-related collisions. Most collisions on this segment of East Street (93%) occurred within 100 feet of intersections, with 81% of these intersection collisions occurring within 100 feet of signalized intersections.

Corridor Collision Profile

Countermeasure Objectives:

- Provide safe luminance
- Improve side-street safety
- Make intersections safer for conflicting movements

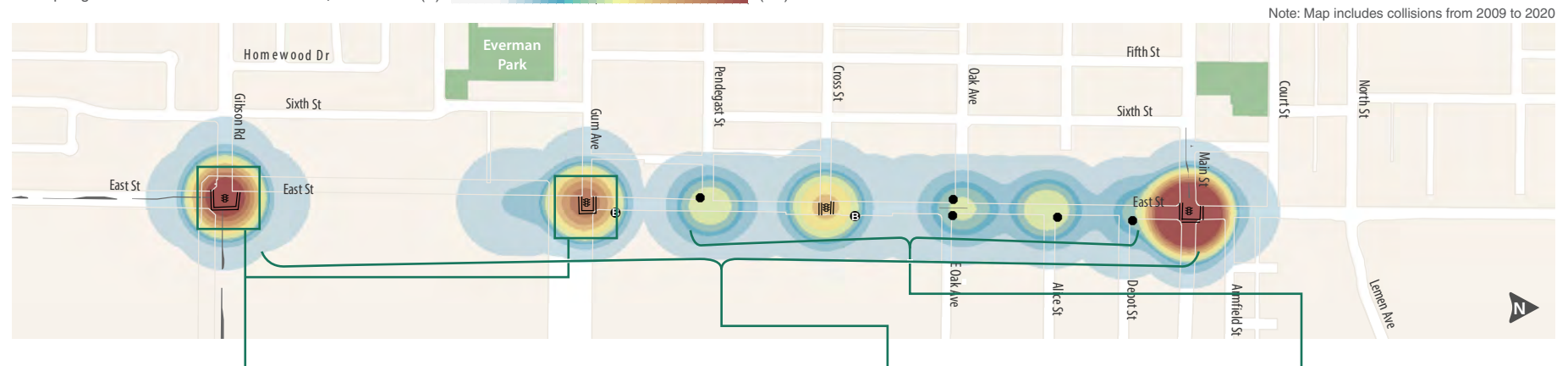
What do we know about these collisions (2009-2020)?



In the Map:

- ⚙ Traffic Signal
- Stop Sign
- Crosswalk
- Median
- ★ Flashing Beacon
- Ⓜ Bus Stop

Low (1) **COLLISION INTENSITY** High (20)



Countermeasures

Red time and/or yellow adjustment at East St/Gum Ave and East St/Gibson Rd

Thirteen percent of the collisions within 100 feet of East Street/Gibson Road occur between vehicles that should not be crossing the intersection at the same time. That percentage is 41% within 100 feet of East Street/Gum Avenue. In addition, Gibson Road/East Street currently provides either 0 or 0.5 seconds of red time between phases, depending on the phase. Increasing the phase red times in a consistent manner would allow extra time for vehicles to clear intersections. In addition, speed surveys could be completed to establish more appropriate yellow times. For safety reasons, red times should be consistent at all signals in a corridor.

At all signalized intersections, yellow and red times should be calculated with the assumption that all vehicles stop behind the train tracks on red.

Road diet between Main St and south of Gibson Rd

This would include reducing to a three lane cross-section, with one northbound lane, one southbound lane, and one two-way left-turn lane (TWLTL) north of Gibson Road. South of Gibson Road, the medians and turn pockets could be maintained as they are, and the road diet would consist of one northbound lane and one southbound lane. A road diet would grant turning vehicles separation from through traffic and introduce two-stage gap acceptance. These would be beneficial to the side streets and driveways along this corridor. The medians at East Street/Oak Avenue could be maintained as they are. This road diet countermeasure is further discussed in the next report section.

Evaluate luminance along East St between Depot St and Pendegast St

There were 19 non-DUI collisions that occurred on this segment during the night-time, dusk, or dawn. Of the 19 collisions, 16 involved southbound vehicles or bicyclists, and 7 occurred within 100' of East St/Cross St. Along East St, there are no street lights on the west side of the road between Main St and Pendegast St, with the exception of lights at Main St, Cross St, and Pendegast St. In addition, the land use adjacent to East St on the west side is likely to produce little ambient light. Luminance should be evaluated using the lighting design criteria published by Illuminating Engineering Society (IES). Alternatively, the City may use its own lighting design requirements.

West Street: Kentucky Avenue to Main Street

This corridor is mostly residential north of Court St and commercial to the south, with Woodland High School along the west side between Woodland Ave and Beamer St. There were 243 collisions (2009-2020), resulting in 77 injuries

from 57 crashes. About 87% of collisions occurred within 100' of intersections. The leading causes were unsafe speed, auto right-of-way violations, improper turning, and traffic signal or sign violations. West St intersections

most prone to collisions within 100 feet were (in order) Beamer St, Main St, Court St, Woodland Ave and Kentucky Ave. Bike lanes were restriped and vehicle lanes narrowed on the northbound and southbound approaches in 2013, and on the westbound approach in late 2016.

Corridor Collision Profile

Countermeasure Objectives:

- Improve youth/pedestrian safety
- Make intersections safer for conflicting movements

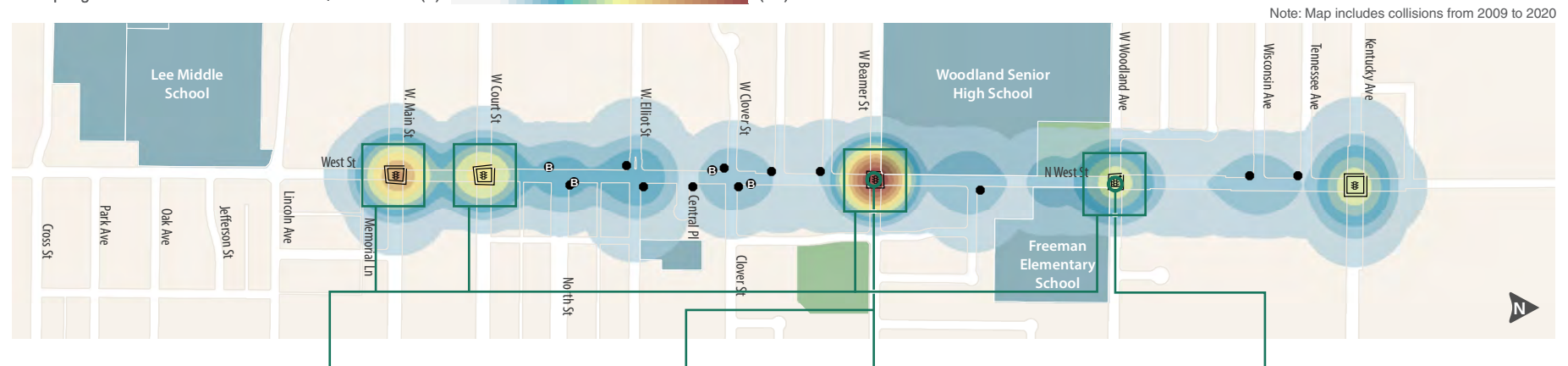
What do we know about these collisions (2009-2020)?



In the Map:

- ⚡ Traffic Signal
- Stop Sign
- = Crosswalk
- Median
- ★ Flashing Beacon
- ⊙ Bus Stop

Low (1) **COLLISION INTENSITY** High (20)



Countermeasures

Red time and/or yellow adjustment at West Street intersections with Woodland Avenue, Beamer Street, Court Street, and Main Street.

Between 15% and 40% of the collisions within 100 feet of these 4 intersections occur between vehicles that should not be crossing at the same time. Increasing the phase red times in a consistent manner would allow extra time for vehicles to clear intersections. In addition, speed surveys could be completed to establish more appropriate yellow times. For safety reasons, red times should be consistent at all signals in a corridor.

Install bulbouts and/or dual curb ramps at West Street/Beamer Street intersection

In order to improve pedestrian safety, especially for teenagers walking to and from Woodland High School, bulbouts and/or dual curb ramps in combination with advance stop bars are recommended. Both of these countermeasures would serve to reduce pedestrian crossing distances and make drivers aware of which crosswalk pedestrians intend to use before they step out on the road.

Implement pedestrian improvements at West Street/Beamer Street

Given this intersection's proximity to Woodland High School, consider special pedestrian settings to increase safety during morning and afternoon school peak hours. Consider providing and evaluate need for extending pedestrian crossing times, pedestrian recall on all phases, advance stop bars, and implementing leading pedestrian intervals.

Convert left-turns to protected left-turn phasing at all approaches of the West St/Beamer St intersection

At least 41% of collisions within 100 feet of the West St/Beamer St intersection were due to the dynamics of permitted left-turns. This includes 22 collisions between left-turning vehicles and opposite-direction through vehicles. Switching to protected left-turns could eliminate the potential for these collisions. Restripe the approaches to have left-turn pockets with advance stop bars, add separate left-turn phases, and install new signal heads, poles, and mast arms

Upgrade signal infrastructure to include a mast arm and second signal head on west and east legs of West St/Woodland Ave

It is recommended that a new pole with mast arm be used to better indicate permitted left-turn phasing. Mast arms are typically recommended at suburban intersections such as West St/Woodland Ave.

Conversion to protected left-turn phasing on the north and south approaches of West St/Woodland Ave should be considered

At this intersection, about 29% of collisions were between northbound or southbound left-turning vehicles colliding with same- or opposite-direction through vehicles. This would require one of the following.

1. Restriping the two approaches to have left-turn pockets with advance stop bars, adding separate left-turn phases, and installing new signal heads, poles, and mast arms
2. Modifying signal timing to have split timing in the northbound and southbound directions. This may also require installation of new signal heads, poles, and mast arms.

West Street: Main Street to Gibson Road

West Street is commercial between Main Street and Lincoln Avenue, but becomes residential south of Lincoln Avenue to Gibson Road. From 2009 to 2020, there were 142 collisions resulting in 35 injuries from 25

separate crashes. Five of the injuries resulted from pedestrian-involved collisions. The most common collision types were rear end, broadside, sideswipe, and hitting objects. The top collision causes were unsafe speed, traffic

signal/signs violations, improper turning, and auto right-of-way violations. There were nine youth collisions within 100 feet of this corridor during school hours, including one involving a youth bicyclist and one involving a youth pedestrian.

Corridor Collision Profile

Countermeasure Objectives:

- Improve pedestrian safety
- Make intersections safer for conflicting movements

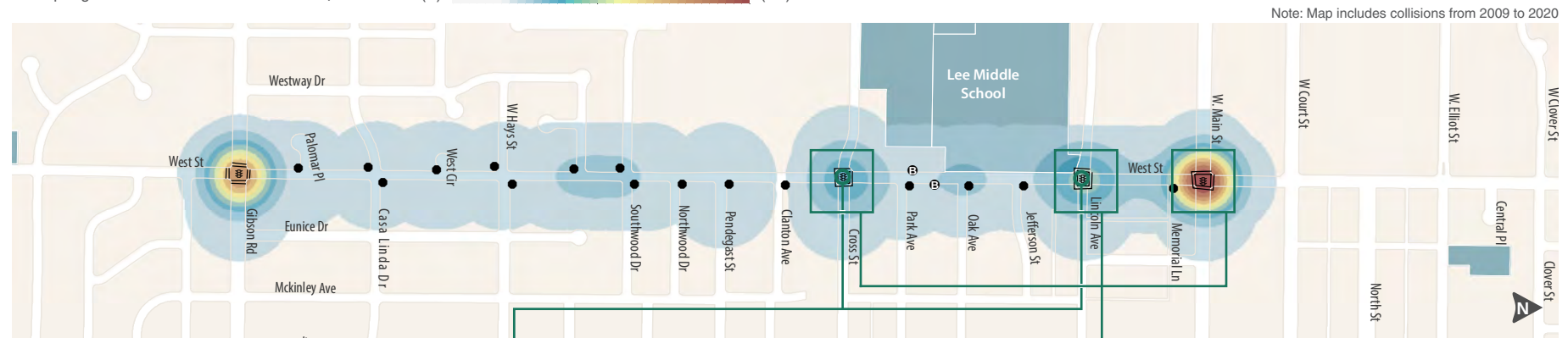
What do we know about these collisions (2009-2020)?



In the Map:

- ⚡ Traffic Signal
- Stop Sign
- = Crosswalk
- Median
- ★ Flashing Beacon
- Ⓚ Bus Stop

Low (1) **COLLISION INTENSITY** High (20)



Countermeasures

The following countermeasures were recently implemented by the City
The City of Woodland narrowed vehicle travel lanes to 10-11 feet and restriped bike lanes on West Street between Main Street and Cross Street in 2013.

Implement pedestrian improvements at West Street/Lincoln Avenue and West Street/Cross Street

Given these intersections' proximity to Lee Middle School, consider special pedestrian settings to increase safety during morning and afternoon school peak hours. Consider providing and evaluate need for extending pedestrian crossing times, pedestrian recall on all phases, advance stop bars, and implementing leading pedestrian intervals.

Red time and/or yellow adjustment at West Street intersections with Main Street, Lincoln Avenue, and Cross Street

About 25% of all the collisions at these three intersections occurred between vehicles that should not be crossing at the same time. Increasing the phase red times in a consistent manner would allow extra time for vehicles to clear intersections. In addition, speed surveys could be completed to establish more appropriate yellow times. For safety reasons, red times should be consistent at all signals in a corridor.

Main Street: West Street to East Street

Main Street from West Street to East Street contains an important part of Woodland's downtown core. The City has made efforts in recent years to address the bicycle- and pedestrian-related collisions on Main

Street, having implemented various safety measures such as sharrows and bulbouts. Countermeasures are outlined below. Between 2009 and 2020, there were 416 collisions, with most primarily caused by

unsafe speed, auto right-of-way violations, or improper turning. There were 89 total injuries from 76 separate incidents, and 4 fatalities (all from pedestrian collisions). About 43% of all collisions were rear-end and about 25% were broadside.

Corridor Collision Profile

Countermeasure Objectives:

- Reduce speeding
- Make intersections safer for conflicting movements
- Improve pedestrian safety

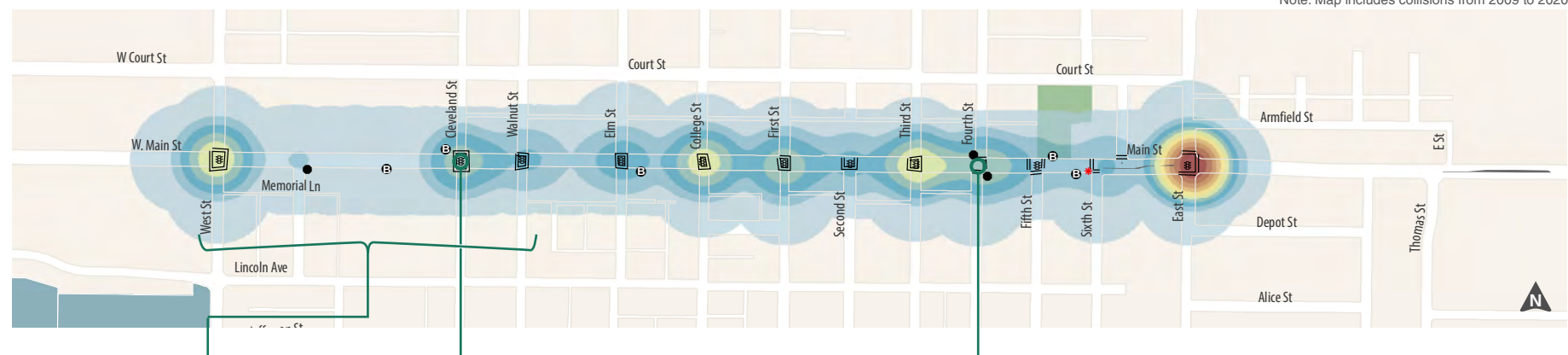
What do we know about these collisions (2009-2020)?



In the Map:

- Traffic Signal
- Stop Sign
- = Crosswalk
- Median
- * Flashing Beacon
- ⊙ Bus Stop

Low (1) **COLLISION INTENSITY** High (20)



Note: Map includes collisions from 2009 to 2020

Countermeasures

Road diet between West St and Walnut St

This would include reducing to a three lane cross-section, with one eastbound lane, one westbound lane, and the existing two-way left-turn lane (TWLTL). In addition, bike lanes would be added on both sides of Main Street, and there would be potential for new on-street parking where appropriate. This road diet countermeasure is further discussed in the next section of the report. In addition, the City's ongoing Main Street Feasibility Study is examining a potential road diet on Main Street east of West Street to Walnut Street.

Red time and/or yellow time adjustment at Cleveland St

Sixteen collisions occurred between vehicles that should not be in the intersection at the same time. The signal infrastructure was upgraded in summer 2016 to include full mast arms and appropriate signal heads. Based on post-improvement signal timings, red time is 0.5 seconds. Consider increasing phase red times to allow extra time for vehicles to clear the intersection. Speed surveys could also be completed to establish more appropriate yellow times. Special consideration should be given to southbound vehicles because of potential corner sight distance issues related to River City Bank's proximity to the roadway. For safety reasons, red times should be consistent at all signals in a corridor.

Realign 4th Street to allow safer turning movements or build a median to restrict through movements and certain turn movements

Seven collisions occurred in which side-street vehicles were trying to access or cross Main Street. Five of these collisions occurred when southbound through vehicles collided with eastbound vehicles.

Add high visibility or textured treatments at Main St crosswalks, along with advance stop bars

This treatment would improve pedestrian safety and potentially aid in reducing unsafe speed collisions. An example of textured treatment in Woodland was implemented by the City at the crosswalks of Main Street/5th Street.

The following countermeasures were implemented by the City in mid-2015. (1) Bulbouts on SE, NW, and NE corners, and sharrows at Main St/Walnut St.; (2) sharrows, textured midblock crosswalk, choker and on-street parking on the north side, and chicane on south side on Main St between Walnut St and Elm St; (3) bulbouts on every corner and a sharrow at Main St/Elm St; (4) bulbout on SE corner of Main St/3rd St and sharrows; (5) bulbouts on SW, SE, and NE corners, sharrows, and an east-leg crosswalk at Main St/4th St; (6) signalization, bulbouts on all corners, sharrows, and textured crosswalks on all legs at Main St/5th St; (7) bulbout on SW quadrant and on north side of Main St west of 6th St (east), textured crosswalk on south leg, sharrows, and pedestrian flashing beacon on new, high-visibility west crosswalk. When looked in the aggregate, the data shows that the average number of collisions at these intersections reduced from 11.7 collisions per year to 11.3 collisions per year after countermeasures were implemented.

The following countermeasure was implemented by the City in late 2017. Leading pedestrian intervals at Main St and St.

Additional countermeasures related to the East Street / Main Street intersection can be found in other corridor collision profiles in this report. The City's Main Street Feasibility Study will examine other countermeasures along the corridor from West St to Walnut St.

Main Street: East Street to I-5 Northbound Off-Ramp

East of East St, Main St transitions from downtown area to a commercial/retail corridor with access to the SR 113 and I-5. From 2009 to 2016, there were 462 collisions, including 111 injuries from 82 separate crashes. Seven of the

injuries were "severe," and there was 1 fatality. Compared to the other corridors, a relatively low percentage of collisions (53%) occurred within 100' of intersections, mainly at Pioneer Avenue, East Street, and the SR 113 southbound

ramps. More than 1/2 of all collisions (55%) were rear-end and 23% were broadside. The leading collisions causes were unsafe speed (44%) and auto right-of-way violations (16%). There were 32 bicycle- or pedestrian-related collisions.

Corridor Collision Profile

Countermeasure Objectives:

- Reduce speeding
- Improve bicycle/pedestrian safety and connectivity
- Make intersections safer

What do we know about these collisions (2009-2016)?



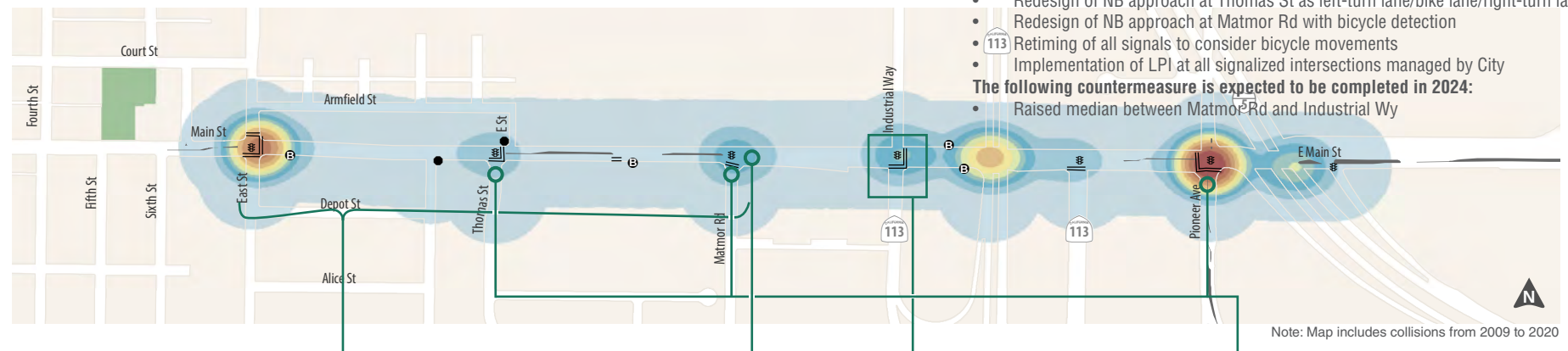
In the Map:

- ⊠ Traffic Signal
- ⊙ Stop Sign
- Crosswalk
- Median
- ★ Flashing Beacon
- ⊕ Bus Stop

Low (1)

COLLISION INTENSITY

High (20)



Note: Map includes collisions from 2009 to 2020

Countermeasures

Add an eastbound bike lane between East St and east of Matmor Rd

The E. Main Street Improvement project will include this bicycle lane. The draft project description also states that a bulbout will be built on the SE corner of Main St/Matmor Rd. This would eliminate the northbound free right-turn movement and acceleration lane, increasing safety for eastbound bicyclists.

Build a lower-stress facility along the north side of Main St through this corridor*

Even with an existing westbound bike lane, 8 bicycle collisions occurred due to wrong-side (contraflow) driving on the eastbound bike lane. Factors creating a higher-stress bike facility on the north side of Main St include:

- A westbound bike-lane gap between the I-5 northbound ramp and Pioneer Ave
- Dirt/gravel space adjacent to the bike lane

Install raised median to prevent westbound left-turn into gas station.

and varying bike lane width

- The westbound bike lane ending 160' before reaching Main Street/East Street
- The E. Main Street Improvement project will help ameliorate these issues by:
- Adding a multi-use, off-road pathway between Matmor Road and Pioneer Avenue on the north side of Main Street
- Closing the westbound bike-lane gap between the I-5 northbound off-ramp and Pioneer Ave. **

Red and/or yellow time adjustment at Industrial Wy/SR 113 SB ramps *

Twelve collisions were between vehicles that should not be in intersections concurrently. Consider increasing phase red times to allow extra time for vehicles to clear intersections. In addition, speed surveys could be completed to establish more appropriate yellow times. For safety reasons, red times should be consistent at all signals in a corridor.

- Continuing the westbound bike lane to the East Street/Main Street intersection stop line **
- Reducing vehicle lane widths, which would require restriping the bike lane. This would lower speeds and encourage use of the bike lane.

** On the westbound approach of this intersection, green paint will be used to highlight the bike-vehicle conflicting area, bike lane, and bike box.

Redesign northbound approaches at Thomas Street, Matmor Road, and Pioneer Avenue to help get bicycles to the north side of the road

At Thomas Street, this would include either a sharrow marking or restriping the northbound approach as 1 left-turn lane, a bike lane, and 1 right-turn lane. At Matmor Road, this would include a bike lane.

Retime all signals to consider bicycle movements *

This would be necessary if the other bicycle improvement recommendations are implemented.

* Caltrans operates and maintains the interchange intersections. All signal timing and roadway modification countermeasures at those intersections would have to be implemented by Caltrans.

43

Pioneer Avenue: Main Street to Gibson Road

From 2009 to 2016, there were 173 collisions on this corridor, resulting in 52 injuries from 36 separate incidents and 1 fatality. About 1/3 of collisions were caused by unsafe speed and another 1/3 by either improper

turning, traffic signals/signs violations, auto right-of-way violations, or wrong side of the road movements. The four major types of collisions were rear-end (43%), broadside (19%), sideswipe (13%), and hit object (13%).

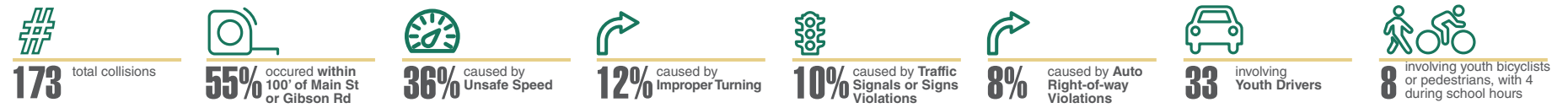
Pioneer is a north-south arterial that is also a primary access road to Pioneer High School. There were 41 collisions involving youth drivers, bicyclists, or pedestrians, with 21 of these happening during school hours.

Corridor Collision Profile

Countermeasure Objectives:

- Increase bicycle safety
- Make intersections safer
- Enhance youth safety

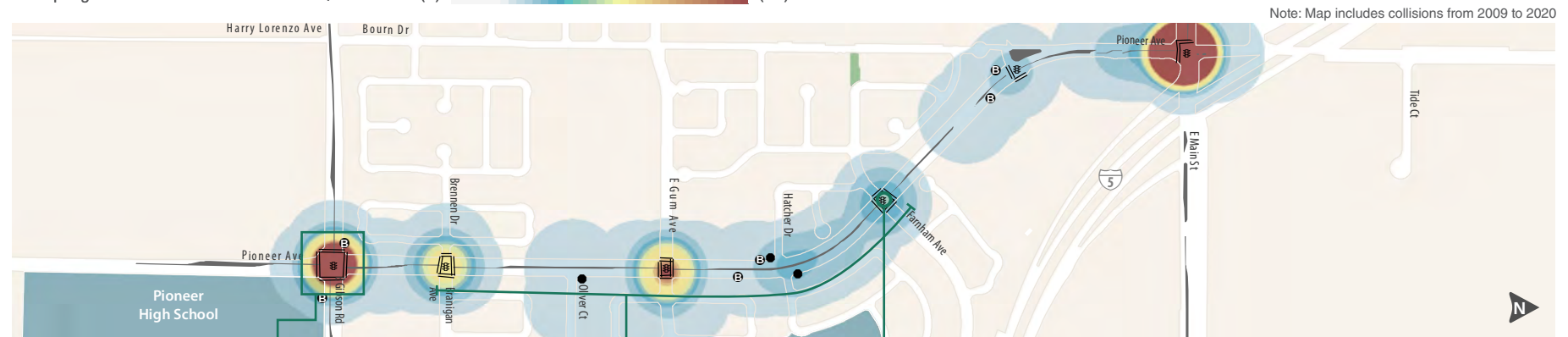
What do we know about these collisions (2009-2016)?



In the Map:

- ⚙ Traffic Signal
- Stop Sign
- = Crosswalk
- Median
- ★ Flashing Beacon
- Ⓚ Bus Stop

Low (1) **COLLISION INTENSITY** High (20)



Countermeasures

Implement pedestrian improvements at Gibson Road/Pioneer Avenue

Given the large number of youth pedestrians crossing this intersection during school peak hours, consider special pedestrian settings to increase safety during these morning and afternoon school peak hours. Consider providing and evaluate need for extending pedestrian crossing times, pedestrian recall on all phases, installing advance stop bars, and implementing leading pedestrian intervals.

Add buffered bike lanes from north of Farnham Avenue to south of Branigan Avenue

This would require lane width reduction of through lanes. Lane width reduction would have the added benefit of reducing vehicle speeds on this portion of Pioneer Avenue.

Red time and/or yellow time adjustment at Pioneer Ave/Farnham Avenue

Three southbound drivers, including 1 bicyclist, collided with eastbound or westbound vehicles. These vehicle movements should not occur at the same time. Consider increasing phase red times to allow extra time for vehicles to clear the intersection. In addition, speed surveys could be completed to establish more appropriate yellow times. For safety reasons, red times should be consistent at all signals in a corridor.

Road Diets

The proposed road diets outlined in the corridor profile pages were analyzed in terms of traffic operations and queuing in order to confirm their suitability. The intersections were analyzed using the Synchro/SimTraffic 9 software and included all signalized intersections along the following roadway segments.

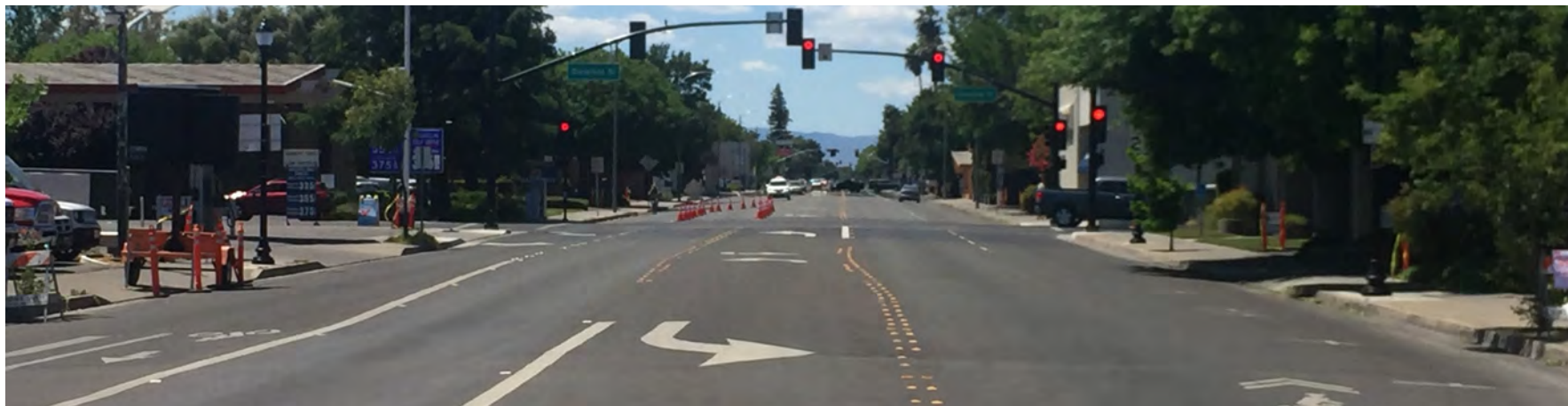
- Main Street from West Street to Walnut Street
- East Street from Beamer Street to Gibson Road
- Gibson Road from Cottonwood Street to East Street (except for Gibson Road/Coloma Way) (completed in 2022)

In addition, due to its proximity to Main Street, the side-street stop controlled intersection at East Street/Court Street was also included in the analysis. Count data collected in 2017 or 2018 were used to establish existing conditions volumes, peak hour factors, heavy vehicle truck percentages, and level of pedestrian and bicycle activity at each of the intersections. Forecasts were prepared for 2027 (with and without the road diets implemented) using the travel demand forecasting model from the Woodland Technology/Research Park (WTRP) project. This model is based on the City of Woodland's General Plan base year model and includes approved land use and transportation network improvements in place by 2027, in addition to the full buildout of the WTRP and full access traffic operations at Gibson Road/

Harry Lorenzo Avenue-Bourn Drive. It does not include cumulative year land use growth. It also does not include 2027 background growth outside the City of Woodland.

The analysis showed that all study intersections would operate acceptably (LOS D or better) and manage queueing under existing and 2027 “without road diet” conditions. It was also shown that all proposed road diets could be accommodated in terms of delay and queueing under both existing and 2027 “with road diet” conditions, provided that certain improvements are in place. The specific findings are summarized by road diet in the following subsections.

A feasibility study for a road diet on Main Street between Walnut Street and East Street was started shortly before this plan was completed in 2022.



Main Street: West Street to Walnut Street

The Main Street road diet would continue the downtown core cross-section with only one eastbound through lane and one westbound through lane. This roadway segment would differ from the downtown core in that it would maintain a two-way left-turn lane (TWLTL) due to higher driveway density.

This road diet would be expected to result in acceptable level of service (LOS) at all Main Street signalized intersections between West Street and Walnut Street, inclusive, under existing and 2027 conditions. This expectation is based on the operations analysis of “with road diet” conditions (existing and 2027). Despite acceptable LOS, the analysis showed

a potential queuing issue at Main Street/West Street. In order to prevent excessive queuing at this intersection under the “with road diet” scenarios, the eastbound left-turn pocket storage length would have to be increased.

East Street: Beamer Street to south of Gibson Road

This portion of East Street is bordered primarily by railroad, industrial, and commercial land use throughout the corridor. The main exceptions are the Casa Del Sol community driveway opposite Cross Street and the County Fair Mall strip south of Gibson Road. A road diet would reduce the cross-section on this portion of East Street to three lanes, including one northbound lane, one southbound lane,

and a TWLTL. This would match East Street south of County Fair Mall by having only one northbound lane and one southbound lane.

East Street under “with road diet” conditions would operate well under the existing and 2027 scenarios south of Main Street. Yet, operations would be challenging between Main Street and Lemen Avenue-North Street. Given the current lane configurations and permitted movements at Court Street, the eastbound right-turn at Court Street would have an average delay of over three minutes and the southbound left-turn at Main Street/East Street would block through traffic and cause a queue upstream to Lemen Avenue-North Street, all during the PM peak hour. Two potential mitigations to these issues are outlined as follows.



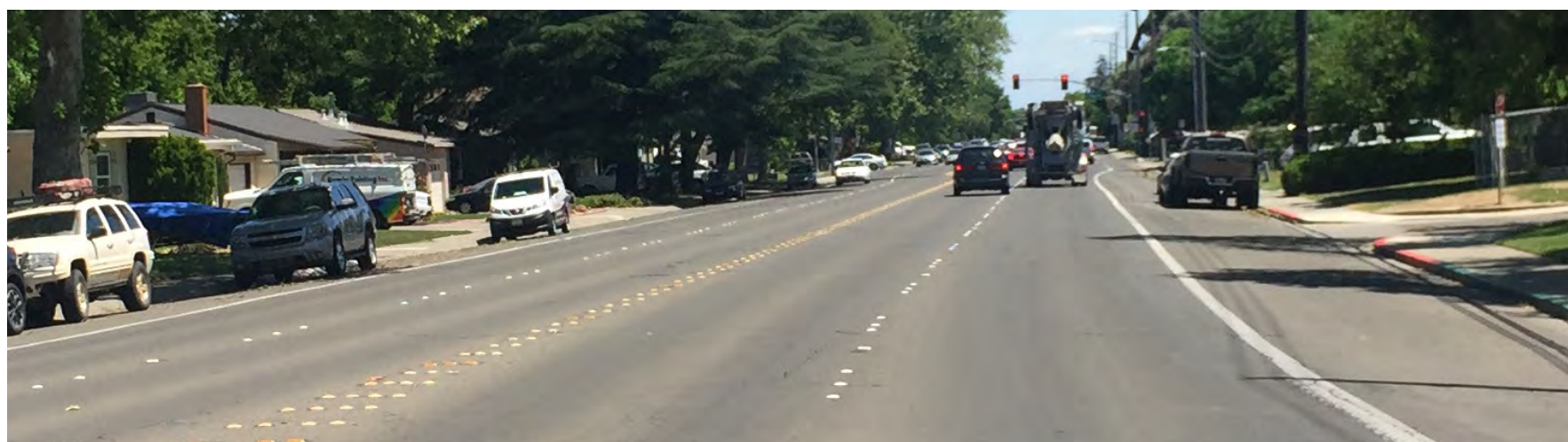
1. Extend the southbound left-turn pocket at East Street/Main Street and add a northbound left-turn pocket at East Street/Court Street. This would result in occasional queues that extend out of those turn pockets and block through traffic.
2. Eliminate the northbound left turn from East Street onto Court Street. This would allow for a longer southbound left-turn pocket at Main Street/East Street and prevent northbound left-turn vehicles from blocking through traffic at East Street/Court Street. The East Street/Court Street intersection would be transformed to right-in/right-out, operate at LOS C during the PM peak hour, and allow for increased safety for vehicular movements when compared to the case where northbound left-turns are permitted.

Gibson Road: Cottonwood Street to East Street (Partially completed 2022)

The Gibson Road road diet countermeasure reduces the cross-section of Gibson Road to three lanes with a TWLTL between Cottonwood Street and East Street. This continues the current cross-section of Gibson Road west of Cottonwood Street. This road diet varies from those on Main Street and East Street in that Gibson Road has mainly residential land use fronting the road. The section from Cottonwood Street to West Street was completed in 2022.

The road diet operations analysis showed that additional eastbound/westbound turn pockets and/or turn pocket storage lengthening were required to provide acceptable LOS

and queuing at Gibson Road/West Street and Gibson Road/College Street. Split timing phasing was shown to be another option at Gibson Road/West Street given the short length of the left-turn pockets on the northbound and southbound approaches. In addition, two westbound and eastbound through lanes were necessary at Gibson Road/East Street to accommodate vehicle demand and prevent queueing to upstream intersections at County Fair Mall and Coloma Way. The westbound through movement merges to one lane west of Gibson Road/East Street while the eastbound movement expands to two through lanes on the eastbound approach at Gibson Road/East Street to provide additional storage for through vehicles.



Countermeasure Options

The 2020 update to the LRSM included three new countermeasures that are appropriate for addressing the safety issues in Woodland:

- Leading pedestrian intervals (LPIs)
- Rectangular rapid flashing beacons (RRFBs)
- Separated bike lanes (separated bikeways)

Additionally, advance stop bars, included in both the previous and 2020 updates to the LRSM, have not previously been used widely in the City but are appropriate for use.

Lastly, the enactment of Assembly Bill 43 into law in 2021 has provided new options for lower speed limit setting.

Leading Pedestrian Intervals

LPIs give pedestrians the opportunity to enter an intersection 3-7 seconds before vehicles are given a green indication. With this head start, pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn left. According to the LRSM, LPIs provide

- increased visibility of crossing pedestrians,
- reduced conflicts between pedestrians and vehicles,
- increased likelihood of motorists yielding to pedestrians, and

- enhanced safety for pedestrians who may be slower to start into the intersection.

Signal controllers made in recent years can accommodate LPIs. Thus, costs can be very low, since only minor signal timing alteration is required.

The City of Woodland has increased its focus on vulnerable pedestrians and has already begun to use LPIs in areas with much pedestrian traffic, such as the intersection of Gibson Road and East Street adjacent to the County Fair Fashion Mall. As of April 2022,

- 16 signals have operating LPIs,
- 24 signals can accommodate LPIs but do not have them programmed, and
- 30 signals require controller upgrades before LPIs can be added to the signal timing.

Of the 30 signals that require upgrades, eight will be upgraded as part of the corridor projects planned for Gibson Road and E. Main Street in 2022.

LPIs have been added as recommended countermeasures at signalized intersections along the priority corridors identified in this plan.

Rectangular Rapid Flashing Beacons

RRFBs include pedestrian-activated flashing lights and signage that enhance the visibility of marked crosswalks and alert motorists to

pedestrian crossings. They use an irregular flash pattern that is similar to emergency flashers on police vehicles. RRFBs may be installed at unsignalized intersections and mid-block pedestrian crossings.

According to the LRSM, RRFBs can enhance safety by increasing driver awareness of potential pedestrian conflicts and reducing crashes between vehicles and pedestrians at unsignalized intersections and mid-block pedestrian crossings. The addition of RRFBs may also increase the safety effectiveness of other treatments, such as crossing warning signs and markings. RRFBs are a lower cost alternative to traffic signals and pedestrian hybrid beacons.

The City of Woodland recently installed its first RRFBs at the intersections of Gibson Road and California Street as part of the safety improvements along the Gibson Road corridor. RRFBs have also been installed at the intersection of Main Street and Matmor Road and other locations in the City. The City is also planning to upgrade some yellow flashing beacons near schools to RRFBs, which can be more easily seen in lighting conditions at sunrise and sunset.

Separated Bike Lanes

Separated bike lanes, also known as Class IV separated bikeways or cycle tracks, use vertical elements to create a separation between bike lanes and vehicle lanes. Separation types range from simple,

painted buffers and flexible delineators, to more substantial separation measures including raised curbs, grade separation, bollards, planters, and parking lanes. These options range in feasibility due to roadway characteristics, available space, and cost. In some cases, it may be possible to provide additional space in areas where pedestrian and bicyclists may interact, such as the parking buffer, or loading zones, or extra bike lane width for cyclists to pass one another.

Separated bike lanes provide increased safety and comfort for bicyclists beyond conventional bicycle lanes. By separating bicyclists from motor traffic, “protected” or physically separated bike lanes can offer a higher level of comfort and are attractive to a wider spectrum of the public.

The City of Woodland does not have any separated bike lanes at the time of the completion of this plan (2022). The FHWA Bikeway Selection Guide provides a useful framework for determining when to use separated bike lanes, as well as other types of bicycle facilities. Separated bikeways will be considered as the corridor improvements in this plan are further developed.

Advance Stop Bars

An advanced stop bar is a horizontal stripe painted ahead of the crosswalk at stop signs and signals to indicate where drivers should stop. An advanced stop bar improves safety by reducing instances of vehicles encroaching

on the crosswalk. They reduce pedestrian and bicyclist collisions and may reduce right-of-way violations. Creating a wider stop bar or setting the stop bar further back may be appropriate for locations with known crosswalk encroachment issues.

New Options for Speed Limit Setting

Assembly Bill 43, signed into law in October 2021, allows local governments to lower speed limits on roads in business and residential areas and other stretches identified as safety corridors without following the 85th percentile

rule. Under the 85th percentile standard set by Caltrans, before any speed limit is set or altered, a speed survey must be conducted to determine the speed at which 85 percent of cars there travel. That speed, rounded to the nearest five mph, is set as the speed limit. The AB43 law allows city governments to drop speed limits by five miles per hour and to set limits of 20 to 25 mph in business districts.

As Caltrans incorporates this new law into its guidance, the City should evaluate updates to its speed limit setting processes.



HIGHEST OCCURRING CRASH TYPES AND COUNTERMEASURES

The collision landscape and high-risk corridor/intersections analyses brought several systemic issues to the surface. The major crash types identified through these analyses were rear-end and broadside collisions. In addition, bicyclist-specific wrong way riding collisions occurred on several corridors. With these prevalent crash types identified, systemic countermeasures were then identified to reduce crash type frequencies.

Rear-end collisions often paired with unsafe speed in the data. Between 2009 and 2016, there were 1,312 rear-end collisions and unsafe speed was the cause for 832 (63%) of them. In the same analysis period, there were 983 “unsafe speed” collisions, meaning that 85% of them resulted in rear-end crashes. In total, unsafe-speed rear-end collisions resulted in 185 injuries, including 5 severe injuries. Collisions due to unsafe speeds can be seen in Figure 10, which shows that hot spots are evident on several arterials and collectors. In order to address this systemic issue, the following countermeasures are recommended.

- Implement road diets where appropriate. Road diets have been shown to reduce vehicle speed differential and would allow more of the roadway to be dedicated to other users.
- Implement lane width reduction where appropriate. Lane width reductions could be used to reduce speed and would be a good alternative to road diets on corridors with high traffic volumes where

dieting would cause significant operations degradation or queuing.

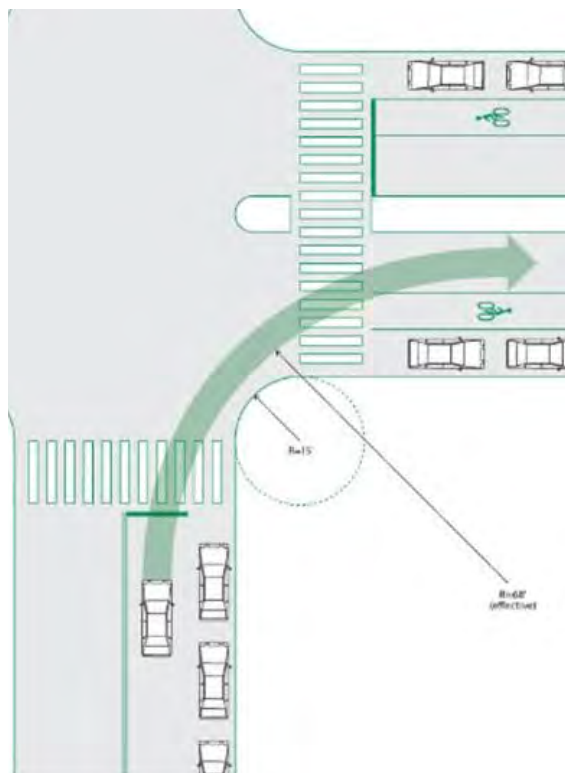
Broadside collisions often occurred at intersections, where vehicles traveling in different directions collided with each other. Based on the Crossroads data received from the City, there were 1,140 broadside collisions between 2009 and 2016. Of these, 47% were caused by auto right-of-way violations, 26% by traffic signals/signs violations, and 10% by improper turning. The collisions due to these 3 turning-related causes can be seen in Figure 11, which shows that turning-related crashes occurred throughout the City's roadway network. Various countermeasures that should be considered to address this systemic issue are as follows.

- Evaluate appropriateness of protected left-turn or split phasing at hotspots. A common theme in the high-risk corridors/intersections analysis was the presence of several collisions at a given intersection brought about by the dynamics of permitted left-turns. Protecting left-turns could help eliminate many of these collisions. Left-turn protection could happen via separate left-turn phases (which would require left-turn pockets and potentially longer pedestrian crossing distances) or split phasing. Both protected left-turn and split phasing would increase intersection delay compared to permitted left-turn phasing.

- Evaluate red time and yellow time on City corridors. Another major theme from the high-risk corridors/intersections analysis was the presence of several collisions at a given signalized intersection involving vehicles that should not have been in the intersection at the same time. Red times and yellow times should combine to provide safe transitions between different phases. Appropriate yellow times are typically determined via speed survey analysis. Red times should be consistent throughout a corridor, as drivers may incorrectly assume red time at a given intersection based on an experience at another signalized intersection nearby.
- Evaluate converting side-street stop control to all-way stop control or roundabout at appropriate intersections. If appropriate in a given roadway's context, conversion to all-way stop control or roundabout could reduce the number of turning-related collisions by forcing all vehicles to either stop or slow down. This could be especially beneficial on collector streets where vehicles cross multiple side-street stop intersections without having to stop. Examples of such collectors could include El Dorado Drive or Cross Street.

An additional countermeasure that could be pertinent to both unsafe-speed rear-end collisions and broadside collisions is described as follows.

- Design (or re-design) corner curve radii with consideration of “effective” turning radius. While corner radius is based on intersection geometry, effective turn radius takes into account on-street parking, bicycle lanes, and other factors. This is illustrated in the figure from NACTO’s Urban Street Design Guide (2013) to the left. Although the radius shown was designed to be 15 feet, a northbound car is still able to make a right-turn on an



effective radius of 68 feet. Though the corner radius is small, the car would be able to make a right-turn at a potentially unsafe speed. At appropriate locations in Woodland, safety could be improved by designing or re-designing corners so that effective turning radius is minimized. The Urban Street Design Guide should be referenced for more detailed information.

Bicyclists in the City of Woodland were involved in 42 wrong way driving collisions during the analysis years. Wrong way driving occurs when bicycles are riding against the flow of traffic, whether in automobile or bicycle lanes. Of the 42 collisions, bicyclists were at fault (wrong way riding) 40 times. Wrong way riding collisions occurred chiefly on Main Street (50%), but also throughout the City, including on Pioneer Avenue, Gibson Road, East Street, Lincoln Avenue, California Street, etc. There were 26 injuries in total, including one severe injury, resulting from wrong way bicycle riding. Potential countermeasures to address this systemic issue, are outlined as follows.

- Provide sharrow markings. Where appropriate, sharrow road markings may discourage wrong way bicyclists. A research report for the City of San Francisco’s Department of Parking and Traffic (Alta Planning + Design, 2004) indicated that sharrows reduced the number of wrong-way bicycle riders by 80%.
- Install bicycle wrong way signs in areas with highest incidences of wrong-way riding. These signs can be used to reinforce riding in the correct direction, but should be used selectively to maintain rider attention and effectiveness on behavior.
- Provide equally attractive bicycle facilities on both sides of the road. On some corridors, such as roads around the City periphery, the quality of bike facilities varies from one side of the road to the other. If one side is far more convenient or attractive than the other, then it will induce wrong way riding.
- Adult education. Safety strides can be made through educating the public on safety issues incurred by wrong way bicycle riding. Education can take various forms and could be administered by the city, community college, police department, or local bicycle education/advocacy groups, such as The Bike Campaign.
- School education. Youth bicyclists can be better educated in the public school system. An emphasis can be made to include wrong way bicycle riding as part of other general school assemblies. The police department or bike advocacy groups could participate in such occasions.

VIABLE PROJECT SCOPES AND PRIORITIZED LIST OF SAFETY PROJECTS

The proposed countermeasures presented for the ten high-risk corridors in the City of Woodland have potential to increase safety and reduce collision frequency or severity. In order to aid the City of Woodland in prioritizing future safety projects, a benefit-cost analysis was completed for the ten corridors. The analysis was performed using the Highway Safety Improvement Program (HSIP) Analyzer, a PDF-based software developed by Caltrans that evaluates the benefit to cost ratio (BCR) of countermeasures for safety enhancement projects. The tool has four major sections.

Section I consists of construction cost estimate and a cost breakdown of three countermeasures for a project. It also recognizes countermeasures that are not eligible to be used in project benefit calculation, and notes progress between the 2020 SSAR analysis and the creation of this LRSP. Section II provides the cost estimate for the entire project including “soft” costs such as plan, specification, and estimate (PS&E); environmental; construction engineering; etc. Maximum HSIP funding to be requested can also be calculated here using the input from Section I. The following cost assumptions were made when populating the first two sections.

- Contingencies, mobilization, and miscellaneous items were assumed to be 40% of the total construction cost.
- Environmental cost is assumed to be an additional cost equal to 5% of total construction costs.
- PS&E cost is assumed to be an additional cost equal to 10% of total construction costs.

- Construction management/engineering cost is assumed to be an additional cost equal to 15% of total construction costs.

Section III consists of countermeasure information, such as location and crash data. The list of potential countermeasures that could be analyzed was determined by the location types, which include S (signalized intersections), NS (non-signalized intersections) and R (roadways).

Countermeasures for each corridor were divided into multiple groups depending on location in the corridor and the applicable control type. For the top five corridors, crash data spanning from January 1, 2016 to December 31, 2020 (for the other five corridors January 1, 2012 to December 31, 2016) was entered for each group. The specific crash data used depended on the countermeasures themselves. Per guidance from the HSIP Analyzer manual, the following criteria was used to select appropriate crash data.

- For pedestrian enhancements, only pedestrian and bicycle crashes were considered.
- For intersection enhancements, only crashes within 250 feet of the intersection were considered.
- For roadway segments, only crashes within the influence area were considered. Influence area was generally assumed to be within 100 feet.

The final section of the PDF tool displayed the resulting total cost, total expected benefit, and

BCR for individual countermeasures (up to three per corridor) and for each corridor as a whole (based on the three countermeasures). The full set of inputs and results can be found in a stand-alone document provided to the City.

The following table presents the BCR results by corridor, as well as an indication of community priority based on feedback from the public. The table is color-coded with Figure 15, which assigns a color to each of the ten corridors. The table also presents collision severity by corridor, top collision causes, top collision types, and the countermeasures used in the BCR analysis for each corridor.

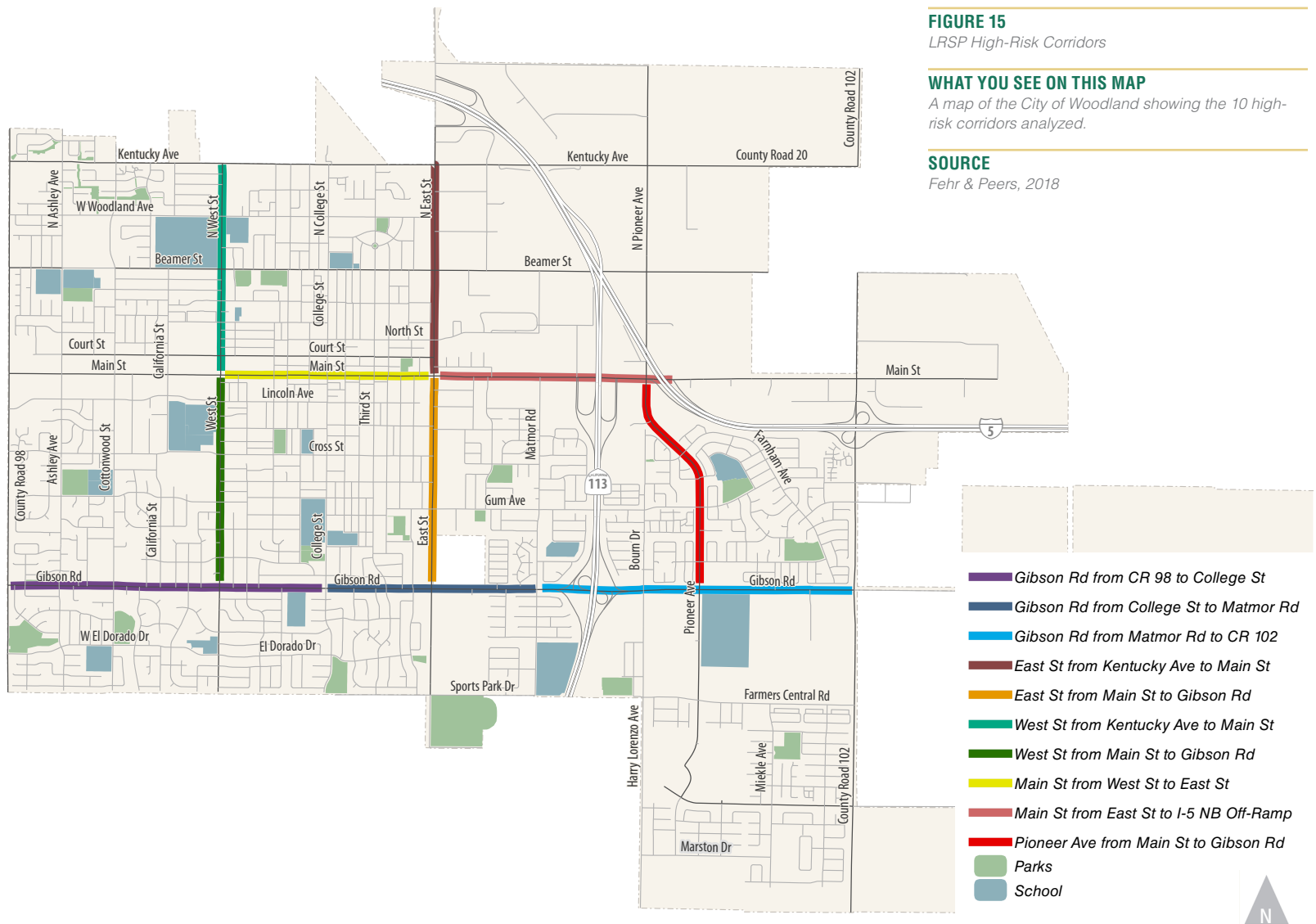
The collision severity values shown in the BCR table are the corridor crash rates, measured in collisions per 100 million vehicle-miles traveled. Based on the original SSAR analysis, for the ten study corridors, these rates vary from about 221 to 647, with an average of 436. The city-wide average crash rate is about 177 collisions per 100 million vehicle-miles traveled, indicating that the ten corridors' crash rates are between 25% and 366% higher than the city-wide average. Figure 16 displays a visual representation of the corridor crash rates for the ten high-risk corridors and provides a 1-through-10 ranking, with the 1 indicating the highest crash rate. In addition, Figure 16 also graphically displays intersection collision rates for the intersections along the 10 corridors for which data was available. The figure shows that the intersections of Court Street/ East Street, West Street/Beamer Street, and East Street/Gum Avenue have the highest intersection crash rates, measured in number of collisions per million entering vehicles.

Table 3: LRSP High-Risk Corridors

Color Code	Corridor	Top Collision Causes ¹	Top Collision Types ¹	Collision Severity ²	Project	Countermeasures (HSIP Code, Crash Reduction Factor)	Overall BCR	Community Priority
	Gibson Road: County Road 98 to College Street	- Unsafe Speed - Auto Right-Of-Way Violation - Traffic Signal/Sign Violation	- Broadside - Rear-End - Sideswipe	220.81	- Provide a marked crosswalk on the east leg of Gibson Rd/County Road 98 (estimated completion 2023)	Install pedestrian crossing at uncontrolled location (NS20PB, 0.25 CRF)	1.11	High
					- Road diet between west of Cottonwood Street and College Street (initially will be road diet from County Road 98 to West Street and lane width reduction only from West Street to College Street, estimated completion 2023)	Road diet (reduce travel lanes, and add a two-way left-turn lane and bike lanes) (R14, 0.3 CRF)		
					- Signal timing modifications at Gibson/Cottonwood (estimated completion 2023)	Improve signal timing (S03, 0.15 CRF)		
					- LPI at Gibson/Cottonwood (estimated completion 2023)	Implement LPI (S21PB, 0.6 CRF) (See note 4)		
	Gibson Road: College Street to Matmor Road	- Unsafe Speed - Traffic Signal/Sign Violation - Improper Turning	- Rear-End - Broadside - Sideswipe	249.43	- Signal timing modifications at all signalized intersections (estimated completion 2023)	Improve signal timing (S03, 0.15 CRF)	6.17	Medium
					- LPI at all signalized intersections (estimated completion 2023)	Implement LPI (S21PB, 0.6 CRF) (See note 4)		
					- Road diet between College Street and East Street (initially will be lane width reduction only, estimated completion 2023)	Road diet (reduce travel lanes, and add a two-way left-turn lane and bike lanes) (R14, 0.3 CRF)		
	Gibson Road: Matmor Road to County Road 102	- Unsafe Speed - Traffic Signal/Sign Violation - Improper Turning	- Rear-End - Broadside - Sideswipe	220.87	- Implement pedestrian improvements at Gibson Road/Pioneer Avenue.	Improve signal timing (S3, 0.15 CRF)	7.54	High
					- Make red time and/or yellow time adjustments at all intersections			
					- LPI at all signalized intersections	Implement LPI (S21PB, 0.6 CRF) (See note 4)		
					- Lane width reduction and bike buffer between SR 113 NB ramp intersection and County Road 102	Install bike lanes (R32PB, 0.35 CRF)		
					- Square up (tighten turning radii) SR 113 ramp terminal intersections at Gibson Road ³	See note 3		

Color Code	Corridor	Top Collision Causes ¹	Top Collision Types ¹	Collision Severity ²	Project	Countermeasures (HSIP Code, Crash Reduction Factor)	Overall BCR	Community Priority
	East Street: Kentucky Avenue to Main Street	- Auto Right-Of-Way Violation - Unsafe Speed - Traffic Signal/Sign Violation	- Broadside - Rear-End - Sideswipe	467.29	- Red time and/or yellow time adjustment at all signalized intersections	Improve signal timing (03, 0.15 CRF)	32.98	Low
					- Implement LPI at all signalized intersections	Implement LPI (S21PB, 0.6 CRF) (See note 4)		
					- Road diet between Main Street and Beamer Street	Road diet (reduce travel lanes, and add a two-way left-turn lane and bike lanes) (R14, 0.3 CRF)		
					- Raised median at East Street/Court Street	Install raised median (R08, 0.25 CRF)		
	East Street: Main Street to Gibson Road	- Unsafe Speed - Auto Right-Of-Way Violation - Traffic Signal/Sign Violation	- Rear-End - Broadside - Hit Object	551.51	- Red time and/or yellow adjustment at East Street/Gum Avenue and East Street/Gibson Road	Improve signal timing (S03, 0.15 CRF)	2.36	Low
					- Implement LPI at all signalized intersections	Implement LPI (S21PB, 0.6 CRF) (See note 4)		
					- Road diet between Main Street and south of Gibson Road	Road diet (reduce travel lanes, and add a two-way left-turn lane and bike lanes) (R14, 0.3 CRF)		
					- Lighting between Depot Street and Pendegast Street	Add segment lighting (R01, 0.35 CRF)		
	West Street: Kentucky Avenue to Main Street	- Unsafe Speed - Auto Right-Of-Way Violation - Improper Turning	- Rear-End - Broadside - Head-On, Sideswipe	616.00	- Implement pedestrian improvements at West Street/Beamer Street	Improve signal timing (S03, 0.15 CRF)	7.22	Low
					- Make red time and/or yellow time adjustments at West Street/Woodland Avenue, West Street/Beamer Street, West Street/Court Street, and West Street/Main Street			
					- Implement LPI at all signalized intersections	Implement LPI (S21PB, 0.6 CRF) (See note 4)		
	West Street: Main Street to Gibson Road	- Unsafe Speed - Traffic Signal/Sign Violation - Auto Right-Of-Way Violation	- Rear-End - Broadside - Sideswipe	322.41	- Add left-turn lane and protected left-turn phase at West Street/Beamer Street and West Street/Woodland Avenue. This would require new signal poles and mast arms.	Install left-turn lane and add turn phase (S06, 0.55 CRF)	13.54	Low
					- Implement pedestrian improvements at West Street/Lincoln Avenue and West Street/Cross Street	Improve signal timing (S03, 0.15 CRF)		
					- Make red time and/or yellow time adjustments at West Street/Main Street, West Street/Lincoln Avenue, and West Street/Cross Street			
					- Implement LPI at all signalized intersections	Implement LPI (S21PB, 0.6 CRF) (See note 4)		

Color Code	Corridor	Top Collision Causes ¹	Top Collision Types ¹	Collision Severity ²	Project	Countermeasures (HSIP Code, Crash Reduction Factor)	Overall BCR	Community Priority
	Main Street: West Street to East Street	- Unsafe Speed - Auto Right-Of-Way Violation - Traffic Signal/Sign Violation	- Rear-End - Broadside - Sideswipe	647.32	- Install raised median at 4th Street	Install raised median (R08, 0.35 CRF)	6.01	High
					- Road diet between West Street and Walnut Street	Road diet (reduce travel lanes, and add a two-way left-turn lane and bike lanes) (R14, 0.3 CRF)		
					- Add high visibility crosswalks/textured treatments at Main Street signalized intersections, and include advanced stop bars	Install advance stop bar before crosswalk (Bicycle Box) (S20PB, 0.15 CRF)		
					- Implement LPI at all signalized intersections	Implement LPI (S21PB, 0.6 CRF) (See note 4)		
	Main Street: East Street to I-5 NB Off-Ramp	- Unsafe Speed - Auto Right-Of-Way Violation - Traffic Signal/Sign Violation	- Rear-End - Broadside - Sideswipe	547.93	- Install raised median at Main Street/ Matmor Road (will be from Matmor Road to Industrial Way, estimated completion 2024 with parcel development)	Install raised median (R08, 0.25 CRF)	2.62	Medium
					- Add eastbound bike lanes between East Street and Matmor Road - Redesign northbound approaches at Thomas Street, Matmor Road and Pioneer Avenue (completed 2022)	Install bike lanes (R32PB, 0.35 CRF)		
					- Retime signals at Main/East, Main/Thomas, Main/Matmor, and Main/Pioneer to consider bicycle movement (completed 2022)	Improve signal timing (S03, 0.15 CRF)		
					- Implement LPI at all signalized intersections (completed 2022)	Implement LPI (S21PB, 0.6 CRF) (See note 4)		
	Pioneer Avenue: Main Street to Gibson Avenue	- Unsafe Speed - Improper Turning - Traffic Signal/Sign Violation	- Rear-End - Broadside - Hit Object, Sideswipe	522.65	- Implement pedestrian improvements at Pioneer Avenue/Gibson Road - Make red time and/or yellow time adjustments at Pioneer Avenue/ Farnham Avenue	Improve signal timing (S03, 0.15 CRF)	13.97	Medium
					- Implement LPI at all signalized intersections	Implement LPI (S21PB, 0.6 CRF) (See note 4)		
					- Lane width reduction and buffered bike lane from north of Farnham Avenue to south of Branigan Avenue-Brennen Drive	Install bike lanes (R362PB 0.35 CRF)		
Notes: ¹ Listed in descending order. ² Collisions per 100 million vehicle-miles traveled. ³ The benefit-cost ratio calculations for this improvement are not included because this project would lie within Caltrans right-of-way. ⁴ Added as countermeasure in 2022, not included in BCR calculation.								







IMPLEMENTATION

Implementation of the LRSP is a vital step in the process of executing identified strategies and projects. Partnerships, trust, funding, and coordination need to be managed proactively to implement programs and projects successfully. Successful implementation requires continuous coordinated support from key stakeholders, elected officials, and City staff.

Vision

The City of Woodland has a vision to eliminate fatalities and serious injuries on its roadways by 2050. Caltrans, which is responsible for I-5 and SR 113 as they pass through the city, has a similar vision with the same target year (described in Director's Policy DP-36, dated February 15, 2022). This vision will be used to determine and prioritize future safety actions.

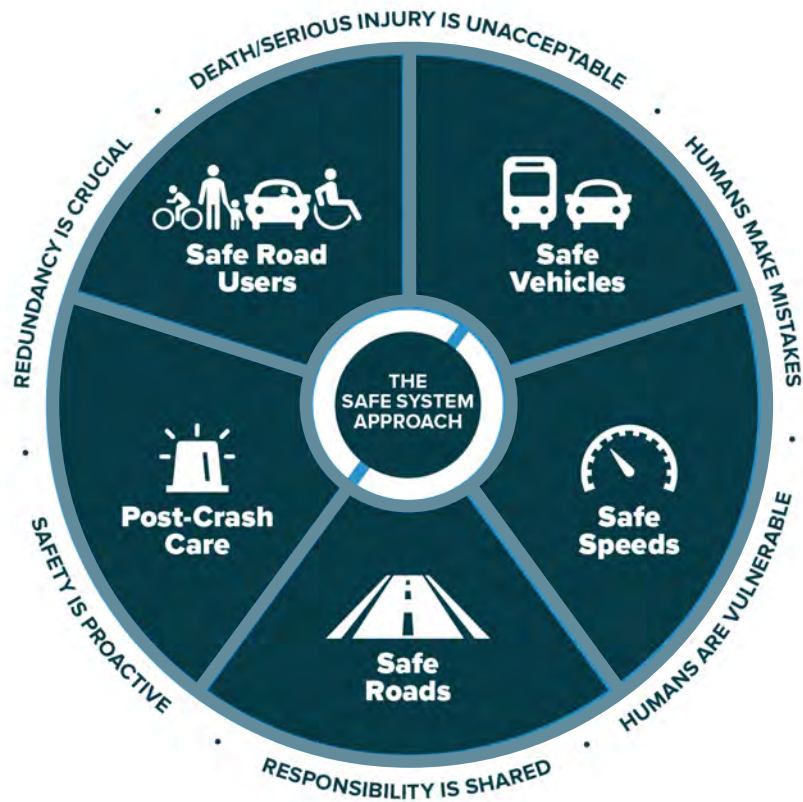
This vision, and the overall goals and strategies for this plan, are based upon the Safe System approach. The Safe System approach acknowledges that humans make mistakes, but seeks to ensure that those mistakes do not result in serious injuries for any road user. Knowing that the human body is vulnerable, it seeks to limit the kinetic energy transferred in a crash to a level a body can withstand when designing and operating a transportation network.

The Safe System approach incorporates five elements of a safe transportation system – safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. This approach means that responsibility for road safety is not born solely by road users. While road users are responsible for their own behavior and abiding by laws and regulations, safety is a shared responsibility with those who design, operate, and maintain the transportation network, including the automotive industry, law enforcement, elected officials, and government bodies.

Oversight & Accountability

This plan was developed with input and oversight from a team of stakeholders in Woodland traffic safety. The stakeholders that helped develop this LRSP in 2022 included:

- City Council Infrastructure Subcommittee
- Public Works staff



The Safe System Approach

Source: Fehr & Peers for FHWA

- Community Development Department Staff
- City Manager
- Woodland Police Community Relations Commander
- Woodland Fire Department Chief
- Representatives from Bike Campaign and Outta Sight (advocates for the visually impaired)

This group reviewed and supported the overall objectives of the plan, and provided input to its development. They also reviewed the draft plan prior to release.

To ensure effective delivery of safety projects and programs, it is recommended that this group continue as an oversight committee to meet biannually, evaluate collision data regularly, and report results to the City Council and the public.

The Woodland City Council Infrastructure Subcommittee will be a core part of this team, along with public works and community development staff. The oversight committee may add or change members as the plan is implemented and evolves. Other potential members include but are not limited to Caltrans, California Highway Patrol, public health, and local schools. Routine collaboration between stakeholders and partners will ensure that City-led engineering countermeasures are supported by coordinated enforcement, education, and engagement programs.

Coordination, communication, and partnership among the committee members will be essential for effective project delivery. Duties and strategies include:

- Sharing safety information, progress toward goals, and key milestones on a regular bases through briefings and presentations and public-facing scorecards and reports;
- Consulting partner agencies early on in the implementation process to gather suggestions and feedback; and
- Finding opportunities for partnership via project bundling (e.g., integrating countermeasures identified in the LRSP with pavement resurfacing and maintenance projects, future Caltrans projects, or transportation improvements constructed with development projects).

Continued communication and transparency with stakeholders and community members can allow for greater trust and support of the LRSP goals. Strategies include:

- Communication across diverse channels (e.g., updated web page, news, and social media);
- Actively addressing community concerns;
- Publishing regularly updated fact sheets on plan progress; and
- Hosting regular public meetings using effective community engagement techniques.

Development and Design Standards

The City should review development applications for safety impacts and funding opportunities and assess design standards and new project designs for kinetic energy and conflict risk. Transportation impact study guidelines could be developed for the City that includes safety impacts (along with vehicle miles traveled, LOS, and other standards).

The City's development and design standards should incorporate safety measures where appropriate and provide clear direction as to when safety measures should be required with future projects. A review and update may consider features including, but not limited to, roadway and intersection lighting, sidewalks and/or wide shoulders, and site access management. Many improvements, for example roadway restriping, may be included as roadway infrastructure projects are completed, either with development projects or as standalone infrastructure projects.

The City may also develop policy and procedures to facilitate needed trade-off approaches for vulnerable road user safety (for example, level of service vs. pedestrian access and delay).

Construction

Priority projects may be implemented in coordination with other projects proposed for the City's Capital Improvement Plan. Projects may also be implemented during routine maintenance, such as repaving. For the priority projects, the City will actively seek funding to achieve implementation in the next five years. Other projects will be addressed and reevaluated with LRSP updates in five to ten years. The City may also consider quick build implementation for high priority projects while funding is secured or to conduct public outreach before permanent implementation.

Evaluation

Ongoing evaluation provides an opportunity for the City to understand its progress towards achieving its safety goals and then reprioritize those goals as new areas of concern arise. Updates could be made to the oversight committee discussed above. Recommendations for evaluating implementation of the LRSP include:

SAFETY SCORECARD

Regular measurement of goal progress in reducing emphasis area collision types should be performed at least annually. Safety scorecards can be a powerful tool for measuring effectiveness, highlighting areas that need further attention and resources, and

identifying tasks and deadlines for responsible stakeholder parties. A scorecard may include:

- Collision statistics, maps, trends, and analysis conclusions
- The number of safety infrastructure improvements completed
- Before/after analysis of safety improvements
- Public engagement, safety complaints, and response to non-infrastructure countermeasures
- Data on speeds
- Data on near misses

MONITORING

The City may consider use of new technologies to monitor before and after performance or proactively identify hot spots. Technologies are now available to assess near misses and incidences of hard braking from vendors including Street Simplified, Transoft, and WeJo. The City may also measure prevailing vs. target speeds and use the greater flexibility permitted by AB 43 to adjust speed limits.

CONTINUED COMMUNITY ENGAGEMENT

The City may consider conducting pre- and post-implementation surveys with community members to measure how their actions and views have shifted after engagement about traffic safety. Local partners can help

disseminate pre- and post-project surveys to residents. Surveys should evaluate whether respondents express a shift in behavior and attitude after participating in traffic safety programming. The metrics for evaluation can be developed in partnership with local partners to ensure accessibility for the public.

FUTURE LRSP UPDATES

As projects are completed and their results are tracked, and as the City grows and evolves, safety needs and priorities will also change. Periodic updates to the LRSP, approximately every five years, will ensure that the plan continues to serve the City.

Funding

Funding is often a hurdle to implementation of safety projects. The committee or task force or City staff should frequently review the list of current capital improvement projects to determine which LRSP projects could overlap for possible project bundling.

City staff should also monitor and seek grant opportunities and regularly submit applications for competitive projects and secure local funds for safety improvements whenever possible. Potential local, state, and federal funding sources are discussed in the following sections.

State and Federal Funding Sources

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The HSIP is a core federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP is allotted funding via Fixing America's Surface Transportation (FAST) Act; each state is apportioned a lump sum, which is then divided among apportioned programs. Caltrans administers this program in California.

SENATE BILL (SB) 1 FUNDING

California SB 1, also known as the Road Repair and Accountability Act of 2017, is a landmark transportation investment to rebuild California by fixing neighborhood streets, freeways, and bridges in communities across California and target funding toward transit and congested trade and commute corridor improvements. The largest portion of SB 1 funding goes to California's

State-maintained transportation infrastructure. With this funding, Caltrans has a goal of repairing or replacing 17,000 miles of pavement in 10 years, spending \$250 million annually for congestion solutions and over \$700 million for better transit commutes and supporting freight improvements. The other portion of SB 1 funding will go to local roads, transit agencies, and expanding the state's

pedestrian and cycle routes. SB 1 funds various grants:

- Local Streets and Roads Program (LSRP) – SB 1 has dedicated funds appointed by the State Controller to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on local streets and roads. Cities and counties must submit a proposed project list adopted at a regular meeting by their council or board that is then submitted to the California Transportation Commission. Once reviewed and adopted by the Commission, eligible cities and counties receive funding from the Controller. An Annual Project Expenditure Report is sent to the Commission to maintain transparency regarding program funding received and expended.
- Local Partnership Program (LPP) – The LPP's purpose is to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with funding from the Road Maintenance and Rehabilitation Account for aging infrastructure, road conditions, active transportation, and health and safety benefits projects. LPP funds are distributed through a 50 percent statewide competitive component and a 50 percent formulaic component. Both programs are eligible to jurisdictions with voter approved taxes, tolls, and fees dedicated solely to transportation and the competitive program. LPP also provides the opportunity for local governments to

partner with Caltrans for enhancements on State facilities.

ACTIVE TRANSPORTATION PROGRAM (ATP)

The goals of the ATP include increasing the proportion of trips accomplished by walking and biking, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve greenhouse gas reduction goals, enhancing public health, and providing a broad spectrum of projects to benefit many types of users, including disadvantaged communities. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS), into a single program with a focus to make California a national leader in active transportation. Cycle 6, the 2022 ATP Call for Projects, has funding of approximately \$650 million made up of federal, SB 1, and State Highway Account funds.

CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANTS

The Sustainable Transportation Planning Grants include two parts:

- Sustainable Communities Grants are intended to encourage local and regional planning goals and best practices cited in the Regional Transportation Plan Guidelines.

- Strategic Partnership Grants are intended to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans.

This process has been announced for Fiscal Year 2023-24, and applications will be due in October 2022. Grant announcements are anticipated in Spring 2023.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The STIP is a five-year capital improvement program that is updated by the California Transportation Commission every two years. It is funded with revenues from the Transportation Investment Fund and other sources.

REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANTS

The U.S. Department of Transportation (DOT) is committed to creating high-quality jobs, improving safety, protecting our environment, and generating equitable economic opportunity for all Americans with RAISE grants. Projects will be evaluated based on merit criteria that includes safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. RAISE grants are one of the few DOT discretionary programs for which regional and local

governments can directly compete for multimodal transportation funding.

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM (AHSC)

The AHSC Program, administered by the Strategic Growth Council and implemented by the Department of Housing and Community Development (HCD), funds land use, housing, transportation, and land preservation projects to support infill and compact development that reduces greenhouse gas (GHG) emissions.

This program assists project areas by providing grants, loans, or any combination thereof that will achieve GHG emission reductions and benefit disadvantaged communities, low-income communities, and low-income households through increased accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation. This program results in fewer vehicle miles traveled through shortened or reduced trip lengths or mode shifts from single occupancy vehicles to use of transit, bicycling, or walking. The project areas this funding is geared toward are transit-oriented development (TOD) project areas, integrated connectivity project (ICP) areas, or rural innovation project areas (RIPA).

CALIFORNIA OFFICE OF TRAFFIC SAFETY (OTS) GRANT PROGRAMS

OTS administers traffic safety grants in the following areas: alcohol impaired driving,

distracted driving, drug-impaired driving, emergency medical services, motorcycle safety, occupant protection, pedestrian and bicycle safety, police traffic services, public relations, advertising, and roadway safety and traffic records.

TRANSFORMATIVE CLIMATE COMMUNITIES (TCC) PROGRAM

The TCC Program funds community-led development and infrastructure projects that strive to make major advances in environmental, health, and economic benefits in California's most disadvantaged communities. Eligible improvements for this funding source include active transportation and public transit projects, transit ridership programs and passes for low-income riders, and education and planning activities to promote increased use of active modes of transportation.

SAFE STREETS AND ROADS FOR ALL (SS4A) GRANT PROGRAM

In 2022, the Bipartisan Infrastructure Law (BIL) established the SS4A discretionary program with \$5 billion in appropriated funds over the next five years. In fiscal year 2022, up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the National Roadway Safety Strategy and the

Department of Transportation's goal of zero deaths and serious injuries on the nation's roadways.

Local Funding Sources

CITY OF WOODLAND MEASURE F

In November 2016, the Woodland voters approved Measure F (MSF), which extended the one-half cent supplemental sales tax collected within boundaries of and for the benefit of the City of Woodland. The 12 year approval of MSF, a General Tax, includes funding for general city services such as street maintenance, parks and facility improvements, public safety and promotion of economic development. \$2.5M per year is allocated to the road program and used for local road projects and match funding for state and federal grants.

TRAFFIC IMPACT MITIGATION FEE

California law allows local governments to establish and charge a fee on residential and non-residential development to fund public facilities and to service population growth. A Traffic Impact Mitigation Fee, typically based on development type and size, can be used for a variety of public facilities, including local roadways. The City may allocate fees to roadway improvements that will improve safety on local roads.





Table A1: Public Input

ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
1	I feel unsafe biking here	Drivers not yielding/ stopping	Add/improved bike lane	Lanes too narrow at the theatre for vehicle & bike
2	I feel unsafe biking here	Drivers speeding	Add traffic calming to slow cars	
3	I feel unsafe biking here	Drivers speeding		many infrastructure problems, no speeding enforcement
4	I feel unsafe biking here	Other/Personal safety concern	Traffic signal issue	main street
5	I feel unsafe biking here	Other/Personal safety concern	Traffic signal issue	main street
6	I feel unsafe biking here		Add/improved bike lane	from Kentucky to Gibson
7	I feel unsafe biking here		Add/improved bike lane	West Main Street
8	I feel unsafe biking here		Add/improved bike lane	West Main Street
9	I feel unsafe biking here		Add/improved bike lane	West Main Street
10	I feel unsafe biking here		Add/improved bike lane	West Main Street
11	I feel unsafe biking here		Add/improved bike lane	West Main Street
12	I feel unsafe biking here		Add/improved bike lane	West Main Street
13	I feel unsafe biking here		Add/improved bike lane	West Main Street
14	I feel unsafe biking here		Add/improved bike lane	West Main Street
15	I feel unsafe biking here		Add/improved bike lane	West Main Street
16	I feel unsafe biking here		Add/improved bike lane	West Main Street
17	I feel unsafe biking here		Other infrastructure problem	vehicles going way over the speed limit, 50-100 mph in a 25 zone on 5th street and North Street.

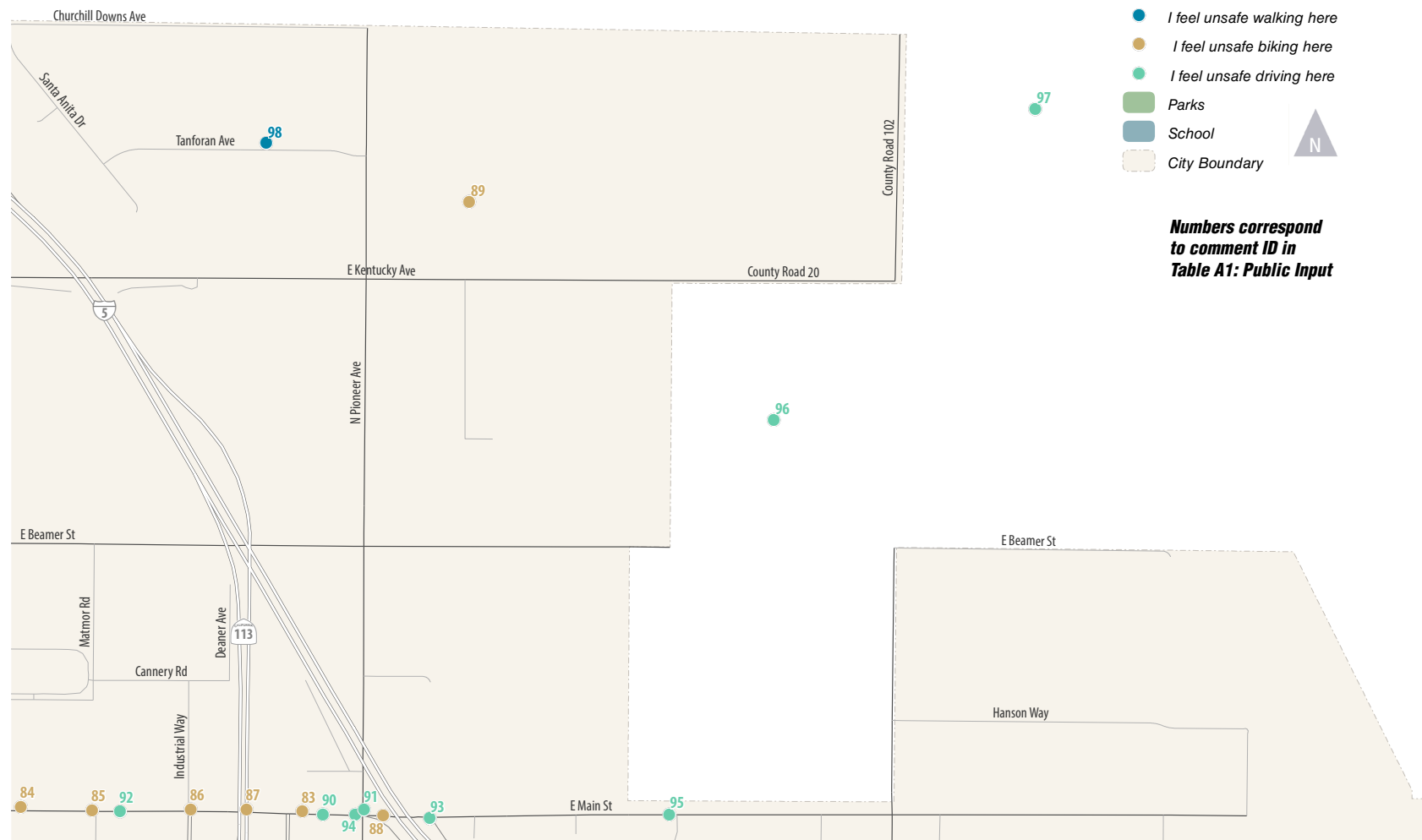
ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
18	I feel unsafe biking here			
19	I feel unsafe biking here			
20	I feel unsafe biking here			
21	I feel unsafe biking here			
22	I feel unsafe driving here	Drivers not yielding/ stopping	Other infrastructure problem	This four way intersection really needs stop signs. Clover on one side does not align with Clover on the other side, making it difficult to see who may be speeding by.
23	I feel unsafe driving here	Drivers not yielding/ stopping	Other infrastructure problem	This four way intersection really needs stop signs. Clover on one side does not align with Clover on the other side, making it difficult to see who may be speeding by.
24	I feel unsafe driving here	Drivers not yielding/ stopping	Other infrastructure problem	East & Main heading west on Main, two lanes should split (i.e. left lane goes straight and right lane ONLY turns right)
25	I feel unsafe driving here	Drivers not yielding/ stopping	Traffic signal issue	This intersection is extremely hazardous when traffic is busy
26	I feel unsafe driving here	Drivers speeding	Add traffic calming to slow cars	
27	I feel unsafe driving here	Drivers speeding	Add traffic calming to slow cars	vehicles going way over the speed limit, 50-100 mph in a 25 zone on 5th street and North Street.
28	I feel unsafe driving here	Drivers speeding	Add/improved lighting	There should more cops patrolling the streets and seriously give out tickets on people driving recklessly.
29	I feel unsafe driving here	Drivers speeding	Other infrastructure problem	We need a All way stop at this intersection. It is very busy with all the county buildings and businesses off of Cottonwood

ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
30	I feel unsafe driving here	Other/Personal safety concern	Other infrastructure problem	This intersection needs a stop sign on Beamer. When there is a game at the park the cars line the road parking making it nearly impossible to see oncoming traffic when you are on walnut.
31	I feel unsafe driving here	Other/Personal safety concern	Other infrastructure problem	need a longer eb turn lane (at SB east st. to Main) or a dual eb turn lane to E Main
32	I feel unsafe driving here	Other/Personal safety concern	Traffic signal issue	Traffic signal would be ideal, or at least stop signs on Beamer are needed. Difficult to see oncoming traffic due to parked cars. You just have to "hope" you make it when crossing Beamer on Walnut!
33	I feel unsafe driving here	Other/Personal safety concern	Upkeep/repair needed	Clover St., especially between West and College, has been in VERY poor condition for years. It is the worst street in town.
34	I feel unsafe driving here	Other/Personal safety concern	Upkeep/repair needed	very bad potholes and no bike lane
35	I feel unsafe driving here		Upkeep/repair needed	West Main St
36	I feel unsafe driving here		Upkeep/repair needed	West Main St
37	I feel unsafe driving here		Upkeep/repair needed	West Main St
38	I feel unsafe driving here		Upkeep/repair needed	West Main St
39	I feel unsafe driving here		Upkeep/repair needed	West Main St
40	I feel unsafe driving here		Upkeep/repair needed	West Main St
41	I feel unsafe driving here		Upkeep/repair needed	West Main St
42	I feel unsafe driving here		Upkeep/repair needed	West Main St

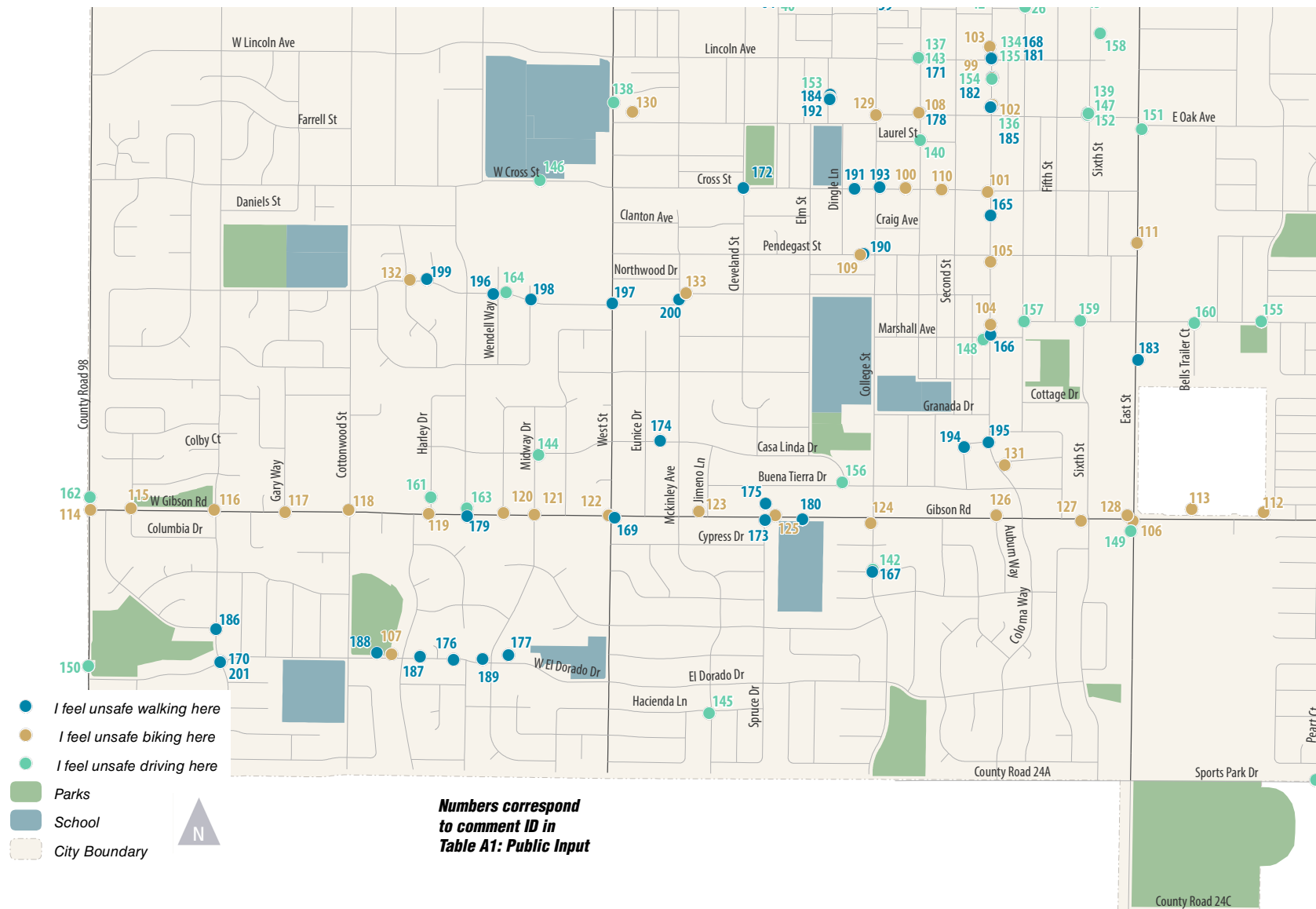
ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
43	I feel unsafe driving here		Upkeep/repair needed	West Main St
44	I feel unsafe driving here			A lot of jay walking and illegal u-turns
45	I feel unsafe driving here			Turning on to 98 from Beamer
46	I feel unsafe driving here			
47	I feel unsafe driving here			
48	I feel unsafe driving here			
49	I feel unsafe driving here			
50	I feel unsafe driving here			
51	I feel unsafe driving here			
52	I feel unsafe driving here			
53	I feel unsafe driving here			
54	I feel unsafe driving here			
55	I feel unsafe driving here			
56	I feel unsafe driving here			
57	I feel unsafe driving here			
58	I feel unsafe walking here	Bicycles not yielding/stopping	Other infrastructure problem	Bicycles riding on Sidewalk
59	I feel unsafe walking here	Bicycles not yielding/stopping	Other infrastructure problem	Bicycles riding on Sidewalk

ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
60	I feel unsafe walking here	Bicycles not yielding/ stopping	Other infrastructure problem	Bicycles riding on Sidewalk
61	I feel unsafe walking here	Bicycles riding wrong way against traffic	Add/improved bike lane	Bikes frequently on sidewalk
62	I feel unsafe walking here	Drivers not yielding/ stopping	Add/improved lighting	vehicles going way over the speed limit, 50-100 mph in a 25 zone on 5th street and North Street.
63	I feel unsafe walking here	Drivers not yielding/ stopping	Add/improved sidewalk or crossing	There is no crosswalk or signs warning that someone might be crossing on foot or bike on the bike path. I have seen many close calls there.
64	I feel unsafe walking here	Drivers not yielding/ stopping	Add/improved sidewalk or crossing	A blinking cross walk would help this area
65	I feel unsafe walking here	Drivers not yielding/ stopping	Add/improved sidewalk or crossing	This area really needs a more prominent cross walk or added stop sign
66	I feel unsafe walking here	Drivers not yielding/ stopping	Add/improved sidewalk or crossing	Adding a blinking crosswalk would help
67	I feel unsafe walking here	Drivers speeding	Other infrastructure problem	Add stop sign at intersection
68	I feel unsafe walking here	Drivers speeding		I live across from the park. People speed down Palm all day - often more than 20 mph over the limit. I am very worried about the safety of kids, bikers and people trying to park.
69	I feel unsafe walking here	Other/Personal safety concern	Parking issue	parents are parking in the no parking area near and sometimes IN the crosswalk
70	I feel unsafe walking here	Pedestrians not crossing safely	Add/improved sidewalk or crossing	Crossing area for kids walking to school and entering side gate at driver drop off zone.

ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
71	I feel unsafe walking here	Pedestrians not crossing safely	Add/improved sidewalk or crossing	Crossing area for green belt between parks.
72	I feel unsafe walking here	Pedestrians not crossing safely	Add/improved sidewalk or crossing	Heavy use pedestrian crossing area for county workers and residents entering green belt
73	I feel unsafe walking here	Pedestrians not crossing safely	Add/improved sidewalk or crossing	Can an additional or bigger crosswalk be added so pedestrians can safely get to Nugget? Drivers never stop at night for peds as they are difficult to see here, maybe add more lighting?
74	I feel unsafe walking here			Homeless People. Can not use the park.
75	I feel unsafe walking here			No crosswalk
76	I feel unsafe walking here			No crosswalk
77	I feel unsafe walking here			
78	I feel unsafe walking here			
79	I feel unsafe walking here			
80	I feel unsafe walking here			
81	I feel unsafe walking here			
82	I feel unsafe walking here			



ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
83	I feel unsafe biking here	Other/Personal safety concern	Traffic signal issue	main street
84	I feel unsafe biking here	Other/Personal safety concern	Traffic signal issue	main street
85	I feel unsafe biking here	Other/Personal safety concern	Traffic signal issue	main street
86	I feel unsafe biking here	Other/Personal safety concern	Traffic signal issue	main street
87	I feel unsafe biking here	Other/Personal safety concern	Traffic signal issue	main street
88	I feel unsafe biking here	Other/Personal safety concern	Traffic signal issue	main street
89	I feel unsafe biking here			
90	I feel unsafe driving here	Other/Personal safety concern	Other infrastructure problem	Eb Lane on ramp to SB I-5 conflict with rt turns (sb) @ Pioneer for drivers that try to go to I-5 SB
91	I feel unsafe driving here	Other/Personal safety concern	Other infrastructure problem	better advanced pavement markings needed for Lanesturning onto Pioneer, 113 & I-5
92	I feel unsafe driving here			Exiting Mc Donalds & Black Bear diner, unsafe left turn
93	I feel unsafe driving here			Sometimes exiting traffic is stopped and you are stuck in the intersection.
94	I feel unsafe driving here			The lane disappears in to the freeway
95	I feel unsafe driving here			
96	I feel unsafe driving here			
97	I feel unsafe driving here			
98	I feel unsafe walking here			



ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
99	I feel unsafe biking here	Drivers not yielding/ stopping	Add traffic calming to slow cars	
100	I feel unsafe biking here	Drivers not yielding/ stopping	Add traffic calming to slow cars	
101	I feel unsafe biking here	Drivers not yielding/ stopping	Add/improved bike lane	Bicyclists not obeying traffic laws
102	I feel unsafe biking here	Drivers not yielding/ stopping	Add/improved bike lane	Bicyclists not obeying traffic laws
103	I feel unsafe biking here	Drivers not yielding/ stopping	Add/improved bike lane	Bicyclists not obeying traffic laws
104	I feel unsafe biking here	Drivers not yielding/ stopping	Add/improved bike lane	Bicyclists not obeying traffic laws
105	I feel unsafe biking here	Drivers not yielding/ stopping	Add/improved bike lane	Bicyclists not obeying traffic laws
106	I feel unsafe biking here	Drivers not yielding/ stopping	Add/improved bike lane	There is no safe way to cross East street on bike. Start by creating a safe crossing near the Community Center, which could also lead to a 113 overpass.
107	I feel unsafe biking here	Drivers not yielding/ stopping		
108	I feel unsafe biking here	Drivers not yielding/ stopping		
109	I feel unsafe biking here	Drivers speeding	Add traffic calming to slow cars	Drivers floor it through here, speed bumps are needed badly
110	I feel unsafe biking here	Drivers speeding	Add/improved bike lane	Excessive speed between elm and third, bikes cannot safely travel here

ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
111	I feel unsafe biking here	Drivers speeding	Add/improved bike lane	no bike lanes, fast drivers
112	I feel unsafe biking here	Other/Personal safety concern	Add/improved bike lane	Gibson road
113	I feel unsafe biking here	Other/Personal safety concern	Add/improved bike lane	Gibson road
114	I feel unsafe biking here	Other/Personal safety concern	Parking issue	no parking needs to be extended to provide adequate bike lane width. Additional & better no parking signage needed.
115	I feel unsafe biking here	Other/Personal safety concern	Parking issue	no parking needs to be extended to provide adequate bike lane width. Additional & better no parking signage needed.
116	I feel unsafe biking here	Other/Personal safety concern	Parking issue	no parking needs to be extended to provide adequate bike lane width. Additional & better no parking signage needed.
117	I feel unsafe biking here	Other/Personal safety concern	Parking issue	no parking needs to be extended to provide adequate bike lane width. Additional & better no parking signage needed.
118	I feel unsafe biking here	Other/Personal safety concern	Parking issue	no parking needs to be extended to provide adequate bike lane width. Additional & better no parking signage needed.
119	I feel unsafe biking here	Other/Personal safety concern	Parking issue	no parking needs to be extended to provide adequate bike lane width. Additional & better no parking signage needed.
120	I feel unsafe biking here	Other/Personal safety concern	Parking issue	no parking needs to be extended to provide adequate bike lane width. Additional & better no parking signage needed.
121	I feel unsafe biking here	Other/Personal safety concern	Parking issue	no parking needs to be extended to provide adequate bike lane width. Additional & better no parking signage needed.

ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
122	I feel unsafe biking here	Other/Personal safety concern	Parking issue	no parking needs to be extended to provide adequate bike lane width. Additional & better no parking signage needed.
123	I feel unsafe biking here	Other/Personal safety concern	Parking issue	no parking needs to be extended to provide adequate bike lane width. Additional & better no parking signage needed.
124	I feel unsafe biking here	Other/Personal safety concern	Parking issue	no parking needs to be extended to provide adequate bike lane width. Additional & better no parking signage needed.
125	I feel unsafe biking here	Other/Personal safety concern	Parking issue	no parking needs to be extended to provide adequate bike lane width. Additional & better no parking signage needed.
126	I feel unsafe biking here	Other/Personal safety concern	Parking issue	no parking needs to be extended to provide adequate bike lane width. Additional & better no parking signage needed.
127	I feel unsafe biking here	Other/Personal safety concern	Parking issue	no parking needs to be extended to provide adequate bike lane width. Additional & better no parking signage needed.
128	I feel unsafe biking here	Other/Personal safety concern	Parking issue	no parking needs to be extended to provide adequate bike lane width. Additional & better no parking signage needed.
129	I feel unsafe biking here		Add/improved bike lane	
130	I feel unsafe biking here			
131	I feel unsafe biking here			
132	I feel unsafe biking here			
133	I feel unsafe biking here			

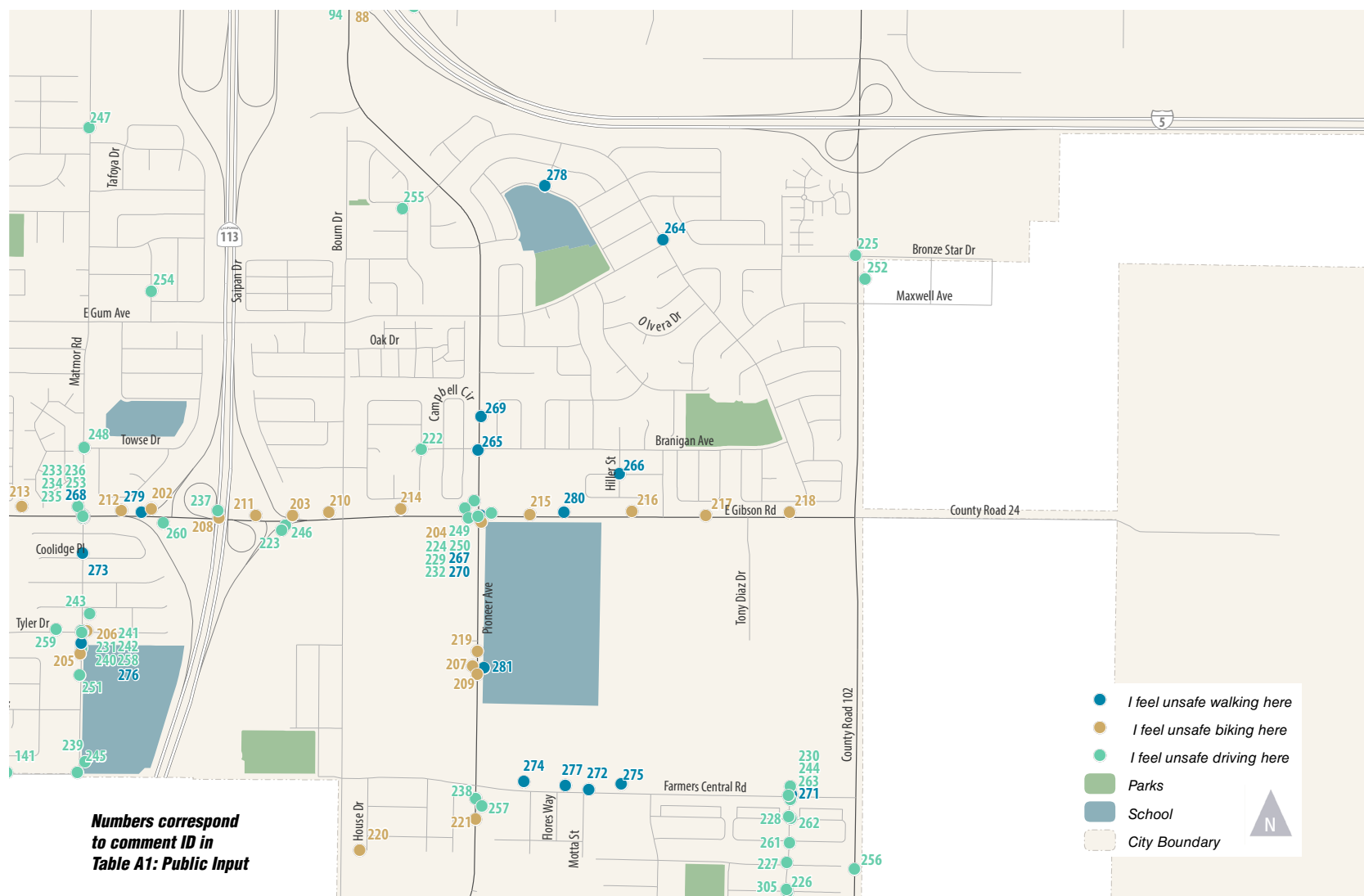
ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
134	I feel unsafe driving here	Bicycles not yielding/ stopping	Other infrastructure problem	
135	I feel unsafe driving here	Bicycles riding wrong way against traffic	Add/improved bike lane	
136	I feel unsafe driving here	Drivers not yielding/ stopping	Add traffic calming to slow cars	cars drive through 4-wqy stop and speed from main to gibson. Can we have speed bumps?
137	I feel unsafe driving here	Drivers not yielding/ stopping	Add traffic calming to slow cars	blind intersection for people traveling NS. Nee stop signs for E/W traffic .
138	I feel unsafe driving here	Drivers not yielding/ stopping	Other infrastructure problem	Need to make it so cars can not turn left into or out of the parking lot at Lee Middle School. People cut each other off or drive in the bike lanes to pass cars waiting to turn left from West Street.
139	I feel unsafe driving here	Drivers not yielding/ stopping	Other infrastructure problem	cross traffic does not stop
140	I feel unsafe driving here	Drivers not yielding/ stopping	Traffic signal issue	Intersection at Laurel and 1st St needs Stop sign to control traffic in at least 1 direction. Traffic on 1st seems to ignore the uncontrolled crossinf of Laurel. Several accidents occur here annual
141	I feel unsafe driving here	Drivers speeding	Add traffic calming to slow cars	speeding occuring on Sprts Park Drive, install a 3-way stop to slow down the speeders.
142	I feel unsafe driving here	Drivers speeding	Add traffic calming to slow cars	There is a solar light but it doesn't work in the morning. The curve in the road doesn't allow cars when speeding to see kids crossing in time to stop.
143	I feel unsafe driving here	Drivers speeding	Add/improved lighting	consider 4 way stops, consider portable stop signs on Lincoln during events like food trucks

ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
144	I feel unsafe driving here	Drivers speeding		
145	I feel unsafe driving here	Drivers speeding		
146	I feel unsafe driving here	Drivers speeding		
147	I feel unsafe driving here	Drivers speeding		
148	I feel unsafe driving here	Other/Personal safety concern	Other infrastructure problem	Students need to be picked up at school so that the entire neighborhood does not become a random pickup and dropoff zone
149	I feel unsafe driving here	Other/Personal safety concern	Other infrastructure problem	This is unsafe, rear bumper of a longer vehicle is about 5 feet from a passing train. should stop all vehicles west of tracks.
150	I feel unsafe driving here	Other/Personal safety concern	Other infrastructure problem	nb lane on Rd 98 is very close to Rd 98 curb line. Con. wall on Rd 98 blocks SB vision. Vehicle trying to turn SB to Rd 98 has potential conflict w NB vehicle.
151	I feel unsafe driving here	Other/Personal safety concern		Drivers cut through parking lot to make illegal left turn
152	I feel unsafe driving here	Pedestrians not crossing safely		
153	I feel unsafe driving here	Pedestrians walking in roadway/shoulder	Upkeep/repair needed	Wheelchairs wont travel on sidewalk. Ped walk on street.
154	I feel unsafe driving here		Parking issue	
155	I feel unsafe driving here			Potholes make it difficult to drive
156	I feel unsafe driving here			Should be a stop sign not a yield
157	I feel unsafe driving here			This street is narrow and difficult to drive down

ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
158	I feel unsafe driving here			
159	I feel unsafe driving here			
160	I feel unsafe driving here			
161	I feel unsafe driving here			
162	I feel unsafe driving here			
163	I feel unsafe driving here			
164	I feel unsafe driving here			
165	I feel unsafe walking here	Drivers not yielding/stopping	Add traffic calming to slow cars	Street Lighting (at night) seems inadequate; several sidewalks have tree root damage, exposed cracks
166	I feel unsafe walking here	Drivers not yielding/stopping	Add traffic calming to slow cars	Speeding, drag racing on Marshall
167	I feel unsafe walking here	Drivers not yielding/stopping	Add traffic calming to slow cars	The solar light does not work in morning nor detours cars from slowing or stopping as needed.
168	I feel unsafe walking here	Drivers not yielding/stopping	Add/improved lighting	
169	I feel unsafe walking here	Drivers not yielding/stopping	Add/improved sidewalk or crossing	
170	I feel unsafe walking here	Drivers not yielding/stopping		Drivers regularly roll this 4-way stop sign
171	I feel unsafe walking here	Drivers not yielding/stopping		

ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
172	I feel unsafe walking here	Drivers not yielding/ stopping		
173	I feel unsafe walking here	Drivers not yielding/ stopping		
174	I feel unsafe walking here	Drivers speeding	Add traffic calming to slow cars	
175	I feel unsafe walking here	Drivers speeding	Add traffic calming to slow cars	
176	I feel unsafe walking here	Drivers speeding	Add traffic calming to slow cars	
177	I feel unsafe walking here	Drivers speeding	Add traffic calming to slow cars	
178	I feel unsafe walking here	Drivers speeding	Add traffic calming to slow cars	1st & Laurel needs a stop sign
179	I feel unsafe walking here	Drivers speeding	Add traffic calming to slow cars	Hard to cross due to 4 lanes of traffic
180	I feel unsafe walking here	Drivers speeding	Add traffic calming to slow cars	
181	I feel unsafe walking here	Drivers speeding	Add/improved bike lane	
182	I feel unsafe walking here	Drivers speeding	Add/improved lighting	
183	I feel unsafe walking here	Drivers speeding	Add/improved sidewalk or crossing	fast drivers, narrow sidewalk
184	I feel unsafe walking here	Drivers speeding	Other infrastructure problem	Very small width of street for school pickup
185	I feel unsafe walking here	Drivers speeding	Parking issue	
186	I feel unsafe walking here	Drivers speeding		I've encouraged WPD to engaged in speed limit enforcement here for years now. No response.
187	I feel unsafe walking here	Drivers speeding		

ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
188	I feel unsafe walking here	Drivers speeding		
189	I feel unsafe walking here	Drivers speeding		
190	I feel unsafe walking here	Other/Personal safety concern	Add/improved lighting	Very dark at night, street lights needed
191	I feel unsafe walking here	Pedestrians not crossing safely	Add/improved sidewalk or crossing	
192	I feel unsafe walking here		Add/improved sidewalk or crossing	Sidewalk and curb too steep and broken. unsafe
193	I feel unsafe walking here		Upkeep/repair needed	Sidewalks are uneven and unsafe
194	I feel unsafe walking here			Cars cut through here speeding
195	I feel unsafe walking here			Cars speed
196	I feel unsafe walking here			
197	I feel unsafe walking here			
198	I feel unsafe walking here			
199	I feel unsafe walking here			
200	I feel unsafe walking here			
201	I feel unsafe walking here			



ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
202	I feel unsafe biking here	Drivers not yielding/ stopping	Add traffic calming to slow cars	Cycling through the on/off ramps on the 113 -Gibson overpass is dangerous. Drivers exiting 113 enter Gibson at excessive speed and are not looking for bikes crossing their path on Gibson.
203	I feel unsafe biking here	Drivers not yielding/ stopping	Add traffic calming to slow cars	113-Gibson ramps allow cars to enter Gibson at excessive speeds. Cars are not looking for bikes on Gibson crossing the ramps.
204	I feel unsafe biking here	Drivers not yielding/ stopping	Add/improved bike lane	
205	I feel unsafe biking here	Drivers not yielding/ stopping	Parking issue	So many cars parked on Matmor that its difficult to see oncoming traffic when entering from side streets
206	I feel unsafe biking here	Drivers speeding	Add traffic calming to slow cars	
207	I feel unsafe biking here	Other/Personal safety concern	Add/improved bike lane	There is a very narrow bike lane, <2 feet. And even THAT disappears.
208	I feel unsafe biking here	Other/Personal safety concern	Add/improved bike lane	There is no safe way to cross 113 south of Gum. We need an overpass that doesn't have on-/ off-ramps (even if it includes cars). I suggest one that connects Community Center and Pioneer High School.
209	I feel unsafe biking here	Other/Personal safety concern	Add/improved bike lane	Bike lane dead ends in middle of street from Gibson to Farmers Central on Pioneer. I was in a bike accident and broke my elbow when the bike lane ended and i was crowded by cars into gravel and crashe
210	I feel unsafe biking here	Other/Personal safety concern	Add/improved bike lane	Gibson road
211	I feel unsafe biking here	Other/Personal safety concern	Add/improved bike lane	Gibson road

ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
212	I feel unsafe biking here	Other/Personal safety concern	Add/improved bike lane	Gibson road
213	I feel unsafe biking here	Other/Personal safety concern	Add/improved bike lane	Gibson road
214	I feel unsafe biking here	Other/Personal safety concern	Add/improved bike lane	Gibson road
215	I feel unsafe biking here	Other/Personal safety concern	Add/improved bike lane	Gibson road
216	I feel unsafe biking here	Other/Personal safety concern	Add/improved bike lane	Gibson road
217	I feel unsafe biking here	Other/Personal safety concern	Add/improved bike lane	Gibson road
218	I feel unsafe biking here	Other/Personal safety concern	Add/improved bike lane	Gibson road
219	I feel unsafe biking here	Other/Personal safety concern	Add/improved bike lane	Biking south along Pioneer is awkward. In front of high school, there is a narrow bike lane that disappears futher south, bikes pushed into car lane.
220	I feel unsafe biking here	Other/Personal safety concern	Other infrastructure problem	Bike lanes on Gibson between Pioneer and East street are consistantly covered with gravel and broken glass. Section between Pioneer and Matmor is the worst area.
221	I feel unsafe biking here			Evening racing of cars
222	I feel unsafe driving here	Drivers not yielding/ stopping	Add traffic calming to slow cars	Drivers frequently speed around the corner of Brennan and Duncan/ Powers circle. We need a 4
223	I feel unsafe driving here	Drivers not yielding/ stopping	Add traffic calming to slow cars	Stop sign is necessary as so often cars coming off 113 do not yield but fly onto Gibson
224	I feel unsafe driving here	Drivers not yielding/ stopping	Add traffic calming to slow cars	Drivers often run red lights

ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
225	I feel unsafe driving here	Drivers not yielding/ stopping	Add traffic calming to slow cars	many do not stop when making a right turn onto Bronze Star drive, need STOP WHEN RED sign or YIELD WHEN RED. Dangerous!
226	I feel unsafe driving here	Drivers not yielding/ stopping	Add traffic calming to slow cars	Vehicles Drive down side streets and do not stop to see if there is traffic on Campos
227	I feel unsafe driving here	Drivers not yielding/ stopping	Add traffic calming to slow cars	Vehicles Drive down side streets and do not stop to see if there is traffic on Campos
228	I feel unsafe driving here	Drivers not yielding/ stopping	Add traffic calming to slow cars	Vehicles Drive down side streets and do not stop to see if there is traffic on Campos
229	I feel unsafe driving here	Drivers not yielding/ stopping	Other infrastructure problem	vehicles running red lights, unsafe
230	I feel unsafe driving here	Drivers not yielding/ stopping	Other infrastructure problem	stop sign is set back so one has to slowly move onto Farmers Central, cars parked on west make it difficult to see from the west. makee this a three way stop
231	I feel unsafe driving here	Drivers not yielding/ stopping	Other infrastructure problem	I would like a stop sign here. People speed down Matmor and I have problems turning left/north onto Matmor from Gibson in the morning during school. I have almost been hit several times.
232	I feel unsafe driving here	Drivers not yielding/ stopping	Traffic signal issue	At 3:20 p.m. M-F, cars turning left onto Pioneer from eastbound Gibson cross at red light and block the intersection. There are too many cars on Pioneer for them to get across. It is a regular occur
233	I feel unsafe driving here	Drivers not yielding/ stopping	Traffic signal issue	Either side of Matmor needs a turn signal to turn onto Gibson

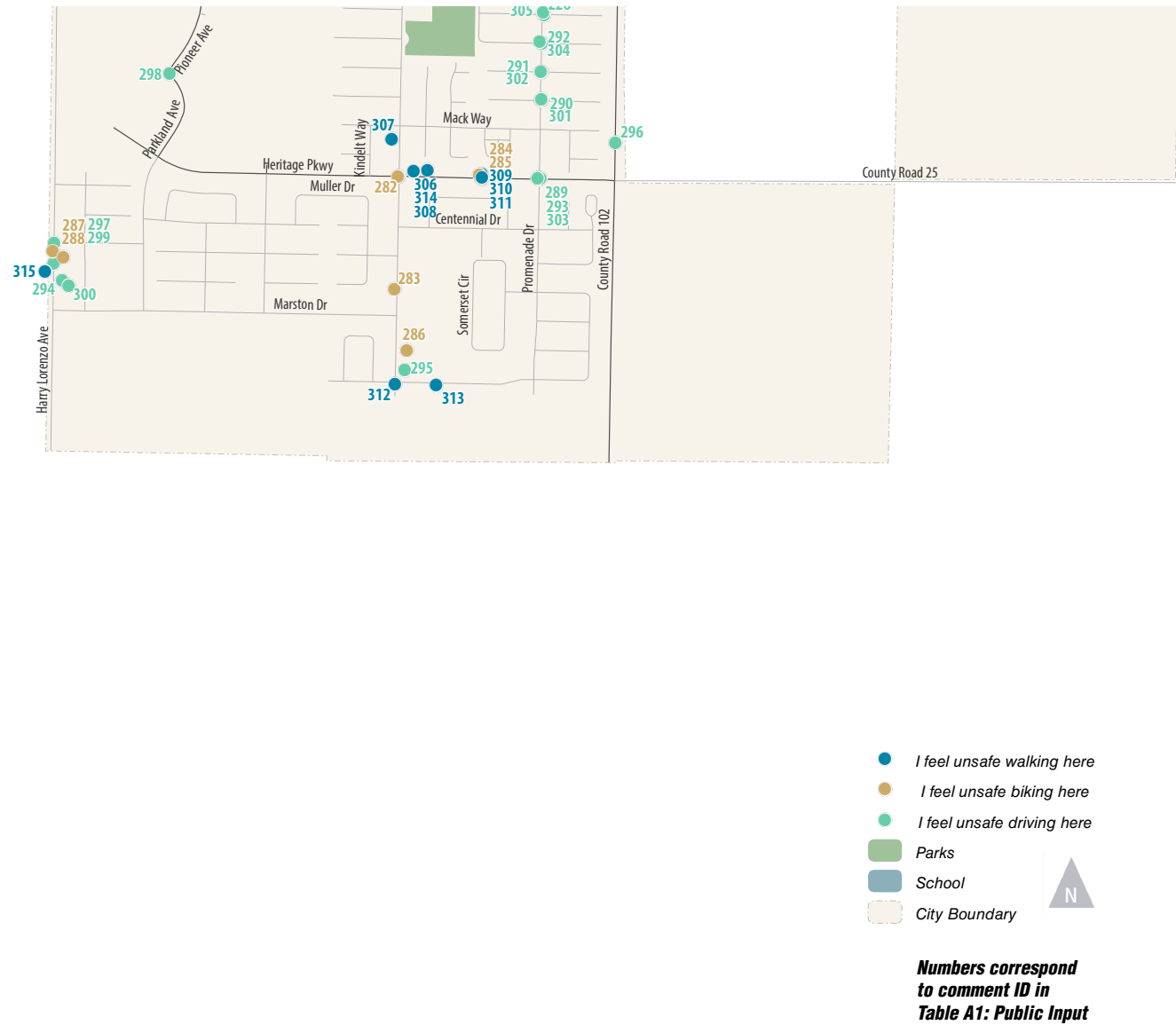
ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
234	I feel unsafe driving here	Drivers not yielding/ stopping	Traffic signal issue	have red lights stay red ot avoid crashes. hig traffic at the intersection durin gthe rush to and from school. consider allowing the traffic from elementary school to take left turns
235	I feel unsafe driving here	Drivers not yielding/ stopping	Traffic signal issue	I think this intersection needs a protected left turn light for people turning onto Gibson from Matmor in both directions. I see many near accidents and problems with people turning.
236	I feel unsafe driving here	Drivers not yielding/ stopping		Lack of left turn signal is a big problem at the intersection of Gibson Rd. and Matmor
237	I feel unsafe driving here	Drivers not yielding/ stopping		
238	I feel unsafe driving here	Drivers speeding	Add traffic calming to slow cars	
239	I feel unsafe driving here	Drivers speeding	Add traffic calming to slow cars	speeding traffic from Matmor to Sports Park Drive and vice versa, cars doing donuts, crashing, etc
240	I feel unsafe driving here	Drivers speeding	Add traffic calming to slow cars	high rate of speed at all times on matmor drive toward the school and community center
241	I feel unsafe driving here	Drivers speeding	Add traffic calming to slow cars	speeding on mtmore from Gibson road to sports park drive, install 4 way stop on Tyler to break the speed
242	I feel unsafe driving here	Drivers speeding	Add/improved sidewalk or crossing	Tyler Drive exit to Matmor blocked by parents dropping and picking up students. Need no parking (at least one space) on Matmor be fore street entrance on tyler both sides. Visibility issue!
243	I feel unsafe driving here	Drivers speeding	Other infrastructure problem	lack of 4 way stop on Matmor and Tyler Drive area. Will slow traffic and allow side street traffic to turn onto Matmor during heavy traffic

ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
244	I feel unsafe driving here	Drivers speeding	Traffic signal issue	Poor visibility to see cross traffic
245	I feel unsafe driving here	Other/Personal safety concern	Add traffic calming to slow cars	popular place for donuts, causing crashes. install speed bumps in both directions
246	I feel unsafe driving here	Other/Personal safety concern	Other infrastructure problem	The angle of this off ramp makes it extremely difficult to check for traffic as you merge onto Pioneer. Unless you come to a complete stop (dangerous), you have to look nearly backward while driving.
247	I feel unsafe driving here	Other/Personal safety concern	Other infrastructure problem	concern with sight distance coming from E. Oak onto Matmor
248	I feel unsafe driving here	Other/Personal safety concern		It is difficult to see oncoming traffic from the left when turning onto Matmore
249	I feel unsafe driving here	Pedestrians not crossing safely	Add/improved sidewalk or crossing	high school students from Pioneer high not crossing safely, add police and school patrol and education.
250	I feel unsafe driving here	Pedestrians not crossing safely	Other infrastructure problem	students not following traffic signals, sometimes bumping into cars at light
251	I feel unsafe driving here	Pedestrians not crossing safely	Other infrastructure problem	Families should not be able to park across from the street from the school and cross Matmor. Often they cross without looking
252	I feel unsafe driving here	Pedestrians walking in roadway/shoulder	Add traffic calming to slow cars	Drivers run the red light going into the plaza from the i5 side of 102
253	I feel unsafe driving here		Traffic signal issue	Matmor needs a left turn signal. I have witnessed near misses many times, especially when there is school traffic.
254	I feel unsafe driving here			Cars race night.
255	I feel unsafe driving here			I also feel unsafe living on the corner as vehicles trying to avoid the traffic on

ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
256	I feel unsafe driving here			Many accidents
257	I feel unsafe driving here			Weekend evening racing of vehicles.
258	I feel unsafe driving here			
259	I feel unsafe driving here			
260	I feel unsafe driving here			
261	I feel unsafe driving here			
262	I feel unsafe driving here			
263	I feel unsafe driving here			
264	I feel unsafe walking here	Drivers not yielding/stopping	Add traffic calming to slow cars	
265	I feel unsafe walking here	Drivers not yielding/stopping	Traffic signal issue	dedicated left turn signal may make it safer, although may increase general traffic
266	I feel unsafe walking here	Drivers not yielding/stopping	Traffic signal issue	Please add stop sign, I've lived here for less than 6 months and had various close-calls as a pedestrian and driver. Thank you
267	I feel unsafe walking here	Drivers not yielding/stopping		cars run red turn light
268	I feel unsafe walking here	Drivers not yielding/stopping		cars run red turn signal

ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
269	I feel unsafe walking here	Drivers not yielding/ stopping		When trying to cross Pioneer at all 4 of these corners of Pioneer and Branigan people in cars do not yield to walkers crossing in the crosswalks. I've witnessed kids crossing over Pioneer almost hit.
270	I feel unsafe walking here	Drivers not yielding/ stopping		
271	I feel unsafe walking here	Drivers not yielding/ stopping		
272	I feel unsafe walking here	Drivers speeding	Add traffic calming to slow cars	Crosswalk at the corner of Motta St & Farmer's Central Rd isn't safe. Speed of 35 makes it dangerous to use. Recommend reduce speed limit to 30 & undulations.
273	I feel unsafe walking here	Drivers speeding	Add traffic calming to slow cars	Cars tend to race down this street and make donuts, very dangerous for when people go out on bike rides or out out for walks. Not to mention teh fact that there are two school on Matmore.
274	I feel unsafe walking here	Drivers speeding	Add traffic calming to slow cars	
275	I feel unsafe walking here	Drivers speeding	Add traffic calming to slow cars	
276	I feel unsafe walking here	Drivers speeding	Add traffic calming to slow cars	So many cars parked on Matmor that its difficult to see oncoming traffic when entering from side streets
277	I feel unsafe walking here	Drivers speeding		
278	I feel unsafe walking here	Other/Personal safety concern	Add/improved sidewalk or crossing	there should be a painted crosswalk for the school kids

ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
279	I feel unsafe walking here	Pedestrians walking in roadway/ shoulder	Add/improved sidewalk or crossing	Crossing four freeway ramps is not a safe route to school
280	I feel unsafe walking here			Not enough buses to Davis. The County Fair Mall is a 45 min. walk.
281	I feel unsafe walking here			Not enough buses, County Fair Mall is 50 min. walk.



ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
282	I feel unsafe biking here	Drivers not yielding/ stopping	Traffic signal issue	There should be a signal here for allowing of safe crossing for pedestrians and bikers, especially when the elementary school opens. Also, Mickle is not wide enough for bike lanes.
283	I feel unsafe biking here	Other/Personal safety concern	Add/improved bike lane	No bike lanes and driveways coming into street so not a safe way for young children to get to the new school
284	I feel unsafe biking here	Other/Personal safety concern	Add/improved sidewalk or crossing	The green belt path needs to be connected across Heritage to allow for safe access to the new park and elementary school, especially as Mickle has no bike lanes and driveways.
285	I feel unsafe biking here	Other/Personal safety concern	Add/improved sidewalk or crossing	Same as pedestrian need to cross Heritage.
286	I feel unsafe biking here		Add/improved bike lane	
287	I feel unsafe biking here			
288	I feel unsafe biking here			
289	I feel unsafe driving here	Drivers not yielding/ stopping	Add traffic calming to slow cars	Change to 4-way stop, and install pedestrian crossing to the west. A lot of cars traveling N-S think the E-W cars ALREADY have a stop sign. (N-S cars stop, then go, even if an E-W car is coming.)
290	I feel unsafe driving here	Drivers not yielding/ stopping	Add traffic calming to slow cars	Vehicles Drive down side streets and do not stop to see if there is traffic on Campos
291	I feel unsafe driving here	Drivers not yielding/ stopping	Add traffic calming to slow cars	Vehicles Drive down side streets and do not stop to see if there is traffic on Campos
292	I feel unsafe driving here	Drivers not yielding/ stopping	Add traffic calming to slow cars	Vehicles Drive down side streets and do not stop to see if there is traffic on Campos

ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
293	I feel unsafe driving here	Drivers not yielding/ stopping	Add traffic calming to slow cars	Heritage and Campos should become a 4-way stop
294	I feel unsafe driving here	Other/Personal safety concern	Parking issue	Street is too narrow
295	I feel unsafe driving here		Other infrastructure problem	
296	I feel unsafe driving here			Many Head on accidents
297	I feel unsafe driving here			Narrow passing between Diggs and Marston. Not enough room to pass if cars parked on both side of the street. If so you have to cross the divider line.
298	I feel unsafe driving here			Speed limit is high. very sharp turn.
299	I feel unsafe driving here			While driving on Harry Lorenzo, between Diggs and Marston. The road is so narrow. When residential cars are park on the street there is no enough room to pass without coming to the center divider.
300	I feel unsafe driving here			
301	I feel unsafe driving here			
302	I feel unsafe driving here			
303	I feel unsafe driving here			
304	I feel unsafe driving here			
305	I feel unsafe driving here			
306	I feel unsafe walking here	Drivers not yielding/ stopping	Add traffic calming to slow cars	Spring Lake Elementary School - concern with morning traffic and student conflicts at intersection.

ID	Type	Unsafe Behavior Observed	Infrastructure Problem Observed	Comment
307	I feel unsafe walking here	Drivers not yielding/stopping	Traffic signal issue	Concerned for increased foot traffic with new elementary school. Need signal for children crossing on foot and bicycles
308	I feel unsafe walking here	Other/Personal safety concern	Add/improved sidewalk or crossing	Walking/biking for elem school
309	I feel unsafe walking here	Other/Personal safety concern	Add/improved sidewalk or crossing	There is a HUGE missed opportunity to create a pedestrian-friendly crossing across Heritage. It would connect two greenbelts, including one leading to a school.
310	I feel unsafe walking here	Other/Personal safety concern	Add/improved sidewalk or crossing	connect greenbelt across Heritage between Mickle and Campos
311	I feel unsafe walking here	Pedestrians walking in roadway/shoulder	Add/improved sidewalk or crossing	Spring Lake Elementary School - disconnected green belt will put students at risk.
312	I feel unsafe walking here		Parking issue	
313	I feel unsafe walking here			Not enough bus service to Davis
314	I feel unsafe walking here			
315	I feel unsafe walking here			





APPENDIX B - UPDATES TO 2020 SSAR

This LRSP is based on the City of Woodland SSAR that was approved in 2020. The SSAR was expanded to include guidance from the LRSM and to reflect work completed since the development and release of the SSAR.

- Added stakeholder team consultation and inputs
- Added description of SS4A program

Notable updates from the SSAR are listed below:

- Updated all maps to reflect changes to roadway network
- Updated speed limits
- Added background on local road safety plans
- Updated commuting trend information
- Added discussion of stakeholders
- Added collision data for the years 2017-2020
- Updated OTS rankings
- Updated information on police department safety efforts
- Noted completed safety improvements and progress towards completion, where appropriate
- Added new countermeasures from the 2020 update to the LRSM
- Added description of AB 43
- Identified top five priority corridors and expanded analysis and recommendations for them
- Added implementation chapter

