



City of Woodland

Meeting Agenda

City Council

City Hall
Council Chambers
300 First Street
Woodland, CA 95695

March 19, 2024
6:00 PM

CITY COUNCIL

JOINT REGULAR CITY COUNCIL/WOODLAND FINANCE AUTHORITY MEETING

6:00 PM

A. CALL TO ORDER

B. ROLL CALL

C. PLEDGE OF ALLEGIANCE

Land Acknowledgment Statement - The City of Woodland acknowledges the land on which we live and work. For thousands of years, this land has been the home of Patwin people. Today, there are three federally recognized Patwin tribes: Cachil DeHe Band of Wintun Indians of the Colusa Indian Community, Kletsel Dehe Wintun Nation, and Yocha Dehe Wintun Nation. The Patwin people have remained committed to the stewardship of this land over many centuries. It has been cherished and protected, as elders have instructed the young through generations. We are honored and grateful to be here today on their traditional lands.

D. 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.gov. 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.

1. 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.

E. 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.

2. SUBJECT: Long Range Calendar

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

F. CONSENT CALENDAR

3. SUBJECT: American Red Cross Month Proclamation

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt a proclamation honoring the volunteers of Woodland's American Red Cross and their tremendous service to the Woodland community.

4. SUBJECT: Sports Park Drive Pedestrian Overcrossing Project, CIP 17-22: Consultant Services Agreement 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 \$185,000.00 for a total agreement amount of \$940,376.47 and authorize the City Manager to execute the amendment.

5. SUBJECT: Award Construction Contract for 2024 Road Maintenance Project, CIP 23-01 & 24-01

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

- 1.) Authorizing the re-appropriation of \$600,000.00 of Measure F Funds for CIP 24-01 from FY25/26 to FY24/25;
- 2.) Authorizing the reallocation of \$650,000.00 of Measure F Funds in FY23/24 from the Matmor Road and E. Gum Avenue Rehabilitation Project, CIP 19-05, to the 2024 Road Maintenance Project, CIP 24-01;
- 3.) Approving a construction contract for the 2024 Road Maintenance Project, CIP 23-01 & 24-01 (Project); awarding the construction contract in the amount of \$1,878,695.67 to All Phase Construction & Engineering, Inc. for the base bid plus Alternates B, D and I; authorizing a contract contingency up to 15% (\$281,804.35); and authorizing the City Manager to execute the construction contract and change orders; and
- 4.) Approving a consultant services agreement for construction management and inspection services with Associated Engineering Consultants, Inc., in the amount of \$305,797.00; authorizing a contract contingency up to 15% (\$45,869.55); and authorizing the City Manager to execute the agreement and amendments.

6. SUBJECT: FY23/24 Appropriation to Tree Reserve Fund

RECOMMENDATION FOR ACTION: Staff recommends that the City Council approve Resolution No. _____, authorizing an FY23/24 appropriation of \$15,000 to the Tree Reserve Fund (Fund 1583).

7. SUBJECT: Approve Contract Amendment with Mark Thomas for Gibson Road at SR-113 Interchange Modification Project, CIP 19-13

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, to approve a consultant design services amendment with Mark Thomas, in the amount of \$65,002.00 for a total agreement amount of \$392,157.29 for the Gibson Road at SR-113 Interchange Modification Project, CIP 19-13 and authorize the City Manager to execute the amendment.

8. SUBJECT: Submittal of HOME Investment Partnerships Program Application for Cottonwood Meadows Apartments Rehabilitation Project

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, approving the submittal of an application under the HOME Investment Partnerships Program not to exceed \$6,000,000 to support the Cottonwood Meadows Apartments rehabilitation project.

9. SUBJECT: Final Acceptance and Notice of Completion for the Yolo Bypass West Levee Culvert Replacement Project, CIP 20-06

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, (1) Appropriating \$525,000 of Spring Lake Infrastructure Storm Drainage Funds (Fund 681) to the Project; (2) Reallocating \$200,000 to the Sewer Enterprise Fund; (3) Reallocating \$215,000 to the Storm Drain Enterprise Fund, bringing the total revised Project budget to \$4,095,000; (4) Authorizing a \$42,552.48 increase to the construction contract contingency, bringing the total contract contingency to \$447,150.48; and (5) Accepting the construction contract for the Yolo Bypass West Levee Culvert Replacement Project, CIP 20-06, with T&S

10. SUBJECT: Resolution Accepting the Public Improvements for Subdivision Final Map 4856 and 5121, Prudler Phase 1 and 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 4856 and 5121, Prudler Phase 1 and 2

G. REPORTS OF THE CITY MANAGER

11. SUBJECT: Woodland Public Library Annual Report FY 2022-2023

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive the Woodland Public Library Annual Report 2022-2023.

12. SUBJECT: Adopt the City of Woodland Active Transportation Plan

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, to adopt the Active Transportation Plan.

13. SUBJECT: Fiscal Year 2023/24 Mid-Year Budget Update

RECOMMENDATION FOR ACTION: Staff recommends that the City Council receive a mid-year update on the Fiscal Year 2023/24 Budget.

14. SUBJECT: Fiscal Year 2023/24 Mid-Year Budget Adjustments

RECOMMENDATION FOR ACTION: Staff recommends that the City Council adopt Resolution No. _____, authorizing amendments to the Fiscal Year 2023/24 budget totaling \$5,246,284.

H. 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 March 19, 2024 was posted on Friday, March 15, 2024 in the outside display case at City Hall, 300 First Street, Woodland, CA, and was available to the public during normal business hours.


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: March 19, 2024
ITEM #: D.1
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.



Ken Hiatt
City Manager

Attachments:

None



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: March 19, 2024
ITEM #: E.2
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". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Ken Hiatt
City Manager

Attachments:

1. Council Long Range Calendar

CITY COUNCIL LONG RANGE CALENDAR

April 2nd

REGULAR MEETING

Child Abuse Prevention Month Proclamation
City Council Meeting Minutes of March 5, 2024 and March 19, 2024
Certification of Election Results
Pacific Coast Producers Verification of Use
Award Construction Contract for CR 25A (Parkland to Mickle) Improvement Project, CIP 24-05
Approve Sole Source Contract – Replacement of Raw Sewage Pump #2 WPCF Headworks CIP 14-02
Appropriation for Replacement of PW Utilities Vehicle
Annual Weed Abatement Hearing
Fireworks Ordinance Amendment
Utility Extension Request – Clark Pacific and Bayer Crop Science
FY 24/25 Spring Budget Workshop

May 7th

REGULAR MEETING

City Council Meeting Minutes of April 2, 2024
Contract for Landscape Maintenance Agreement with Dominguez Landscape Services
Contract for Landscape Maintenance Agreement for Figueroa Landscape Company
Contract for Tree Maintenance Services for West Coast Arborist
Annual Housing Element Report

May 21st

REGULAR MEETING

AAPI Resolution/Rescind Resolution No. 809
Measures R/J and F Spending Plans
Comprehensive Zoning Code Ordinance Adoption

June 4th

REGULAR MEETING

City Council Meeting Minutes for May 7, 2024 and May 21, 2024
FY24/25 Budget Introduction

Future Topics / Study Sessions:

East Beamer Way / Homeless Update (TBD) Rule 20A Undergrounding (TBD) Operating Agreements and CUPs for Cannabis Retailers (TBD)
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Updated 3/15/2024



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: March 19, 2024
ITEM #: F.3
SUBJECT: American Red Cross Month Proclamation

Recommendation for Action: Staff recommends that the City Council adopt a proclamation honoring the volunteers of Woodland's American Red Cross and their tremendous service to the Woodland community.



Ken Hiatt
City Manager

Attachments:

1. Red Cross Month Proclamation



**PROCLAMATION HONORING
AMERICAN RED CROSS MONTH 2024**

WHEREAS, during American Red Cross Month in March, we recognize the compassion of people in Woodland and reaffirm our commitment to care for one another in times of crisis; and

WHEREAS, this generous spirit is woven into the fabric of our community and advances the humanitarian legacy of American Red Cross founder Clara Barton — one of the most honored women in our country’s history — who nobly dedicated herself to alleviating suffering; and

WHEREAS, today, kindhearted individuals in our community exemplify Barton’s commitment as they step up through the Red Cross in the California Gold Country Region to provide a beacon of hope for our neighbors in need; and

WHEREAS, through their voluntary and selfless contributions, they make a lifesaving difference in people’s darkest hours — whether it’s delivering shelter, food and comfort during disasters; providing critical blood donations for hospital patients; supporting military families, veterans and caregivers through the unique challenges of service; saving lives with first aid, CPR and other skills; or delivering aid and reconnecting loved ones separated by global crises; and

WHEREAS, we hereby recognize this month of March in honor of all those who lead with their hearts to serve people in need, and we ask everyone to join in this commitment to strengthen our community.

NOW THEREFORE, BE IT RESOLVED, THAT THE CITY COUNCIL OF THE CITY OF WOODLAND, CALIFORNIA, do hereby proclaim March 2024 as Red Cross Month and encourages all citizens of Woodland to reach out and support its humanitarian mission.

DATED: March 5, 2024

Tania Garcia-Cadena, Mayor

Rich Lansburgh, Mayor Pro Tempore

Mayra Vega, Council Member

Tom Stallard, Council Member

Vicky Fernandez, Council Member



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: March 19, 2024
ITEM #: F.4
SUBJECT: Sports Park Drive Pedestrian Overcrossing Project,
CIP 17-22: Consultant Services Agreement
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 \$185,000.00 for a total agreement amount of \$940,376.47 and authorize the City Manager to execute the amendment.

Staff Contact:

Sara Andreotti, Engineering Assistant, (530) 661-5951, sara.andreotti@cityofwoodland.org

Fiscal Impact:

No additional funding appropriation is being requested. The approved Capital Budget includes \$8,065,000 in funding for the Sports Park Drive Pedestrian Overcrossing project consisting of \$3,660,000 in funding identified from Capital Projects (Fund 501), \$1,450,000 in funding from Southeast Area Infrastructure funds (Fund 593), \$350,000 of Water Enterprise Fund (Fund 210) and \$2,605,000 from the Road Development Fund (Fund 582).

Background:

The complete project consists of the design and construction of a bicycle/pedestrian crossing over State Route-113 along the alignment of Sports Park Drive to Farmers Central Road. This project, along with the planned Spring Lake development, completes a bicycle/pedestrian connection along the south side of town from County Road 102 to East Street. This pathway is planned for an eventual extension from East Street to Ashley Avenue which will enable residents to access the existing north/south bike lane corridors throughout the City. This project will provide bicycle/pedestrian access to the Community Center/Sports Park and to the growth areas on the east side of SR-113.

The City Council awarded the construction contract for the project on August 17, 2021, to Myers & Sons. Construction began on October 4, 2021, and project construction was completed early February 2024.

Discussion:

The Sports Parks Pedestrian Overcrossing project started in October 2021 and all project construction is now complete.

The original construction contract allowed 160 days for project construction and was anticipated to be completed in late 2022. However, due to extraordinary weather conditions and other unanticipated construction delays, the project required more than double the contract time to finish.

Construction management and inspection costs are based upon the expected construction timeline and a reasonably anticipated work effort for inspection and testing. When construction is significantly extended, even if by no fault of the city or the construction management team, it results in added costs. In the case of the Pedestrian Overcrossing, the added costs are related to the extra time

required by the construction management team to stay engaged with the project managing the contractor beyond their contractual time, added effort documenting project issues, delays and costs as well as constantly working to get the contractor to complete the project. There was significant added coordination with outside stakeholders, landowners and Caltrans associated with the contractor delays as well as continuing inspection, re-inspection and testing necessary. With the construction complete, the remaining work effort will support the city in addressing any claims submitted by the contractor and closing out the project.

The City's standard construction contract includes clauses for the City to recover some costs associated with contractor caused delays and these clauses are applied as appropriate. While the recoverable costs affect the total project budget, they do not automatically authorize increases in City agreements beyond the existing Council approved contract amounts.

The time for construction completion was more than double the contracted time and the construction management and inspection costs only increased by 37%. Further, the average cost for construction management and project inspection is between 15-20% of the construction cost. If approved, the new total contract amount represents approximately 17% of the construction contract.

To ensure continued compliance with City and Caltrans quality assurance requirements and construction management, an amendment to the consultant agreement with UNICO Engineering is necessary. Thus, staff is requesting Council approval for a contract amendment totaling \$185,000.00, bringing the total contract amount to \$940,376.47.

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 \$185,000.00 for a total agreement amount of \$940,376.47 and authorize the City Manager to execute the amendment.

Prepared by: Sara Andreotti, Engineering Assistant

Reviewed by: 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,
APPROVING A CONSULTANT AMENDMENT FOR THE SPORTS PARK DRIVE
PEDESTRIAN OVERCROSSING PROJECT, CIP 17-22**

WHEREAS, the City of Woodland has funding in the Capital Budget for the Sports Park Pedestrian Overcrossing Project, CIP 17-22 (the “Project”); and

WHEREAS, the original consultant services agreement with UNICO Engineering, was approved in the amount of \$686,778.85, and amendment #1 was for \$68,597.62 and the City Council wishes to approve amendment #2 with UNICO Engineering for \$185,000 for a total contract amount of \$ 940,376.47 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 Engineering and authorizes and directs the City Manager to execute the amendment in the amount of \$185,000 for a total contract amount of \$ 940,376.47. 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, APPROVED AND ADOPTED by the City Council of the City of Woodland at a regular City Council meeting held on the 19st day of March 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Tania Garcia-Cadena, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: March 19, 2024
ITEM #: F.5
SUBJECT: Award Construction Contract for 2024 Road Maintenance Project, CIP 23-01 & 24-01

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, 1.) Authorizing the re-appropriation of \$600,000.00 of Measure F Funds for CIP 24-01 from FY25/26 to FY24/25; 2.) Authorizing the reallocation of \$650,000.00 of Measure F Funds in FY23/24 from the Matmor Road and E. Gum Avenue Rehabilitation Project, CIP 19-05, to the 2024 Road Maintenance Project, CIP 24-01; 3.) Approving a construction contract for the 2024 Road Maintenance Project, CIP 23-01 & 24-01 (Project); awarding the construction contract in the amount of \$1,878,695.67 to All Phase Construction & Engineering, Inc. for the base bid plus Alternates B, D and I; authorizing a contract contingency up to 15% (\$281,804.35); and authorizing the City Manager to execute the construction contract and change orders; and 4.) Approving a consultant services agreement for construction management and inspection services with Associated Engineering Consultants, Inc., in the amount of \$305,797.00; authorizing a contract contingency up to 15% (\$45,869.55); and authorizing the City Manager to execute the agreement and amendments.

Staff Contact:

Diana Ayón, Senior Associate Civil Engineer, (530) 661-5967, diana.ayon@cityofwoodland.org

Fiscal Impact:

The project is identified in the current Capital Budget as CIP 23-01 & 24-01 with a combined budget of \$2,188,976. The project funding is comprised of \$2,100,000 in Measure F funding, and \$88,976 in Water Enterprise Funds to fund improvements associated with water utility conflicts.

The recommended action to re-appropriate \$600,000 of Measure F Funds for FY24/25 will allow the Project to begin construction this construction season. With the recommended action to reallocate \$650,000 of Measure F Funds from CIP 19-05, the total Project budget will increase to \$2,838,976, allowing the award of the three listed bid alternates. There is sufficient remaining funding from the Matmor Road and E. Gum Avenue Rehabilitation Project, CIP 19-05, to be reallocated to this Project. The project funding is consistent with the current approved Capital Budget and the Measure F Spending Plan.

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

Background:

In November 2016, Woodland voters approved Measure F, which extended the ½ cent supplemental sales tax. The 12-year approval of Measure F, a General Tax, includes funding for general city services including pavement maintenance.

Staff maintains a pavement management program that tracks pavement conditions and aims to address pavement maintenance on local streets with the Measure F funds.

Pavement maintenance is significantly different from pavement rehabilitation or reconstruction which repairs failed roadways. The goal of pavement maintenance is to prevent reactive road repair by proactively preserving and maintaining pavements in fair condition which have not yet deteriorated to the point of needing rehabilitation.

To increase cost efficiency and minimize public inconvenience, pavement maintenance for local/residential streets has historically been completed in discrete 'zones' of the city. Geographically bounding projects reduces the cost for construction and traffic control; it also increases the effectiveness of management and inspection. Over 14 years, the city completed pavement maintenance projects in all the 14 designated zones. With road maintenance having been completed on local roads in all 14 designated zones, the focus was shifted in the last few projects to address collector streets in need of preventative maintenance services, including the 2024 Road Maintenance Project.

This project includes pavement maintenance and improvements on the following corridors:

- Base Bid – El Dorado Dr. (West St. to Sixth St.) - 2" Grind & Overlay
- Alt A – El Dorado Dr. (West St. to Sixth St.) - Green Bike Lanes
- Alt B – W. El Dorado Dr. (CR98 to West St.) - Microsurfacing
- Alt C – W. El Dorado Dr. (CR98 to West St.) - Green Bike Lanes
- Alt D – Third St. (Oak Ave. to Gibson Rd.) - ADA Improvements
- Alt E – Third St. (Main St. to Pendegast St.) - 2" Grind & Overlay
- Alt F – Third St. at Pendegast St. - 2" Grind, Repair Storm System & Overlay
- Alt G – Third St. (Pendegast St. to Gibson Rd.) - 2" Grind & Overlay
- Alt H – College St. (south of El Dorado) and Sixth St. (south of El Dorado) – Asphalt Rubber Micro Cape Seal
- Alt I – Elliot St. (West St. to Walnut St.) - Centerline Striping

The streets identified for treatment above were chosen because they are at an age and condition prime for pavement surface work to preserve their condition and extend their useful life.

In addition to the pavement work, the project is proposed to install traffic calming striping on El Dorado Drive which will have an impact toward reducing travel speeds. The striping will include buffered bike lanes and reduced travel lane widths similar to the improvements recently completed on Gum Avenue and Matmor Road.

Discussion:

On February 6, 2024, Council approved plans and specifications for the project. On March 7, 2024, the City received one bid for construction of the project.

Staff has performed due diligence in reviewing the bid and the bid complied with the technical submittal requirements. The City received the following bid:

Bidder Name	Base Bid Amount	Base Bid Plus All Additive Alternates
All Phase Construction & Engineering, Inc.	\$1,264,593.07	\$3,137,334.57

Even though only one bid was received, after a thorough evaluation of the bid submittal, staff determined that it was advisable to award the contract to All Phase Construction & Engineering, Inc.

All Phase Construction & Engineering, Inc. was determined to be the lowest responsible, responsive bidder, which, per the bidding documents, was determined by the base bid amount. Additionally, the recommended award is collectively 10% under the Engineer's estimate and the alternates not recommended for award are collectively 83% higher than the Engineer's estimate.

The project was bid with nine additive alternates (Alternates A – I). Staff is requesting that Council award the construction contract for the base bid and Alternates B, D, and I. Awarding the base bid and Alternate B results in a two-mile-long corridor of consistent improvements. Awarding Alternate D addresses ADA deficiencies that would be necessary for a future year of road rehabilitation of Third Street. Awarding Alternate I addresses resident traffic calming requests. There is insufficient funding to award the remaining alternates. Staff will evaluate the potential to include this work in a future project.

To provide adequate construction management and specialized inspection and testing services for the project, staff is requesting that the Council approve a consultant services agreement with Associated Engineering Consultants, Inc. (AEC) in the amount of \$305,797.00. AEC is on the City's construction management and inspection services on-call list to be called upon on an as-needed basis. The on-call list was selected in September 2018 as part of a Request for Qualifications (RFQ) for construction management and inspection services. AEC has managed similar City pavement maintenance construction projects.

Staff is requesting that the Council approve a contingency up to 15% on both the construction and consultant contracts to account for the work and inspection associated with unforeseen conditions with the project. This contingency percentage for both contracts is based on staff's experience with similar roadway projects.

Staff anticipates construction starting in April 2024 with completion by fall 2024.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____,

- 1.) Authorizing the re-appropriation of \$600,000.00 of Measure F Funds for CIP 24-01 from FY25/26 to FY24/25;
- 2.) Authorizing the reallocation of \$650,000.00 of Measure F Funds in FY23/24 from the Matmor Road and E. Gum Avenue Rehabilitation Project, CIP 19-05, to the 2024 Road Maintenance Project, CIP 24-01;
- 3.) Approving a construction contract for the 2024 Road Maintenance Project, CIP 23-01 & 24-01 (Project); awarding the construction contract in the amount of \$1,878,695.67 to All Phase Construction & Engineering, Inc. for the base bid plus Alternates B, D and I; authorizing a contract contingency up to 15% (\$281,804.35); and authorizing the City Manager to execute the construction contract and change orders; and
- 4.) Approving a consultant services agreement for construction management and inspection services with Associated Engineering Consultants, Inc., in the amount of \$305,797.00; authorizing a contract contingency up to 15% (\$45,869.55); and authorizing the City Manager to execute the agreement and amendments.

Prepared by: Diana Ayón, Senior Associate Civil Engineer

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



Ken Hiatt
City Manager

Attachments:

1. Resolution
2. Project Map

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND RE-APPROPRIATING \$600,000 OF MEASURE F FUNDING, REALLOCATING \$650,000 OF MEASURE F FUNDING AND APPROVING A CONSTRUCTION CONTRACT AND CONSULTANT AGREEMENT FOR THE 2024 ROAD MAINTENANCE PROJECT, CIP 23-01 & 24-01

WHEREAS, the City of Woodland has \$2,188,976 of Measure F and Water Enterprise funds identified in the Capital Budget to maintain and extend the life of Woodland's street network, referred to as the 2024 Road Maintenance Project, CIP 23-01 & 24-01 (the "Project"); and

WHEREAS, the City Council wishes to re-appropriate \$600,000 of Measure F Funds for CIP 24-01 from FY25/26 to FY24/25; and

WHEREAS, the City Council wishes to reallocate \$650,000 of Measure F Funds in FY23/24 from the Matmor Road and E. Gum Avenue Rehabilitation Project, CIP 19-05, to the 2024 Road Maintenance Project, CIP 24-01; and

WHEREAS, the City Council approved the plans and specifications and authorized bid advertisement on February 6, 2024; and

WHEREAS, the City received one bid on March 7, 2024 from All Phase Construction & Engineering, Inc. that has been determined to be the lowest responsive, responsible bidder, determined by their base bid only amount; and

WHEREAS, the City wishes to award the construction contract to All Phase Construction & Engineering, Inc. in the amount of \$1,878,695.67 and authorize a contingency up to 15% (\$281,804.35) ; and

WHEREAS, the City desires to have the construction management, inspection and testing performed by an experienced consultant that has managed similar pavement maintenance projects for the City; and

WHEREAS, the City wishes to approve the consultant services agreement for construction management and inspection services with Associated Engineering Consultants, Inc. in the amount of \$305,797.00 and authorize contingency up to 15% (\$45,869.55); and

WHEREAS, the City Council wishes to approve the above mentioned contracts and authorize their execution through the 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 authorizes the re-appropriation of \$600,000.00 of Measure F Funds for CIP 24-01 from FY25/26 to FY24/25.

Section 2. The City Council hereby authorizes the reallocation of \$650,000.00 of Measure F Funds in FY23/24 from the Matmor Road and E. Gum Avenue Rehabilitation Project, CIP 19-05, to the 2024 Road Maintenance Project, CIP 24-01.

Section 3. The City Council hereby approves the construction contract with All Phase Construction & Engineering, Inc. in the amount of \$1,878,695.67. The City Manager is hereby authorized and directed to execute the contract and change orders up to 15% (\$281,804.35) of the original contract amount, subject to City Attorney approval. 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 4. The City Council hereby approves the consultant services agreement with Associated Engineering Consultants, Inc. in the amount of \$305,797.00. The City Manager is hereby authorized and directed to execute the contract and change orders up to 15% (\$45,869.55) of the original contract amount, subject to City Attorney approval. 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 5. Copies of the Construction Contract and Consultant Agreement for Construction Management and 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, APPROVED AND ADOPTED by the City Council of the City of Woodland at a regular meeting of the City Council held on the 19th day of March, 2024, by the following vote:

AYES:

NOES:

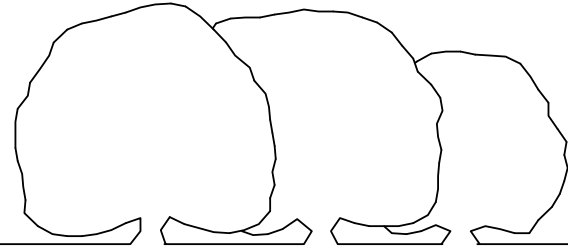
ABSENT:

ABSTAIN:

Tania Garcia-Cadena, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk



CITY OF WOODLAND

2024 ROAD MAINTENANCE PROJECT

CIP#23-01 & #24-01



PROJECT MAP

— PROJECT LOCATION





TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: March 19, 2024
ITEM #: F.6
SUBJECT: Appropriation to Tree Reserve Fund

Recommendation for Action: Staff recommends that the City Council approve Resolution No. _____, authorizing an FY23/24 appropriation of \$15,000 to the Tree Reserve Fund (Fund 1583)

Staff Contact:

Christine Engel, Community Services Director, (530) 661-2000, christine.engel@cityofwoodland.gov

Fiscal Impact:

As part of the Arbor Day planning process, the City was able to secure a generous \$15,000 sponsorship from PG&E to cover the cost of the trees that were planted as part of the event. This funding will be deposited into the Tree Reserve Fund (Fund 1583).

Background:

Each year the City of Woodland celebrates Arbor Day in order to recognize the community benefits of trees and the community's heritage as "The City of Trees". This year the event was held on March 9, 2024.

Discussion:

Ninety-six trees were planted at various parks in the City at the Arbor Day event by about twenty-five volunteers. The event was sponsored by PG&E with a donation of \$15,000. The funds will be deposited into the Tree Reserve Fund. This sponsorship will be used to offset the expenses of the event.

Conclusion:

Staff recommends that the City Council approve Resolution No. _____, authorizing an FY23/24 appropriation of \$15,000 to the Tree Reserve Fund (Fund 1583)

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

Ken Hiatt
City Manager

Attachments:

1. PGE Donation Resolution

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
APPROVING AN INCREASE TO THE FY23/34 FISCAL YEAR TREE RESERVE FUND**

WHEREAS, the City celebrated Arbor Day on March 9, 20024; and

WHEREAS, ninety-six trees were planted during this event; and

WHEREAS, PG&E has provided a generous donation of \$15,000 to support the planting of the trees.

NOW, THEREFORE BE IT RESOLVED, by the City Council of the City of Woodland that the FY23/24 Tree Reserve Fund (Fund 1583) appropriation shall be increased by an additional \$15,000.

PASSED AND ADOPTED this 19th day of March 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Tania Garcia-Cadena, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk, MMC



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: March 19, 2024
ITEM #: F.7
SUBJECT: Approve Contract Amendment with Mark Thomas for Gibson Road at SR-113 Interchange Modification Project, CIP 19-13

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, to approve a consultant design services amendment with Mark Thomas, in the amount of \$65,002.00 for a total agreement amount of \$392,157.29 for the Gibson Road at SR-113 Interchange Modification Project, CIP 19-13 and authorize the City Manager to execute the amendment.

Staff Contact:

Diana Ayón, Senior Associate Civil Engineer, (530) 661-5967, diana.ayon@cityofwoodland.org

Fiscal Impact:

The approved Capital Budget includes \$2,400,000 in funding for the project, consisting of \$2,365,000 in Spring Lake Infrastructure – Roads funding (Fund 682) and \$35,000 in road development funding (Fund 582).

There is no impact to the General Fund.

Background:

The project consists of realigning the northbound SR-113 off-ramp at Gibson Road by removing the free right turn ramp and aligning the off-ramp movement to utilize the traffic signal. A new pedestrian crosswalk will be added on the east leg of the intersection and the existing traffic signal and lighting system will be modified for the changes at the intersection. Other project improvements include widening over the existing drainage ditch between SR 113 and Harry Lorenzo Avenue to construct a new curb & gutter, a 10-foot wide planter strip, a 10-foot wide multi-use pathway, and a 15-foot wide landscape buffer behind the new sidewalk. New pedestrian-scale streetlights along Gibson Road are also included with the design. The project will provide operational benefits for all travel modes on the northbound SR-113 Off-Ramp at Gibson Road and provide improved pedestrian connectivity along the south side of Gibson Road.

Staff completed a qualifications based selection process in December 2019 and selected Mark Thomas to provide design services for the project. The Project's design contract was authorized by the City Council on June 16, 2020, to Mark Thomas in an amount not to exceed \$285,025. Council authorized a 15% contract contingency.

Discussion:

The original design services contract with Mark Thomas was executed in July 2020 and assumed the project would be delivered through the Caltrans Encroachment Permit process. After contract execution and before the City and Caltrans executed the COOP Agreement, Caltrans changed their process for this type of project and determined that the City would need to go through the Caltrans Design Engineering Evaluation Report (DEER) process. The first amendment to Mark Thomas's contract was executed to reallocate budget from other phases of design and add \$32,322.29 (11.3%) to cover the added cost to complete some of the additional tasks required of the Caltrans DEER process. A Second Amendment for \$9,808 (3.4%) was processed for Mark Thomas to prepare the

legal description and exhibits for a ROW dedication and ROW certification with Caltrans that was not contemplated at the time of initial contract execution.

Execution of amendments 1 and 2 has exhausted the Council-approved contract contingency amount (current total contract = \$327,778.75). A 3rd amendment is now needed to add construction services back into the contract and to also cover other late-edition Caltrans requirements, including a long-form Storm Water Data Report (SDWR). Therefore, staff is requesting an additional \$65,002 be added to Mark Thomas's contract to secure their services through the completion of the project. Staff anticipates obtaining the Caltrans Encroachment Permit within the next 2 months.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____, to approve a consultant design services amendment with Mark Thomas, in the amount of \$65,002.00 for a total agreement amount of \$392,157.29 for the Gibson Road at SR-113 Interchange Modification Project, CIP 19-13 and authorize the City Manager to execute the amendment.

Prepared by: Diana Ayón, Senior Associate Civil Engineer

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



Ken Hiatt
City Manager

Attachments:

1. Resolution
2. Contract Amendment

RESOLUTION NO. ____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND TO
APPROVE A CONTRACT AMENDMENT WITH MARK THOMAS FOR THE GIBSON
ROAD AT SR-113 INTERCHANGE MODIFICATION PROJECT, CIP 19-13**

WHEREAS, the Gibson Road at SR-113 Interchange Modification Project, CIP 19-13 (the “Project”), is fully funded in the Capital Budget; and

WHEREAS, a majority of the proposed improvements will occur within Caltrans right-of-way; and

WHEREAS, the City Council authorized the City Manager on June 16, 2020 to execute a Consultant Agreement with Mark Thomas for design services; and

WHEREAS, ongoing Caltrans coordination and documentation to obtain a required encroachment permit has added extra work under Mark Thomas’ contract; and

WHEREAS, the City wishes to approve an amendment with Mark Thomas to the Agreement dated July 7, 2020 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 the consultant services amendment with Mark Thomas and authorizes and directs the City Manager to execute the amendment in the amount of \$65,002.00 for a total contract amount of \$ 392,157.29 for the Gibson Road at SR-113 Interchange Modification Project, CIP 19-13. 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 Amendment for design 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, APPROVED AND ADOPTED by the City Council of the City of Woodland at a regular meeting of the City Council held on the 19th day of March, 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Tania Garcia-Cadena, Mayor

Ana B. Gonzalez, City Clerk

ARTICLE 1. PARTIES AND DATE

This Third Amendment to the Professional Services Agreement (“Third Amendment”) dated as of the 19th day of March, 2024 is entered into by and between the City of Woodland (“City”) and Mark Thomas, a CORPORATION (“Consultant”).

ARTICLE 2. RECITALS

2.1 City and Consultant entered into that certain Professional Services Agreement dated July 7, 2020 (“Agreement”), whereby Consultant agreed to provide professional engineering design consulting services for the Gibson Road at SR-113 Interchange Modification Project, CIP #19-13.

2.2 City and Consultant now desire to amend the Agreement to include additional compensation in accordance with the Consultant’s proposal dated January 31, 2024, attached hereto. The total compensation for the Third Amendment shall not exceed Sixty-Five-Thousand-Two Dollars and 00/00 (\$65,002.00) for a new contract total not to exceed Three-Hundred-Ninety-Two-Thousand-One-Hundred-Fifty-Seven Dollars and 29/00 (\$392,157.29).

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]

**Third Amendment To Professional Services Agreement Between The City Of Woodland
And Mark Thomas** **CM# 001152**

City Of Woodland

Mark Thomas, a CORPORATION

By: _____
Ken Hiatt
City Manager

By: _____
Name:
Title:

ATTEST:

Ana B. Gonzalez, City Clerk

**Third Amendment To Professional Services Agreement Between The City Of Woodland
And Mark Thomas** **CM# 001152**

CONSULTANT PROPOSAL FOR ADDITIONAL WORK



January 31, 2024

File No: SA-20136

Community Development
City of Woodland
300 First Street
Woodland, CA 95695
Attn: Diana Ayon

**RE: Gibson Road and SR 113 Interchange Modification [CIP #19-13] – Additional Services Request for Caltrans
DEER and DSDD Support – Amendment No. 3**

Dear Ms. Ayon,

Per your request, Mark Thomas & Company, Inc (Mark Thomas) has prepared this additional services letter for the Gibson Road and SR 113 Interchange Modifications Project (Project). Mark Thomas' original scope of services for the Project included engineering and design services for project management, surveying and mapping, traffic analysis, environmental services, preparation of plans, specifications and estimates (PS&E), construction support, and support for obtaining a Caltrans Encroachment Permit.

During the course of the project, additional design services have been requested and completed, which include preparation of an updated traffic analysis report based on the City's requested changes to the SR 113 Northbound Off Ramp lane configuration. In addition, Caltrans required preparation of a Design Engineering Evaluation Report (DEER), an Initial Site Assessment (ISA), a Maintenance Agreement, Plat and Legal Description, a Water Quality Assessment Memorandum, and a Design Standard Decision Document (DSDD) for approval of the City's proposed modifications to the Gibson Road and SR 113 interchange. Caltrans has also requested a Stormwater Data Report (SWDR) Long Form and specific drainage studies to be documented into the SWDR Long Form, which will require additional hydraulic studies and updating the drainage memorandum.

To support preparation of the DEER, DSDD, and ISA, Mark Thomas requested an amendment to reallocate the project budget in October 2022. In addition, Construction Support budget was reallocated to support preparation of the Plat and Legal Description and Water Quality Assessment Memorandum. We have expended our budget for preliminary design and final design due to extensive requests from Caltrans to provide additional documents and updates. We are requesting an amendment to our contract to request additional budget for restoring the reallocated project budget and for supporting the ongoing preparation of the DEER, DSDD, SWDR Long Form, and updated drainage memorandum, including completing the additional hydraulic analyses.

Mark Thomas will complete the following tasks:

Task 1 – Project Management

1.1 Project Management

Mark Thomas will continue to provide direction to plan, organize, direct and monitor project work activities and resources in accordance with contracted scope, schedule and budget. This task includes performing ongoing general project management with the client, subconsultants and stakeholders including preparing contract paperwork, memo's, letters and e - mail, making phone calls and maintaining project files.



1.3 Quality Assurance/Quality Control

Mark Thomas will complete an independent technical review of all major deliverables including the DEER, DSDD, and SWDR Long Form.

Task 1 Deliverables:

- *Progress Reports*
- *Invoices*
- *All deliverables will be submitted electronically in .PDF format unless otherwise noted.*

TASK 3 – Preliminary Design

Task 3.4 Drainage Memo

Mark Thomas conducted drainage studies and submitted a draft drainage memorandum in December 2020. Based on emails with Caltrans District 3 staff, additional information from the drainage memorandum shall be documented in the SWDR Long Form which will require supplementary hydraulic analyses. Mark Thomas will update the drainage memorandum to include hydraulic analyses of the ditch that will be regraded on the south side of the proposed multi-use path.

Task 3.7 Caltrans DEER Support

Based on emails with Caltrans District 3 staff, Caltrans will require development of a SWDR Long Form for the Project. Mark Thomas will prepare a SWDR Long Form and complete supporting analyses, calculations, and checklists that are required for Caltrans approval.

Task 3 Deliverables:

- *Draft and Final DEER Package*
- *Draft and Final SWDR Long Form*
- *Draft and Final Drainage Memorandum*
- *All deliverables will be submitted electronically in .PDF format unless otherwise noted.*

Task 4 – Final Design

4.1 Prepare 95% PS&E

During the course of development of the 95% design PS&E, Caltrans requested development of a DSDD for the project for approval of the project. This effort led to preparation of the document, request forms, and attachments not included in the original scope of work. In addition, several design changes were made to gain Caltrans' approval which included changing off-ramp cross slope, designing a new curb ramp and sidewalk on the north side of Gibson Road, realignment of the curb line, redesigning the drainage system, and preparing Traffic Control Plans. Mark Thomas will continue to complete all tasks necessary to develop the DSDD and required attachments.

Task 4 Deliverables:

- *95% PS&E*
- *All deliverables will be submitted electronically in .PDF format unless otherwise noted.*





CITY OF WOODLAND
GIBSON ROAD AND SR 113 INTERCHANGE MODIFICATIONS
ADDITIONAL SERVICES REQUEST NO. 1

Task 6 – Construction Support

6.2 Construction Support

During the course of development of DEER, Caltrans requested preparation of a Water Quality Assessment Memorandum and a Plat and Legal Description. The Construction Support budget was reallocated to support the efforts needed to prepare Water Quality Memorandum and Plat and Legal Description. We are requesting additional budget to restore the original contract budget for Construction Support. This task assumes that the City will perform the construction management in-house with qualifications that include past experience with public works project. The construction manager will be responsible for managing the project through construction including overseeing the Contractor and day-to-day construction activities and inspection.

During the construction phase, Mark Thomas and Bennet Engineering (formerly Y&C) will work with the Resident Engineer (RE) that is provided by the City to assist and advise the RE in order to minimize construction conflicts and to expedite project completion.

6.3 Record Drawings

During the course of development of DEER, Caltrans requested preparation of a Water Quality Assessment Memorandum and a Plat and Legal Description. The original contract budget to prepare Record Drawings was reallocated to support the efforts needed to prepare Water Quality Memorandum and Plat and Legal Description. We are requesting additional budget to restore the original contract budget for preparation of Record Drawings. Mark Thomas will provide Record Drawings to the City after construction is complete. These drawings will be based on red-lined as-builts provided by the City Construction Manager or City Contractor.

Schedule

Mark Thomas will endeavor to complete the additional services included in this amendment request within the timeframe of the current project schedule.

Fee Estimate

Based on the attached Fee Proposal, the total contract budget will be increased by \$65,002 from \$285,025 to \$392,157.29. Invoices will be submitted monthly on a time and materials basis.

Thank you again for the opportunity to work with you on this project. If you have any questions, please contact me at (916) 215-2981.

Sincerely,

MARK THOMAS

A handwritten signature in blue ink, appearing to read 'Dan Blomquist', written over a light blue horizontal line.

Dan Blomquist
Senior Project Manager

Attachments

COST PROPOSAL FOR PROJECT SCOPE: Woodland-Gibson Rd at SR 113 IC (AM #3)

 MARK THOMAS										TOTAL COST
		Sr. Project Manager \$303	Sr. Project Engineer \$225	Design Engineer II \$165	Technician \$118	LAUD Project Manager \$243	Landscape Designer II \$146	Sr. Project Coordinator \$173	Total Hours	
1.0 PROJECT MANAGEMENT										
1.1	Project Management	4	4				4	12	\$2,804	\$2,804
1.3	Quality Assurance/Quality Control	8						8	\$2,424	\$2,424
Subtotal Phase 1		12	4	0	0	0	4	20	\$5,228	\$5,228
3.0 PRELIMINARY DESIGN										
3.4	Drainage Memo	2	2	20				24	\$4,356	\$4,356
3.7	Caltrans DEER Support	4	40	24		16	32	116	\$22,732	\$22,732
Subtotal Phase 3		6	42	44	0	16	32	0	\$27,088	\$27,088
4.0 FINAL DESIGN										
4.1	Prepare 95% PS&E	8	40	24				72	\$15,384	\$15,384
Subtotal Phase 4		8	40	24	0	0	0	72	\$15,384	\$15,384
6.0 CONSTRUCTION SUPPORT										
6.2	Construction Support	8	16	40				64	\$12,624	\$12,624
6.3	Record Drawings		4		18	2	8	32	\$4,678	\$4,678
Subtotal Phase 6		8	20	40	18	2	8	0	\$17,302	\$17,302
TOTAL HOURS		34	106	108	18	18	40	4	328	
OTHER DIRECT COSTS									\$0	\$0
TOTAL COST		\$10,302	\$23,850	\$17,820	\$2,124	\$4,374	\$5,840	\$692	\$65,002	\$65,002



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: March 19, 2024
ITEM #: F.8
SUBJECT: Submittal of HOME Investment Partnerships Program
Application for Cottonwood Meadows Apartments
Rehabilitation Project

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, approving the submittal of an application under the HOME Investment Partnerships Program not to exceed \$6,000,000 to support the Cottonwood Meadows Apartments rehabilitation project.

Staff Contact:

Dago Fierros, Housing Analyst II, (530) 661-2019, dago.fierros@cityofwoodland.gov

Fiscal Impact:

There is no impact on the General Fund. The application will include an administrative component to help defray City staff and legal costs that may be incurred for administering the grant.

Background:

Cottonwood Meadows is a 47-unit apartment complex in Woodland that was built in 1987 and has been maintained as affordable rental housing serving very low-income seniors and disabled individuals. The complex is currently owned by New Hope Community Development Corporation (New Hope CDC) which is a non-profit organization serving as an ancillary entity to Yolo County Housing Authority (YCH).

Discussion:

On January 19, 2024, the California Department of Housing and Community Development (HCD) issued a notice of funding availability (NOFA) for the 2022-2023 HOME Investment Partnerships Program (HOME). Approximately \$120 million in funds is available statewide to provide loans or grants to applicants serving low-income, at or below 80% of area median income and very low-income, at or below 50% of area median income households. Under the current NOFA, funding will be used for the following eligible activity:

- Multi-family Rental Projects (new construction and/or rehabilitation with or without acquisition)

For the 2022-2023 HOME program, the City of Woodland will serve as the primary applicant and New Hope CDC will serve as the beneficiary. Only cities, counties, tribal governments as well as other state, regional, and local public entities may submit applications. A successful application will provide the necessary funds to complete an extensive rehabilitation project which includes, but not limited to, rehabilitation of the roofing, siding, and stairs. The project also includes substantial upgrades to the heating, ventilation, and air conditioning (HVAC) system and modernization upgrades to the hydraulic passenger elevator.

A memorandum of understanding or similar document will be required between the City and New Hope CDC in order to allow access to the HOME funds for the rehabilitation project and related costs.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____, approving the submittal of an application under the HOME Investment Partnerships Program not to exceed \$6,000,000 to support the Cottonwood Meadows Apartments rehabilitation project.

Prepared by: Dago Fierros, Housing Analyst II

Reviewed by: Christine Engel, Community Services Director



Ken Hiatt
City Manager

Attachments:

1. HOME App Reso Mar 19, 2024

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND AUTHORIZING SUBMITTAL OF AN APPLICATION TO THE CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT FOR FUNDING UNDER THE HOME INVESTMENT PARTNERSHIPS PROGRAM

WHEREAS:

- A. The California Department of Housing and Community Development (the “Department”) is authorized to allocate HOME Investment Partnerships Program (“HOME”) funds made available from the U.S. Department of Housing and Urban Development (“HUD”). HOME funds are to be used for the purposes set forth in Title II of the Cranston-Gonzalez National Affordable Housing Act of 1990, in federal implementing regulations set forth in Title 24 of the Code of Federal Regulations, part 92, and in Title 25 of the California Code of Regulations commencing with section 8200.
- B. On January 19, 2024, the Department issued a Notice of Funding Availability announcing the availability of funds under the HOME program (the “NOFA”).
- C. In response to that HOME NOFA, The City of Woodland a municipal corporation, subdivision of the State of California, (the “Applicant”), wishes to apply to the Department for, and receive an allocation of, HOME funds.

NOW, THEREFORE, BE IT RESOLVED THAT:

- 1. In response to the above-referenced HOME NOFA, the Applicant is hereby authorized to submit an application to the Department to participate in the HOME program and for an allocation of funds not to exceed Six Million Dollars (\$6,000,000) for the following activities and/or program:
 - a. Rehabilitation of the Cottonwood Meadows Apartments located at 120 North Cottonwood Street, Woodland, CA 95695.
- 2. If the application for funding is approved, then the Applicant hereby agrees to use the HOME funds for eligible activities in the manner presented in its application as approved by the Department in accordance with the statutes and regulations cited above. The Applicant will also execute a Standard Agreement, any amendments thereto, and any and all other documents or instruments necessary or required by the Department or HUD for participation in the HOME program (collectively, the required documents).
- 3. The City Manager, or designee, is authorized to execute the Application, Standard Agreement, and all other required documents for participation in the HOME program.

PASSED AND ADOPTED by the City Council of the City of Woodland at a regular meeting of the City Council held on the 19th day of March, 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Tania Garcia-Cadena, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: March 19, 2024
ITEM #: F.9
SUBJECT: Final Acceptance and Notice of Completion for the Yolo Bypass West Levee Culvert Replacement Project, CIP 20-06

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, (1) Appropriating \$525,000 of Spring Lake Infrastructure Storm Drainage Funds (Fund 681) to the Project; (2) Reallocating \$200,000 to the Sewer Enterprise Fund; (3) Reallocating \$215,000 to the Storm Drain Enterprise Fund, bringing the total revised Project budget to \$4,095,000; (4) Authorizing a \$42,552.48 increase to the construction contract contingency, bringing the total contract contingency to \$447,150.48; and (5) Accepting the construction contract for the Yolo Bypass West Levee Culvert Replacement Project, CIP 20-06, with T&S Construction Co., Inc., as complete and authorizing the City Clerk to file a Notice of Completion.

Staff Contact:

Mark Miller, Associate Engineer - (530) 661-5968, mark.miller@cityofwoodland.org

Fiscal Impact:

The authorized contract amount for the Yolo Bypass West Levee Culvert Replacement Project, CIP 20-06, (the "Project") with T&S Construction Co., Inc., ("T&S") is \$2,697,320 with an approved contingency amount of \$404,598. To date, four change orders have been executed for a total amount of \$200,786.71. A final change order is currently proposed in the amount of \$246,363.77, which results in a total change order amount of \$447,150.48. This total amount exceeds the authorized contingency by \$42,552.48; thus, Staff is requesting a \$42,552.48 increase to the construction contract contingency to cover the final change order and close out the contract.

The Project is included in the Capital Improvement Program which was approved by the City Council on June 20, 2023, with an authorized total budget of \$3,985,000. Current Project funding is split between Storm Drain Enterprise Funds (\$3,485,000), Sewer Enterprise Funds (\$200,000) and Storm Drain Development Funds (\$300,000). In order to cover the final construction cost and close out the Project with appropriate funding, Staff is requesting an appropriation of \$525,000 of Spring Lake Infrastructure Storm Drainage Funds (Fund Code 681) to CIP 20-06 and the reallocation of \$200,000 of Sewer Enterprise Funds and \$215,000 of Storm Drain Enterprise Funds back to their respective Funds. These appropriations will bring the total Project budget to \$4,095,000.

The City of Woodland and County of Yolo prepared a cost sharing methodology based on their respective capacity share of the storm water culverts and together entered into Agreement No. 22-65 on April 12, 2022, to allocate eligible Project costs at a 74% City responsibility and 26% County responsibility. These eligible costs cover permitting, design, geotechnical investigation, environmental and cultural monitoring, construction inspection, construction contract, construction contingency and project management.

Background:

The entirety of the City's storm drainage and a portion of the County's outlets to the Yolo Bypass through the City's Outfall Channel and culverts through the Yolo Bypass West Levee (YBWL). The former outlet culverts were originally constructed around 1971, were replaced around 2002, and

consisted of three 48-inch diameter corrugated metal pipes with flap gates on the discharge ends. Storm drainage flows have increased significantly since their original installation in 1971 due to development within the City and an updated understanding of regional hydrology and, as a result, additional capacity was needed through the culverts crossing the YBWL. Furthermore, the former culverts did not meet current engineering standards for pipe penetrations through levees protecting urban areas and had corroded, actually forming a sinkhole in the YBWL.

Staff started design in 2020 to scope replacement of the former culverts and restoration of the YBWL. Permits to design and construct the replacement project were required from various local, State and Federal agencies. After a CEQA document was prepared and the City Council adopted a Mitigated Negative Declaration for Project impacts in August 2021, Staff applied for the various permits from the United States Army Corps of Engineers (USACE), the California Central Valley Flood Protection Board (CVFPB), the California Department of Fish and Wildlife (CDFW), the California Central Valley Regional Water Quality Control Board (CVRWQCB), and the Yolo Habitat Conservation Plan/ Natural Community Conservation Plan (Yolo HCP/NCCP) to authorize the Project. Permission for a geotechnical investigatory boring to determine existing YBWL composition was released on September 22, 2022, and the drilling was performed as soon as possible on October 31, 2022. Subsequent to further agency review of the geotechnical investigation results, permission to construct the Project was released on March 29, 2023, and Project construction began on May 15, 2023, in accordance with Federal and State Permit conditions.

The former corroded and failing metal culverts were replaced with a four-cell, cast-in-place concrete box culvert equipped with flap gates on the discharge ends and positive closure slide gates inside the YBWL. The sinkhole was restored and the banks of the Outfall Channel and YBWL were armored with rock slope protection per Federal and State standards. Construction was substantially complete at the end of October and embankment restoration and native seeding were completed on November 15, 2023. Staff closed out permits for the Project in December 2023.

Discussion:

T&S was awarded the construction contract in 2022 while permit acquisition was ongoing; however, the permit acquisition process took significantly longer than anticipated. As a result, the Project's geotechnical investigation was delayed from 2021 to late 2022 and, consequently, the construction window was delayed from the summer of 2022 to the summer of 2023. Four change orders have been executed to date for a total amount of \$200,786.71. One final change order remains to be executed for an amount of \$246,363.77, which would bring the total contract change order amount to \$447,150.48.

The primary reasons for the project change orders were scope changes and delays related to the various permits required for the work. Of the scope changes, the most notable one arose from results of the geotechnical investigation that tested and cataloged the in-place YBWL material in late 2022. Laboratory plasticity index tests performed on the sampled material indicated that the underlying levee soils consisted of fat clay with high expansion potential. Where current specifications for levees protecting urban areas require embankment fill material to have plasticity indices less than or equal to 25 (material that is termed as lean clay), test results for the in-situ material had a plasticity index above 40. Thus, the existing YBWL embankment material within the Project excavation was deemed as unsuitable for levees protecting urban areas. This material was required to be removed from the Project site and new material suitable for levee construction was required to be imported for embankment restoration. Also, among the scope changes required by the permitting agency review were widened excavation limits in order to remove a larger portion of one of the three former culverts, widened borrow site excavation limits to source the requisite additional embankment fill material, and addition of a landside seepage filter to relieve internal pressures of the YBWL were it to become saturated with flood water.

Change Order No. 1 and a portion of No. 5 account for scope changes as a result of agency permit conditions. Change Order No.'s 2 and 4 account for the one year of price escalations and contract extension from the originally intended construction season (Summer 2022) to the authorized construction season (Summer 2023). The remaining portion of Change Order No. 5 accounts for additional work and bid item overruns or underruns as directed by the City and as measured at the end of construction.

Change Order No. 3 was not related to scope changes or delays and instead accounts for T&S' costs related to an unforeseen flooding of the construction site in July 2023. On Sunday, July 9th, the Project narrowly avoided catastrophic damage from flooding due to a quick response from T&S and City Staff, as well as by luck that the flood occurred during a floating week when construction was ahead of schedule. Flooding of the site was a result of unanticipated flows being rerouted into the City's Outfall Channel, overwhelming the Project bypass pumps and cofferdam systems and eroding portions of the Outfall Channel. The City has submitted a claim for \$72,105 to cover the direct costs of the flooding event and is currently in negotiations with the district who was responsible for the flooding. Reimbursement from the responsible party will be refunded to the applicable project funding source. However, costs borne by T&S were reimbursed in order to keep the Project on track for completion within the permitted construction window.

The total change order amount of \$447,150.48 is above the originally authorized construction contingency. Staff is requesting a \$42,552.48 increase to the authorized construction contingency and a corresponding increase of \$110,000 to the Project budget to cover final staff time, permitting, design, geotechnical investigation, environmental and cultural monitoring, construction inspection, construction contract, construction contingency and Project management costs. Final Project costs are enumerated in the table below:

Permit Acquisition and Design Contract	\$ 457,020
Permitting Fees	\$ 46,556
Environmental and Cultural Monitoring Contracts	\$ 159,882
Geotechnical Investigation Contract	\$ 15,200
Construction Inspection and Quality Assurance Contract	\$ 154,000
Construction Contract	\$ 2,697,320
Construction Contract Change Orders (Construction Contingency)	\$ 447,151
Project Management and Staff Time	\$ 117,871
Total Project Cost	\$ 4,095,000
Currently, Authorized Project Budget	\$ 3,985,000

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____, (1) Appropriating \$525,000 of Spring Lake Infrastructure Storm Drainage Funds (Fund 681) to the Project; (2) Reallocating \$200,000 to the Sewer Enterprise Fund; (3) Reallocating \$215,000 to the Storm Drain Enterprise Fund, bringing the total revised Project budget to \$4,095,000; (4) Authorizing a \$42,552.48 increase to the construction contract contingency, bringing the total contract contingency to \$447,150.48; and (5) Accepting the construction contract for the Yolo Bypass West Levee Culvert Replacement Project, CIP 20-06, with T&S Construction Co., Inc., as complete and authorizing the City Clerk to file

a Notice of Completion.

Prepared by: Mark Miller, Associate Engineer

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

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

RESOLUTION NO. ____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
ACCEPTING THE YOLO BYPASS WEST LEVEE CULVERT REPLACEMENT
PROJECT, CIP 20-06, CONSTRUCTION CONTRACT AS COMPLETE AND
AUTHORIZING THE CITY CLERK TO FILE A NOTICE OF COMPLETION**

WHEREAS, the City Council adopted Resolution 7868 on April 5, 2022 to execute a construction contract with T&S Construction Co., Inc., (T&S) in the amount of \$2,697,320 and approve a fifteen percent construction contingency of up to \$404,598 for the Yolo Bypass West Levee Culvert Replacement Project, CIP 20-06, which is also known as the Storm Drainage Outfall Channel Outlet Structure Project (the “Project”); and

WHEREAS, the City Council adopted Resolution 8111 on June 20, 2023 which authorized a total budget of \$3,985,000 for the Project; and

WHEREAS, construction of the Project began on May 15, 2023, and was completed on November 15, 2023; and

WHEREAS, four contract change orders were executed in an amount totaling \$200,786.71, and one final change order remains to be executed in the amount of \$246,363.77, which brings the total contract change order amount to \$447,150.48; and

WHEREAS, the City wishes for the authorized contract contingency of \$404,598 to be increased by \$42,552.48 to cover contract change orders and wishes the authorized Project budget of \$3,985,000 to be increased by \$110,000 to cover final Project costs; and

WHEREAS, the City wishes to reallocate \$200,000 from the Project to the Sewer Enterprise Fund; and

WHEREAS, the City wishes to reallocate \$215,000 from the Project to the Storm Drain Enterprise Fund; and

WHEREAS, the City wishes to appropriate \$525,000 of Spring Lake Infrastructure Storm Drainage Funds (Fund Code 681) to the Project, bringing the total revised Project budget to \$4,095,000; and

WHEREAS, authorization of a construction contract contingency increase of \$42,552.48 is required to execute the final change order change and close out the construction contract.

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

Section 1. The City Council hereby authorizes a \$110,000 increase to the Project budget for the Yolo Bypass West Levee Culvert Replacement Project, CIP 20-06, bringing the total authorized Project budget up to \$4,095,000.

Section 2. The City Council hereby appropriates \$525,000 of Spring Lake Infrastructure Storm Drainage Funds, Fund 681, to the Project to cover final Project costs.

Section 3. The City Council hereby reallocates \$200,000 to the Sewer Enterprise Fund.

Section 4. The City Council hereby reallocates \$215,000 to the Storm Drain Enterprise Fund.

Section 5. The City Council hereby authorizes a \$42,552.48 increase to the construction contract contingency for the Yolo Bypass West Levee Culvert Replacement Project, CIP 20-06, bringing the total authorized contingency up to \$447,150.48.

Section 6. The City Council hereby accepts the Yolo Bypass West Levee Culvert Replacement Project, CIP 20-06, as complete.

Section 7. The City Council hereby authorizes the City Clerk to file a Notice of Completion for the Yolo Bypass West Levee Culvert Replacement Project, CIP 20-06.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Woodland at a regular meeting held on the 19th day of March 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Tania Garcia-Cadena, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: March 19, 2024
ITEM #: F.10
SUBJECT: Resolution Accepting the Public Improvements for Subdivision Final Map 4856 and 5121, Prudler Phase 1 and 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 4856 and 5121, Prudler Phase 1 and 2.

Staff Contact:

Lolly Weichel, (530) 661-5820, lolly.weichel@cityofwoodland.org.

Fiscal Impact:

All infrastructure improvements to serve this subdivision were constructed using private funding from the developer. The public improvements constructed with these maps add 75,847 square feet of new public landscaping, with an estimated annual maintenance cost of \$27,491.32 including maintenance and water use. This additional landscaping is within the boundaries of and will be maintained by the Prudler Services Community Facilities District (CFD). These costs were anticipated during the formation of the CFD and will be included with the proposed annual assessments, which are typically presented to Council in May each year.

The Governmental Accounting Standards Board Statement 34 (GASB 34) requires state and local governments to include valuation and depreciation information on public infrastructure assets for accounting purposes and financial reports. The total cost of public infrastructure in the GASB34 categories that the City will acquire with these subdivisions is shown below.

GASB34 Category	Prudler Phase 1	Prudler Phase 2	Neighborhood Park
Road	\$2,225,610	\$2,811,973	\$40,628
Water	\$721,386	\$684,250	\$111,767
Sewer	\$436,215	\$473,340	\$0
Storm Drain	\$671,303	\$374,900	\$23,000

Background:

On September 6, 2016, the City Council approved Prudler Tentative Map (No. 4856) and the associated Development Agreement. The map consisted of 183 single family lots. On March 1, 2022, the City Council approved Final Subdivision Map (SM) No. 4856 Prudler Phase 1 and (SM) No. 5121 Prudler Phase 2 and the associated Subdivision Improvement Agreement with Ag Essential Housing CA 1, L.P. and Lennar Homes of California, LLC.

The improvements constructed for Subdivisions 4856 (Prudler Phase 1) and 5121 (Prudler Phase 2) and currently being considered for acceptance are shown in the improvement plans entitled:

- "Civil Improvement Plans for Prudler Subdivision - Phase 1" approved by the City Engineer on April 7, 2021, and

- "Civil Improvement Plans for Prudler Subdivision - Phase 2" approved by the City Engineer on April 7, 2021, and
- "Landscape Improvement Plans for Prudler Subdivision Neighborhood Park" approved by the City Engineer on November 5, 2021, and

Construction of additional offsite public improvements associated with the following improvement plan sets has not yet been completed and will be offered for acceptance at a later date:

- "Offsite Civil Improvement Plans for Prudler Phase 1"
- "Offsite Civil Improvement Plans for Prudler Phase 2"

Lennar Homes of California has completed the infrastructure improvements to the satisfaction of the City Engineer, and the Public Works and Community Development Departments. Following Council acceptance, the City Clerk will file a Notice of Completion for the completed items initiating release of the developer's performance and payment securities for these improvements. The developer has provided warranty securities for the subdivision to correct any defects identified during the warranty time frame of one year following the filing of the Notice of Completions.

Discussion:

This is the standard practice for obtaining infrastructure improvements for new subdivisions. The final map dedicated utility easements to the City. The work is designed to City Standard Specifications and the improvements are inspected by the City during construction. The offsite improvements required of the project that have yet to be completed are still an obligation of the Developer and will need to be completed before the City accepts those improvements and releases bonds for that portion of the work as identified in the Subdivision Improvement Agreement.

Conclusion:

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 4856 and 5121, Prudler Phase 1 and 2.

Prepared by: Lolly Weichel, Senior Engineering Assistant

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



Ken Hiatt
City Manager

Attachments:

1. Resolution
2. Location Map

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
ACCEPTING THE PUBLIC IMPROVEMENTS FOR
SUBDIVISION FINAL MAPS 4856 AND 5121
BY LENNAR HOMES OF CALIFORNIA, LLC
AND AG ESSENTIAL HOUSING CA 1, L.P.**

WHEREAS, On September 6, 2016, the City Council approved Tentative Map No. 4856 Prudler Subdivision for 183 single family lots and associated Development Agreement; and

WHEREAS, on, March 1, 2022 the City Council approved the final map for Subdivision No. 4856 and 5121 Prudler Phase 1 and Prudler Phase 2, which created 85 and 98 single family lots respectively ("Map"); and

WHEREAS, the conditions of approval for the Map required the subdivider, Lennar Homes of California, LLC and the owner, Ag Essential Housing CA 1, L.P., to enter into a Subdivision Improvement Agreement calling for the construction of infrastructure necessary to serve the development permitted by this Map (collectively, the "Improvements"), and furnish bonds or other securities to ensure the timely completion of the Improvements; and

WHEREAS, Lennar Homes of California, LLC has completed the Improvements associated with the intract improvement for Phase 1 & 2 and the neighborhood park. Offsite improvements, including East Street and Sports Park Drive improvements, will be considered for acceptance at a future date; and

WHEREAS, Lennar Homes of California, LLC has previously furnished a bond for Subdivision 4856 identified as Bond No. 6131018394 and issued by United States Fire Insurance Company; and a bond for Subdivision 5121 identified as Bond No. 0237600 and issued by Berkley Insurance Company as surety ("Bond"), securing the completion of the Improvements; and

WHEREAS, the Subdivision Map Act and the Woodland Municipal Code require the City to accept subdivision improvements which have been completed; and

WHEREAS, Lennar Homes of California, LLC has requested that the City accept those Improvements that have been completed;

NOW THEREFORE BE IT RESOLVED AS FOLLOWS:

Section 1. The City Council hereby accepts those Improvements constructed for Subdivision 4856 and 5121 Prudler Phase 1 and 2 and as shown on the civil improvement plans entitled, "Civil Improvement Plans for Prudler Subdivision - Phase 1" approved by the City Engineer on April 7, 2021, and "Civil Improvement Plans for Prudler Subdivision - Phase 2" approved by the City Engineer on April 7, 2021, and "Landscape Improvement Plans for Prudler Subdivision Neighborhood Park" approved by the City Engineer on November 5, 2021.

Section 2. The City Council hereby authorizes the City Clerk to file the Notice of Completion and release the developer's performance and payment securities for Subdivision No. 4856 and 5121 Prudler Phase 1 and 2 as related to intract improvements and as listed above.

Section 3. Through adoption of this resolution, the City of Woodland does not waive any of its rights, or obligations of Lennar Homes of California, LLC, or any other entity, under the conditions of approval for the Map, any associated development agreement, reimbursement agreement, participation agreement, or under any other document, ordinance or applicable law.

Section 4. The adoption of this resolution shall not be deemed to cure any breach by Lennar Homes of California, LLC or any other entity of its obligations under the Map or any other document, ordinance, or applicable law.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Woodland at a regular meeting of the City Council held on the 19th day of March, 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN

Tania Garcia-Cadena, Mayor

ATTEST:

Ana Gonzalez, City Clerk

Main Street

East Main Street

College Street

East Street

Gibson Road

Bourne Drive

East Gibson Road

Farmers Central Road

Heritage Parkway

Road 102

Harry Lorenzo Ave

HWY 113

To Davis

25A

Page 46

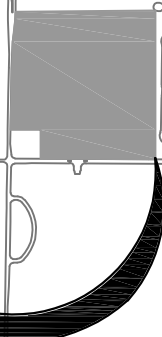
City of Woodland

COMMUNITY DEVELOPMENT DEPARTMENT
ENGINEERING DIVISION



Prudler Ph. 1 & 2

SM 4856 & 5121





TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: March 19, 2024
ITEM #: G.11
SUBJECT: Woodland Public Library Annual Report FY23

Recommendation for Action: Staff recommends that the City Council receive the Woodland Public Library Annual Report 2022-2023.

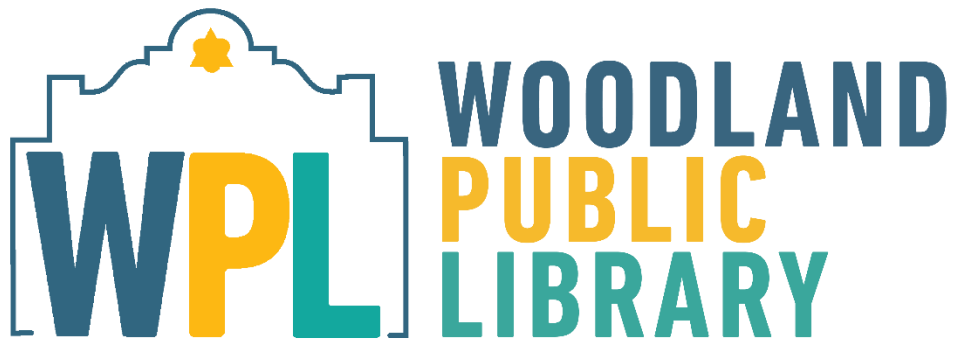
Prepared by: Greta Galindo, Library Services Director

Attachments:

1. Woodland Public Library Annual Report FY23



ANNUAL REPORT 2023



Message from the Library Director

The Woodland Public Library is more than just a place for books; we're a vital community resource dedicated to lifelong learning and connection. For over 150 years, we've evolved to meet the changing needs of our residents, becoming a cornerstone in education and empowerment.

Our diverse offerings, from engaging book clubs to interactive Stay and Play sessions for parents and children, provide opportunities for intellectual stimulation and meaningful connections. Teens gather to bond over gaming tournaments and creative workshops in our dedicated space, Square One, where imaginations run wild.

Beyond our walls, we collaborate with local schools to ensure equal access to quality education for all. In a rapidly changing world, we remain committed to staying relevant and vital, fueled by our dedicated staff, unique collections, and innovative ideas.

Join us at the Woodland Public Library, where every visit is an opportunity to learn, grow, and connect with our vibrant community.

Greta

Greta Galindo
Library Services Director
Woodland Public Library



FY 2023 Statistics at a Glance

Overview

Visits	120,572
Hours Open	2,548
Population Served	59,881

Circulation & Collection

Card Holders	36,089
Student Success Cards	10,000
Total Circulation:	222,648
Children's:	92,801
Physical Materials:	94,833
Electronic Materials:	30,400

Technology

Databases:	23
Public Computers:	20
Computer Sessions:	6,864
Average Computer Session Time:	1.74 hours
Wi-Fi Sessions:	28,624
Website Visits:	61,000

Community Programs

Programs:	866
Program Attendance:	27,969
Average Attendance per Program:	32

Summer Reading Books Read: 13,324

Additional Community Value

Adult Literacy Tutoring Hours:	1,031
Square One Basic Use & Safety Classes:	205
Teen Volunteer Hours:	725
Summer Lunches Served:	4134
Total Grant Funding Awarded:	\$181,363



Previous Page: Digitally altered picture with full-time staff; **Above:** Families celebrating Hispanic Heritage Month; Children enjoying crafts at the Barbie Party; Teens participating in a Nailed It! Competition decorating cakes with a local baker.



Above (from top): Read, Rumble Rev, April 2023. Woodland Fire Department, City of Woodland Public Works Department vehicles, Woodland Police Department **Next Page (from top):** Teens from a community partnership program build chess pieces; Library Director at Read, Rumble, Rev; Teens on Spring Break; Children enjoy Candyland at the Library; Kids dress up for Free Comic Book Day; Teen Advisory Board at Adulting 101; Plaque made for Sister City in La Piedad, Mexico.





I really had no idea what I might be doing when I started in Literacy Services back in 2018. My first suspicion was that I'd be reading stories to kids, but I was informed those opportunities were mostly reserved for high school students. So, I asked where they needed help. I was referred to the Literacy Office to be an English tutor. I was not an English major and I didn't speak any other language, but I did really enjoy reading and writing. I went to a training and a week later I started with my first student. I felt totally overwhelmed, but I worked hard to overcome that. Slowly but surely, I improved in my ability to help students. I started with just one student one day a week for about an hour. Slowly over time I got more students.

Then, I was asked if I could teach legal residents who wanted to become American citizens. I didn't feel qualified for it, but I did graduate high school and I enjoyed American history, so I thought I would give it my best attempt. I was surprised at how much I remembered and how much I was able to help them understand history and government.

I think we sometimes underestimate how much we know and how much we can really help people. This was very important for me, as I am a disabled person. A lot of people do a lot for me on a daily basis just so I can live. For me to be able to find something that I can do despite my limitations that offers real world benefits and hope to other people is one of the most rewarding things I've ever experienced. When I first started doing this, it felt more like a chore and a duty. But after years of doing it, it now feels like an honor and a privilege. I didn't realize this up until recently, but apparently I was the only one at the library helping people study for their citizenship test. I was the Literacy Program's go-to "expert" for something I never thought I would be known for.

I am very grateful to the library for this opportunity and that they believed in me enough to give me this chance. Before this, I had a couple rough years where I was struggling with depression and other difficulties. I needed to do something for other people because doing stuff just for myself ended up making me miserable and unfulfilled. This volunteer opportunity helped heal my pain and nurtured my spirit. I hope other people will hear this story and benefit from it, whether or not they've gone through what I've gone through.

Literacy Services

John has helped six students gain their citizenship. He is currently working with another five students with their English reading and writing skills, as well as one student on civics.

*Above: John picks up curriculum for his students;
Below L-R: Tutors Paula S. and Mary B. meet with their learners*



Annual Report | 2023

Guiding Principles

- Our Library is a community; people are engaged, supported, and celebrated through free and equitable access to library services.
- We provide accurate information to the community through our resources, collections, and programming.
- Our Library is a safe space. We promise to provide a welcoming and supportive environment.
- We commit to preserve library services essential to our community through flexibility, creativity, and adaptability.
- Our staff is equipped and empowered to provide excellent service, feels valued, and is confident in their work.

Aspirations

- The Library has resources and programs that are well used and loved by the community.
- The Library expands physically and pioneers continually developing programming that meets needs of community, creating new pathways for all.
- To create equity, we embrace risk to dismantle traditional approaches to access library services.
- The Library has strong partnerships with outside community organizations, services, and systems.
- The Library and its programs and services are better known by and shared with the community.
- The Library is a cornerstone of the community where all people can meet and exchange ideas.

WPL Board of Trustees

Maureen King, Chair
Chris Lambertus, Vice Chair
Alison Borkowska
Dr. John Jackson
Noel Rodriguez



250 First Street
Woodland, CA 95695
530.661.5980
cityofwoodland.gov/library

Cover Photo: *Summertime Stay and Play*



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: March 19, 2024
ITEM #: G.12
SUBJECT: Adopt the Active Transportation Plan

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, to adopt the Active Transportation Plan.

Staff Contact:

Clara Olmedo, Associate Engineer – (530) 661-5824, clara.olmedo@cityofwoodland.org

Fiscal Impact:

The Active Transportation Plan, CIP 22-17, is included in the FY 22/23 Capital Budget in the amount of \$211,125. Funding includes \$161,125 of Fund 351 and \$50,000 of Fund 582. There is no impact on the General Fund.

Background:

In 2021, the City received \$161,125 from the Caltrans Sustainable Communities Planning Grand Program to complete the Woodland Active Transportation Plan.

The Woodland Active Transportation Plan will serve as the guiding document for the planning, development and implementation of active transportation infrastructure. The plan also provides direction and design guidance for identifying and prioritizing active transportation mode needs. This Active Transportation Plan will replace the City's outdated 2002 Bike Plan.

Discussion:

In February 2022, staff released a request for proposals from firms/teams to perform design services for this project and, after a thorough evaluation of submittals, contracted with Fehr & Peers in November 2022, to develop the Active Transportation Plan.

The scope for this project included citywide traffic and collision analysis, as well as current bicycle, transit and pedestrian infrastructure analysis to identify gaps in the network and to prioritize improvements to biking and walking. The Plan Development Scope also included a public outreach process to engage the public and important stakeholders such as City officials, school district, SACOG, YCTD, local businesses and other agencies and groups.

The development of the plan consisted of data gathering for information on citywide collision data and network gaps, analyzing the data and connectivity, then using that data, a project list and recommendations for improvement priorities were developed. The data gathering task included a significant public outreach component which included multiple opportunities for the public to provide input throughout the plan development.

Early public outreach in 2023, included an online interactive map on the City's webpage. The map was a tool used to give residents the opportunity to provide feedback on what they like and dislike about walking and biking in Woodland. The map also allowed residents to provide specific locations throughout the city they felt needed improvement. The project team also interviewed several stakeholders, including staff from the Woodland School District, Yolo Bus and Bike Campaign to name a few. Public input was also sought and received during multiple community events, including

the 2023 Woodland Summer Recreation Program Exposition (REXPO).

Most recently, the final draft plan was presented and discussed during an infrastructure subcommittee meeting in February 2024, before the publication of the document for public review. This final review period was advertised on the City's website and via social media. During the review period, the document was available online and printed copies of the final draft plan were made available for public review at the Library, City Hall and Community Senior Center. In addition, City staff was available during "office hours" held downtown to discuss the draft plan and answer any questions. Many comments and public input were received during these activities, which have been evaluated and incorporated into the plan as appropriate.

The plan includes a project list and recommended improvements, including cost estimates and priorities. It also includes design standards and a list of proposed improvements. Staff and the consultant will provide a presentation that summarizes in more detail the process, feedback from the community, and key elements of the Plan.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____, to adopt the Active Transportation Plan, CIP 22-17.

Prepared by: Clara Olmedo, Associate Engineer

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

A handwritten signature in black ink, appearing to read 'Ken Hiatt', with a stylized, flowing script.

Ken Hiatt
City Manager

Attachments:

1. Resolution
2. WoodlandATP_Appendices_240315a_reduced
3. WoodlandATP_FINALDRAFT_240315a_red

RESOLUTION NO. ____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
ADOPTING THE ACTIVE TRANSPORTATION PLAN,
CIP 22-17**

WHEREAS, the Woodland Active Transportation Plan complies with the California Transportation Commission 2023 Active Transportation Program Guidelines; and

WHEREAS, the Woodland Active Transportation Plan is in compliance with the Woodland General Plan; and

WHEREAS, the Woodland Active Transportation Plan is an implementation tool to the Woodland General Plan Transportation and Circulation Element; and

WHEREAS, the Woodland Active Transportation Plan promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails, walkways, and bikeways that provides safe, convenient, and enjoyable connections to key destinations and neighborhoods in Woodland; and

WHEREAS, the Woodland Active Transportation Plan promotes pedestrian and bicyclist safety and collision reduction; and

WHEREAS, the Woodland Active Transportation Plan will improve the accessibility of funding for pedestrian and bicycle related-related improvements in the City of Woodland; and

WHEREAS, adoption of the Woodland Active Transportation Plan meets eligibility requirements for Active Transportation Program funding; and

WHEREAS, the City desires to adopt the Active Transportation Plan 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 adopts the Woodland Active Transportation Plan.

Section 2. A final copy of the plan will be available and on file in the City Clerk's office, and is incorporated herein by reference and made a part of this Resolution.

PASSED AND ADOPTED this 19th day of March 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Tania Garcia-Cadena, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk

Woodland Active Transportation Plan Appendices

**Appendix A: Existing Conditions
Supporting Data**

Appendix B: Public Participation

Appendix C: Relevant Plans and Policies

**Appendix D: Walking and Biking Facilities
Toolkit**

**Appendix E: Project Priorities and Cost
Estimates**

Appendix F: Funding Sources

Appendix G: Project Fact Sheets

**Appendix H: Plan Conformance with ATP
Guidelines**

Appendix I: Resolution Adopting the Plan



FINAL DRAFT

March 2024

Appendix A

Existing Conditions

Supporting Data

Current Zoning

Figure A-1 depicts current zoning in Woodland, identifying residential, commercial, and industrial areas.

Destination Accessibility

Walksheds

Walksheds are the areas that can be accessed by walking to and from key destinations as determined by the amount of time required to walk to them. Analysis was done for 5- and 10-minute times, based on typical walking speeds. Figures A-2 through A-4 show the walksheds for downtown Woodland, the city's two middle schools, and city parks.

Bikesheds

Bikesheds are the areas that are accessible by biking to and from key destinations as determined by the amount of time required to bike to them. Analysis was done for 5- and 10-minute times, based on typical biking speeds. Figures A-5 through A-7 show the bikesheds for downtown Woodland, the city's two middle schools, and city parks.

Map of current zoning in Woodland.



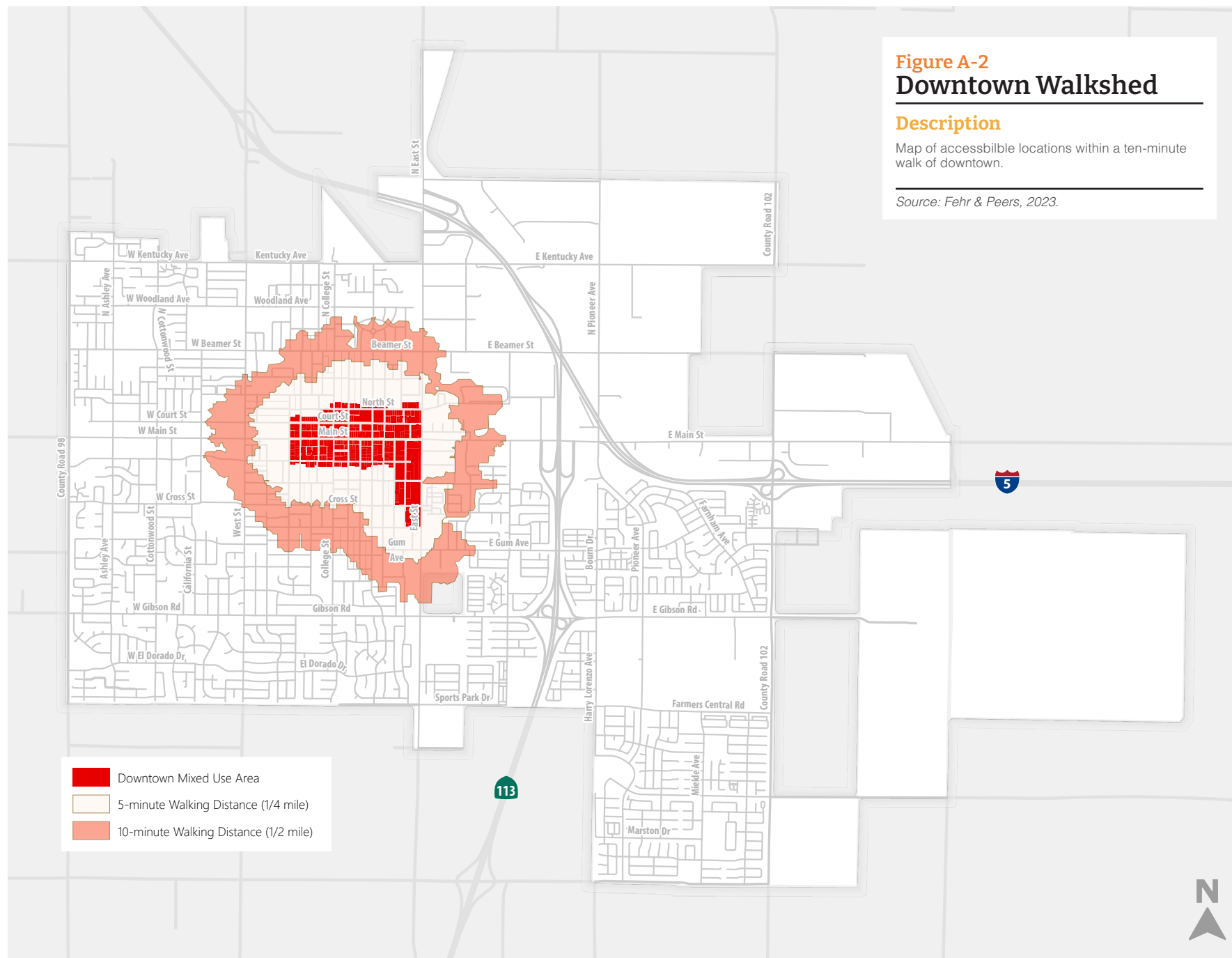


Figure A-3 Middle School Walksheds

Description

Map of accessible locations within a ten-minute walk of each middle school.

Source: Fehr & Peers, 2023.

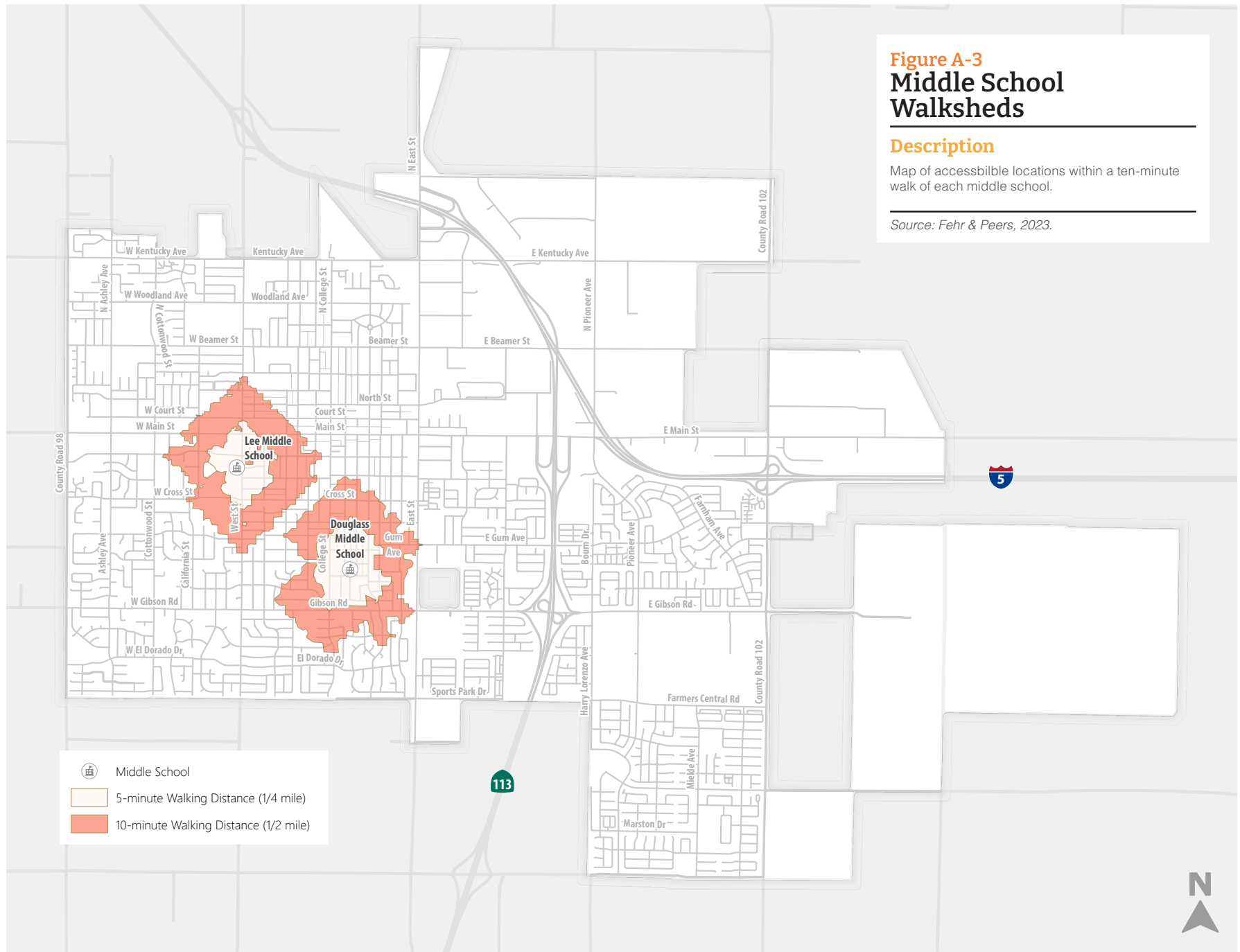


Figure A-4 Park Walksheds

Description

Map of accessible locations within a ten-minute walk of city parks.

Sources: Data Source: City of Woodland, 2013; Yolo County, 2013; SACOG Mapping Center, 2013; Dyett & Bhatia, 2013.

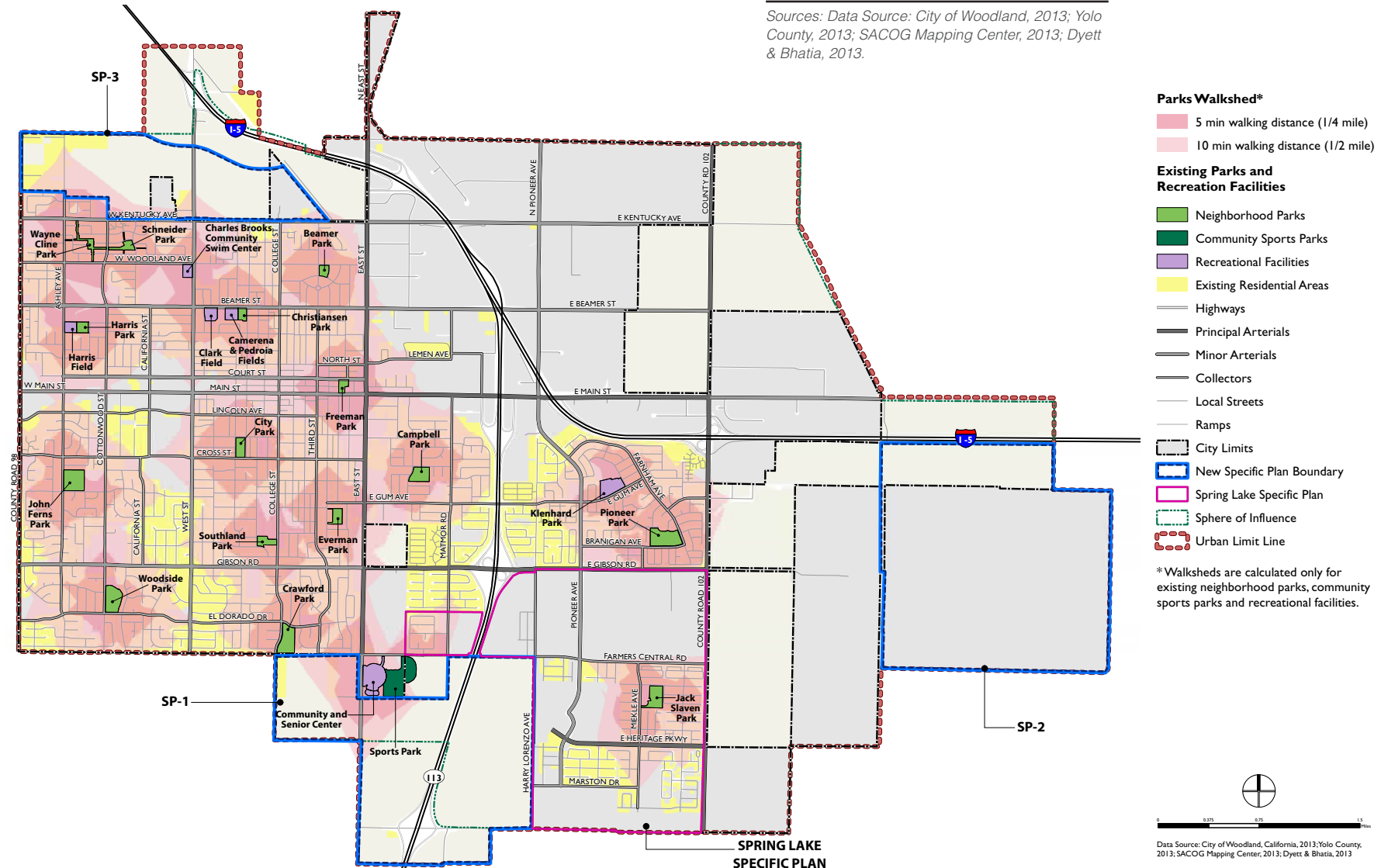
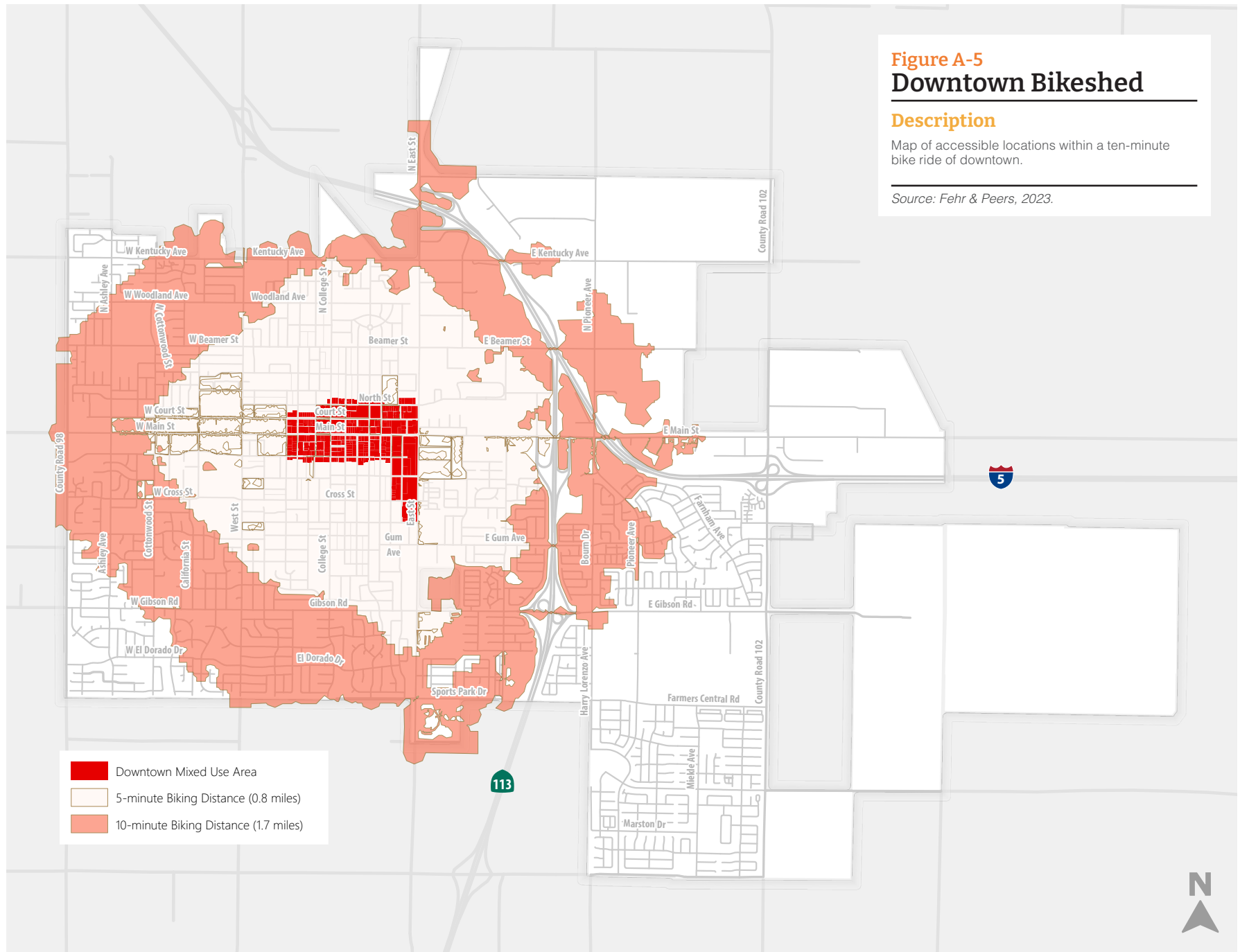


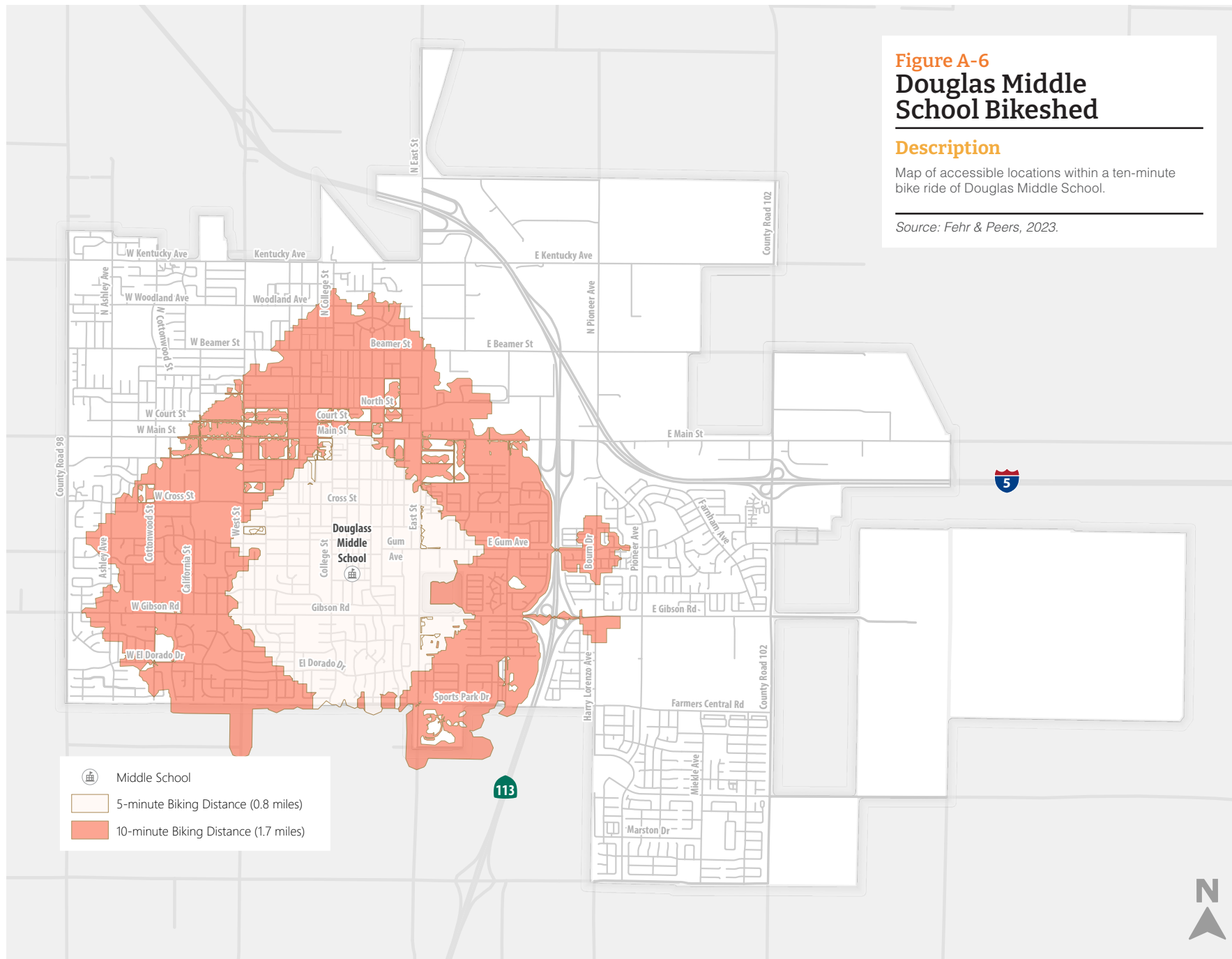
Figure A-5 Downtown Bikeshed

Description

Map of accessible locations within a ten-minute bike ride of downtown.

Source: Fehr & Peers, 2023.





Past Expenditures

Information on recent expenditures on walking and biking facilities in Woodland is provided in Table A-1

Table A-1: Woodland Walking and Biking Facility Improvements, 2019-2023

Project Description	Year	Cost
W. Main Street Bicycle and Pedestrian Improvement project rehabilitated the pavement on W. Main Street from County Road 98 to West Street. The project restriped the roadway with narrower travel lanes to add Class II bike lanes, reconstructed curb ramps to current accessibility standards (ADA), updated traffic signals along W. Main Street to accommodate new bicycle detection loops and accessible count down pedestrian signals, and added missing sidewalk.	2019	Total active transportation improvement costs were approximately \$1.6M.
Court Street Safe Routes to School Project , project limits West Court Street from Ashley Avenue to West Street, restriped the roadway with narrower travel lanes and added Class II bike lanes. The three signalized intersections along W. Court Street will be updated with new bicycle detection loops to accommodate the new bike lanes and the crosswalks will be updated to include count down pedestrian heads and accessible pedestrian signals.	2020	Total active transportation improvement costs were approximately \$900,000.
E. Main Street Improvement project was located on East Main Street from East Street to the Interstate 5 (I-5) northbound off-ramp. The project installed a landscaped separated, off-street bike path on the north side of East Main Street between Pioneer Avenue and Matmor Road. The project also included microsurfacing and restriping the road between East Street and the I-5 overcrossing of East Main Street. Restriping included narrower travel lanes to reduce travel speeds and the widening of the existing on-street bike lanes and adding bike lanes where they do not exist. Additionally, the project installed curb and gutter, landscape, irrigation, and storm drainage improvements on the north side of East Main between Pioneer Avenue and East Street.	2021	Total active transportation improvement costs were approximately \$1.5M.
W. Gibson Road Safe Routes to School and the Gibson Road Bicycle/Pedestrian Mobility projects reconstructed Gibson Road from County Road 98 to East Street. Project reconstructed the roadway; updated curb ramps to current accessibility standards (ADA); constructed driveway and sidewalk repairs; updated traffic signal equipment/controllers; installed an RRFB pedestrian crossing system at California Street; minor storm drain improvements; and restriped the roadway with narrower travel lanes, buffered bike lanes and a green MMA bike lane system. The project also included a road diet from West Street to County Road 98.	2022	Total active transportation improvement costs were approximately \$2.3M.
Matmor Road & E. Gum Avenue Rehabilitation reconstructed Matmor Road from East Main Street to Gibson Road, and East Gum Avenue from East Street to Matmor Road. The project reconstructed the roadway; updated curb ramps to current accessibility standards (ADA); constructed driveway and sidewalk repairs; installed concrete bus pads; updated traffic signal equipment/controllers; modified existing Radar Speed Feedback Sign system; provided minor storm drain improvements; and restriped the roadway with narrower travel lanes, buffered bike lanes, and a green MMA bike lane system.	2023	Total active transportation improvement costs were approximately \$1.3M.

Source: City of Woodland, 2023

Appendix B

Public Participation

Obtaining input from the residents of Woodland was an important part of the ATP development process. The public helped identify recommended improvements to the bicycling and walking facilities as well as priorities for projects.

Stakeholder Interviews

Interviews were conducted with key local stakeholders to understand their concerns and needs related to walking and biking in Woodland.

Stakeholders included the following:

- » Yolo County Transit District
- » Woodland Joint Unified School District
- » Chamber of Commerce
- » Woodland Police Department
- » Woodland Probation Department
- » Fourth and Hope
- » Woodland Community College
- » The Bike Campaign
- » Cyclepaths
- » Woodchuckers Running Group

Key takeaways from the discussions are summarized below.

- » Several schools have students that encounter major safety or access issues; desire for more Safe Routes to School efforts.
- » Speeding identified as a key issue on several major arterials, particularly East Street.
- » Support for the existing improvements on Main Street; desire for more street amenities and "pedestrianization."
- » Desire for more and higher quality bicycle parking.
- » Desire for more and safer facilities for bicyclists and pedestrians accessing social services and shelters (primarily along Gibson Road and near downtown).
- » Driver, bicyclist, and pedestrian education may provide safety benefits.
- » Lighting is poor in some areas.

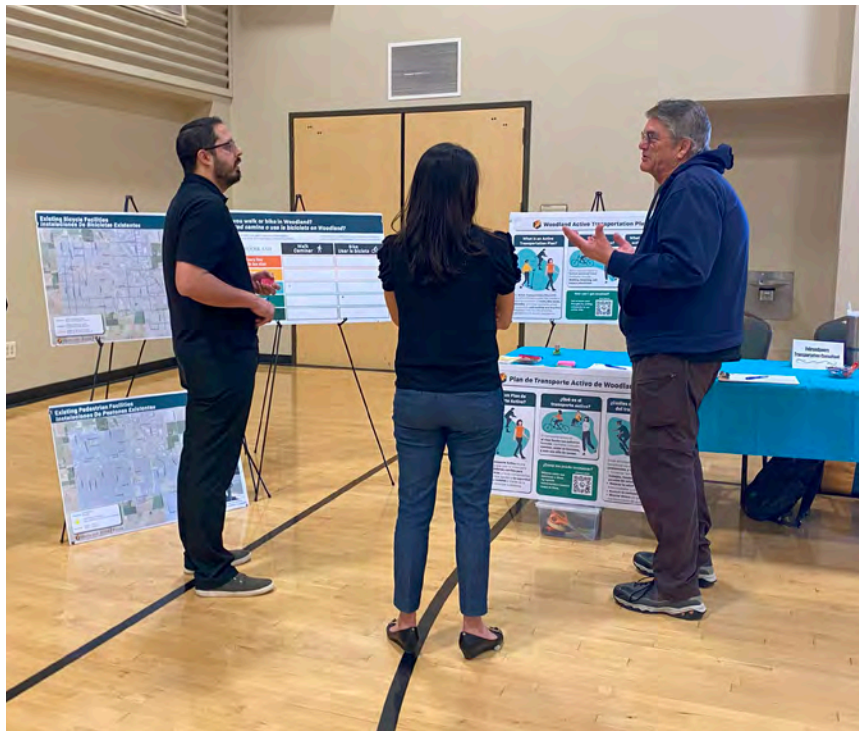
Public Outreach

Project staff hosted booths at local events. The events provided the opportunity for engagement from a broader cross-section of the public than that which would attend a typical project-specific public meeting.

Materials used at the booths included posters and comment cards shown on subsequent pages. All materials were provided in English and Spanish, and Spanish-speaking staff was in attendance.

Recreation Program Exposition

During the data collection phase of the project, the project team held a booth at the Woodland Recreation Program Exposition (REXPO) on March 20, 2023. The booth included boards describing the project and challenges for walking and biking in the city. Project team members



were available to answer questions and used maps and notes to record comments from the public. The project team had interactions with approximately 40 people.

Most common comments during the event included the following:

- » Desire for more walkability between residential areas and downtown
- » Desire for more bicycle lanes or extensions of existing bicycle facilities
- » Admiration of existing Class I shared-use paths and desire for more low-stress facilities
- » Several common issues bicyclists encounter in bike lanes: parked cars, drop-off/pick-up zones, trash cans, and debris
- » Sharrows are ineffective at encouraging sharing on roadways – desire for more dedicated facilities
- » Gravel paths are difficult for children and the elderly to use
- » Desire for a more connected and cohesive bicycle network
- » Sidewalks are non-existent on several key arterials
- » Sidewalks in several areas are uneven and overgrown – attendees expressed a desire for improved pavement quality and maintenance
- » Several key locations near parks and other municipal centers are missing ADA curb ramps
- » Desire for more street amenities, especially trees to provide shade
- » Desire for more pedestrian-level lighting and lighting along common bicycle routes to enhance feelings of personal safety
- » Desire to organize “bike buses” for children to travel to school
- » Desire for enhanced public awareness of available bicycle facilities (for example, accessible public maps)

Figure B-1: Recreation Expo Feedback (March 20, 2023)

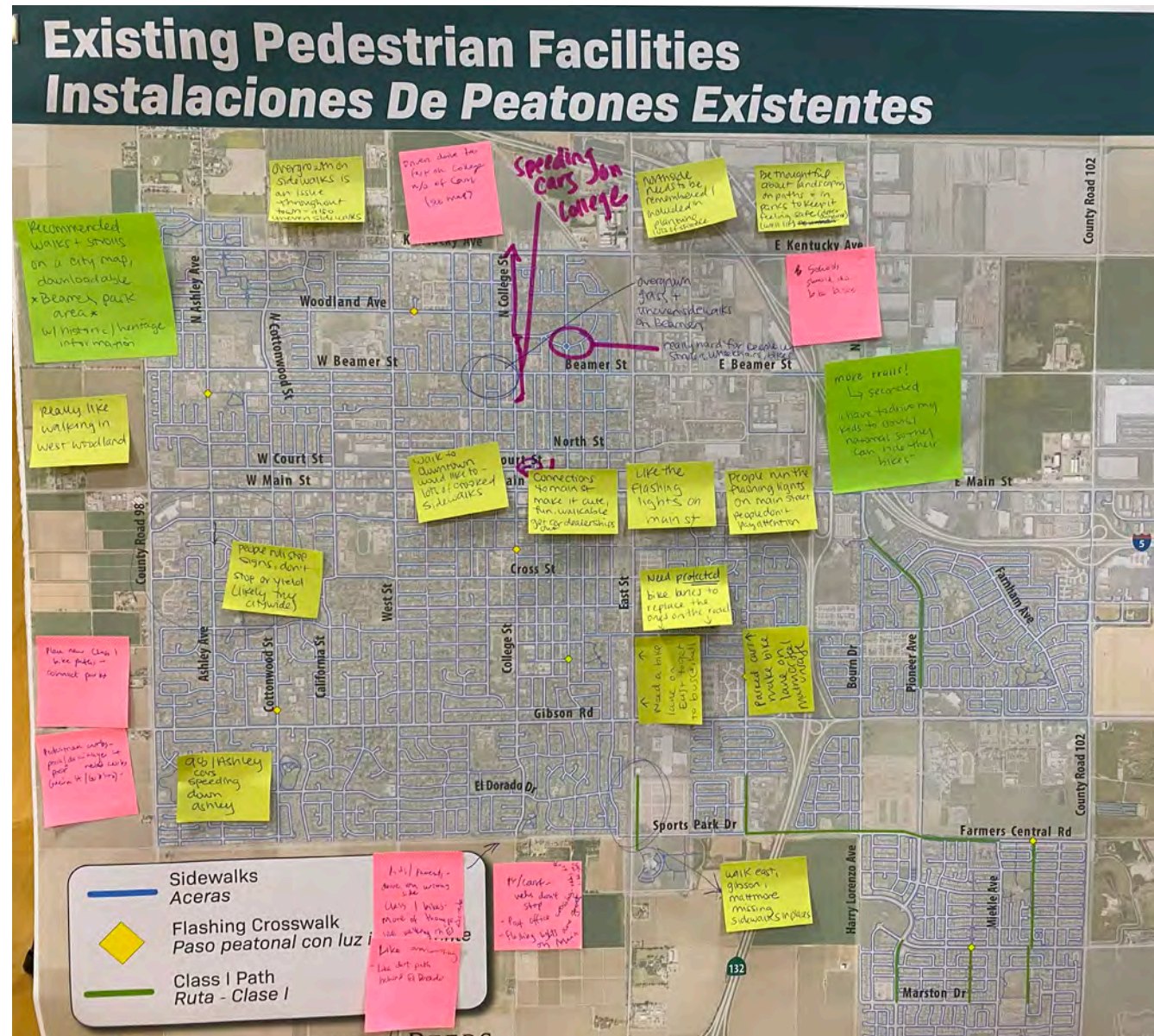
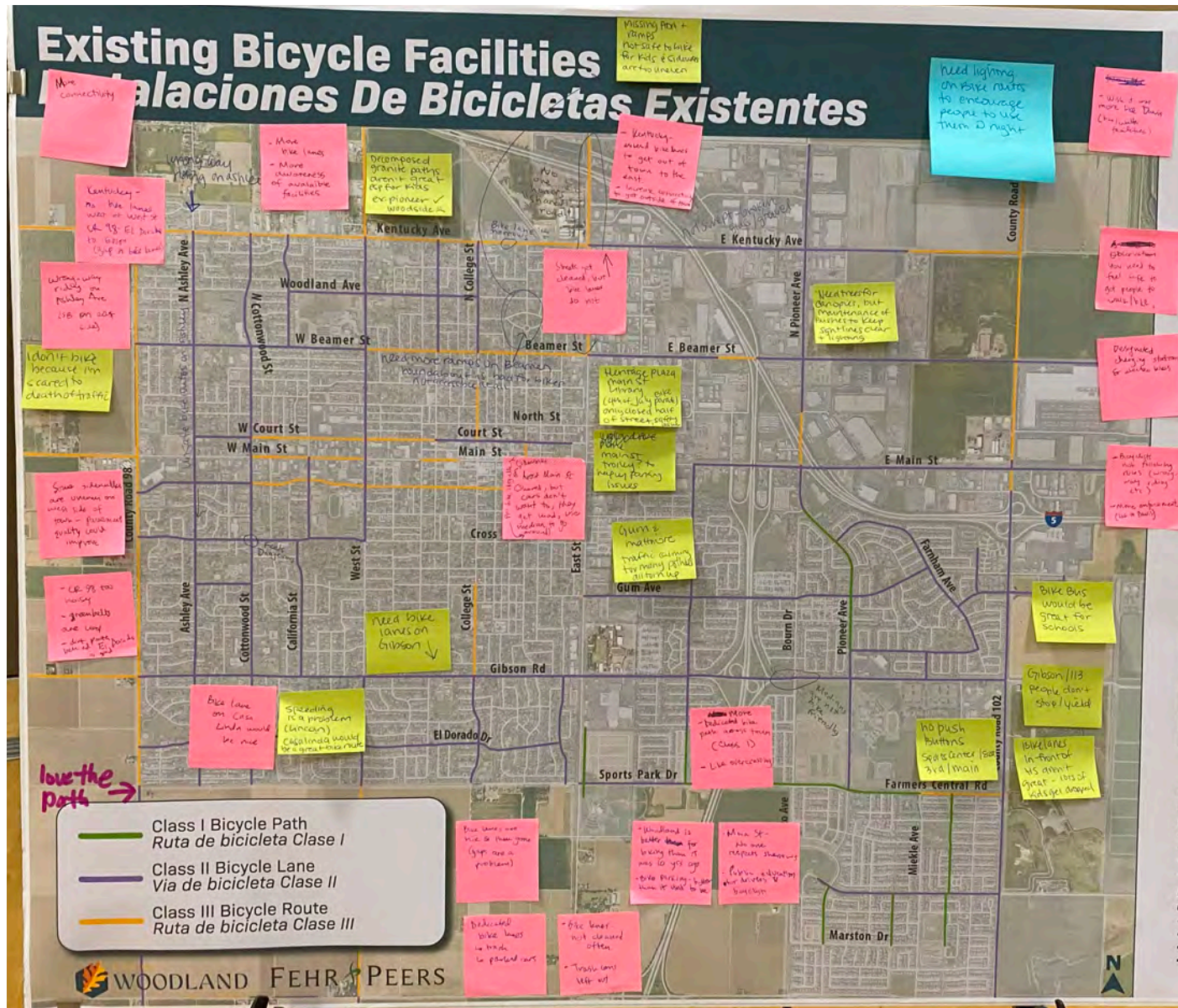


Figure B-2: Recreation Expo Feedback (March 20, 2023)



Online Crowdsourced Interactive Map

An online crowdsourced interactive map was made available to the public prior to development of the draft bicycle and pedestrian networks. The public could use the map to recommend improvements and vote for improvements recommended by others. The platform allowed the public to view key data, such as existing bike and pedestrian facilities, as well as add location-specific comments about the challenges they experience walking and biking and the improvements they would like to see in the city.

The web map was publicized on Facebook and at local events. The web map had a three-month response period, opening in early March 2023 and closing in late May 2023. During that period, 142 responses were received from 59 different commenters. A screen shot of the mapped comments is shown in Figure B-3.

Concerns identified by online commenters included the following:

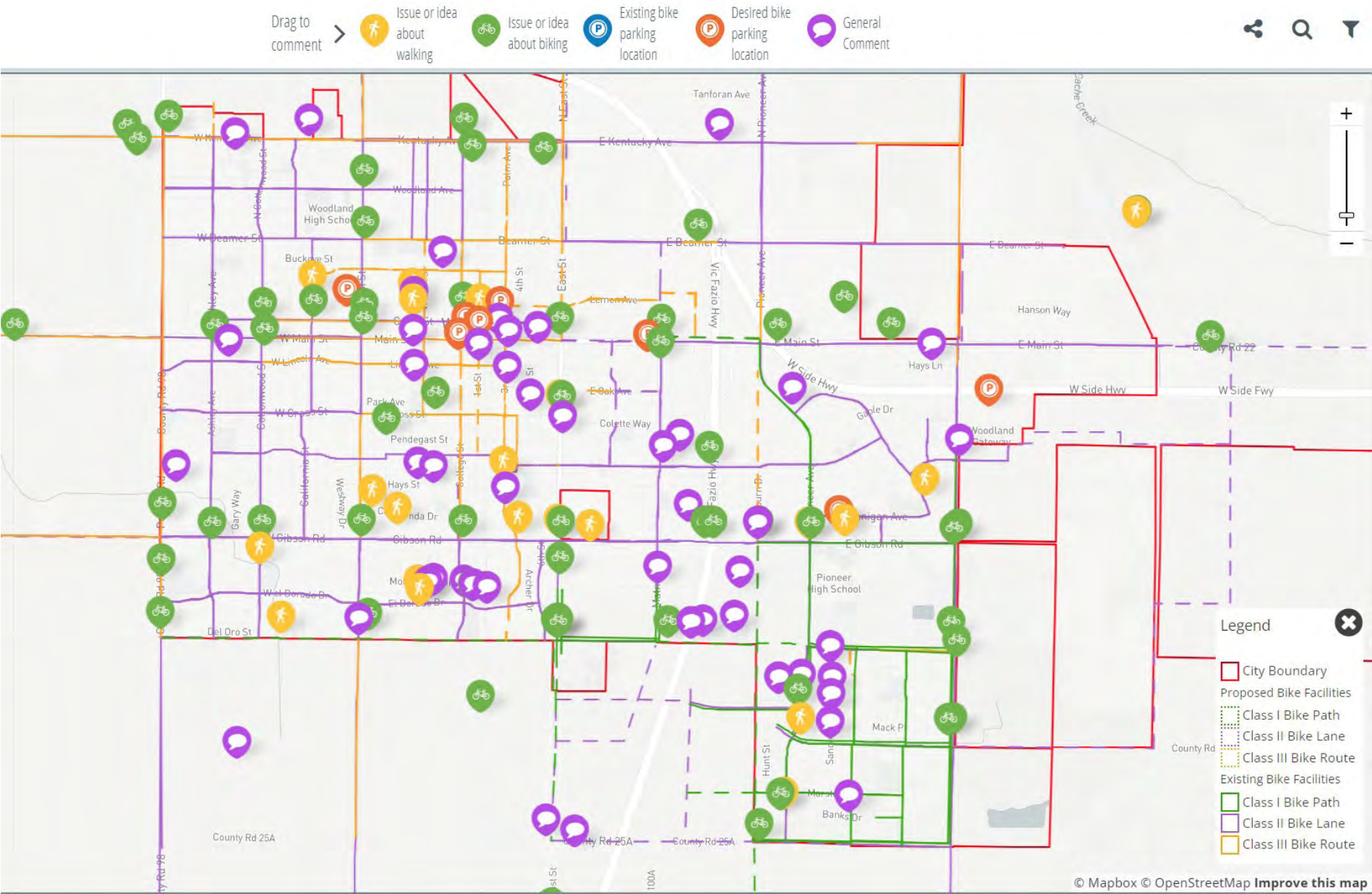
- » Frequent speeding by drivers
- » Drivers disobeying signs (for example, not stopping at stop signs, rolling through red lights)
- » Poor sight lines at intersections and driveways
- » Poor sidewalk pavement quality (cracked, uneven) due to age and/or root intrusion
- » Lack of crosswalks at key locations (for example, near schools)
- » Lack of ADA ramps for wheelchair users and people pushing strollers
- » Need for crosswalks at key locations, such as schools and grocery stores
- » Concerns with dangerous crossings at freeways and railroads
- » Long crossing distances on high traffic arterials
- » Potholes and roadway pavement quality issues
- » Bike lanes blocked by construction signs, as well as trash and other natural debris
- » Sidewalks blocked with parked trucks, boats, basketball hoops, etc.
- » Poor yielding behavior to pedestrians and bicyclists at marked locations, such as slip lanes/channelized rights; drivers “not respecting” cyclists

- » Some bicyclists ride on sidewalk to avoid interaction with vehicles
- » Some bicyclists ride on the wrong side of the road
- » Signal lights not activating for bicyclists (actuation not sensitive enough or button activation broken)

Requested improvements identified by online commenters included the following:

- » General support for pedestrian and bicyclist safety
- » New crosswalks where missing, especially near schools and parks
- » More pedestrian space on Main Street
- » Rectangular rapid flashing beacons (RRFBs) at more crossing locations
- » Pedestrian islands in the medians of high-traffic roads
- » Curb ramps near schools and parks
- » Repair of broken pedestrian actuation buttons
- » More greenbelt spaces with shade for bicyclists and pedestrians
- » More robust or extensive bike lanes on several roads that already encounter bicycle traffic
- » Better maintenance of exiting bike lanes
- » Parallel bike routes for major streets, such as East Street
- » More interregional bike facilities for commuting and recreation
- » Bicycle signal actuation buttons on frequented routes, such as Court Street
- » More enforcement against blocked bike lanes
- » Secure bike parking, such as bike lockers near major transit stops and in downtown
- » Bike parking corrals on-street in downtown
- » Speed bumps to slow vehicles
- » More streetlights
- » New intersection controls (for example, all-way stops) at locations with speeding issues
- » Increased education for bike riders

Figure B-3: Online Crowdsourced Interactive Map



All comments can be viewed at <https://fehrandpeers.mysocialpinpoint.com/woodland-atp/map#/>.

Table B-1: List of Web Map Comments

Type	Comment
Issue or idea about walking	Children who attend Gibson Elementary and live south of El Dorado/West of Spruce Dr cross this high traffic intersection to go to school. Would like to see cross walks and cross walk signs.
General Comment	Not all corners have ADA ramps which make wheelchair and stroller access to the park. Very difficult. Ideally all curbs on main roads in Woodland are made ADA accessible.
General Comment	This turn is very difficult and there should be a shoulder where cars can turn into a right turn lane(even partial) before turning onto Harry Lorenzo Ave.
Issue or idea about walking	No ADA Ramps along Casa Linda. Many moms with strollers walking this strip. Much needed ADA ramps in this older part of town behind Douglass Middle School.
Desired bike parking location	Bike parking and bike locker next to Yolo Bus Stop here on East Main would be helpful for grocery shopping as well as intermodal commuting.
Issue or idea about biking	Bicyclists have to cross the right turn lane to press the button for a green light. Could a magnetic sensor be embedded in the bike lane?
Issue or idea about biking	Bicyclists have to cross the right turn lane to press the button for a green light. Could a magnetic sensor be embedded in the bike lane? [second location]
Issue or idea about biking	The new left turn bike lane from Matmor to Main is very helpful, but has gigantic waves and potholes.
Issue or idea about biking	Could the bike lane continue under the overpass? Getting off to walk the bike on the sidewalk is not very practical and i believe this route will get a lot of traffic with the new supportive housing on Beamer and 102.
Issue or idea about biking	Please educate road workers to avoid blocking the whole bike lane with signs. They often block the whole lane forcing bikes to merge when they could easily leave enough space to get by. The electric sign on Matmor will be here for a full year. The one on Gum near Stetson blocked the whole bike lane for months before someone finally moved it over.
Issue or idea about biking	Please ask landscapers to avoid blocking the whole bike lane. There are wider places where they can park and not force bikes to merge with fast moving traffic on the county road.
Issue or idea about biking	Push button for green light on northbound side does not work any more
Issue or idea about biking	On Cross street, bikes have to stray into traffic to avoid parked cars.
Issue or idea about biking	East street is an important thoroughfare, but difficult and dangerous for biking. Especially going south, there is no bike lane and bikers can't even escape to sidewalk if things get dicey. Going north it feels safer to ride on the sidewalk, but that has its own problems and can put bikers in danger from vehicles turning right. Some safety features would go a long way here, that or an easy and accessible alternate route for bikes.
Issue or idea about biking	I recommend a bike lane the entire length of College Avenue. It already has schools on or nearby where students may be bicycling. It's also covered with trees which would make biking comfortable in the summer. Finally, it's a thoroughway between Kentucky and Gibson.
General Comment	In my neighborhood, all pedestrians (parents with strollers, children, elderly, etc.), must walk in the street in front of certain homes because 1) homeowners place basketball hoops on the sidewalk in front of their house or 2) trucks or boats park against the homeowner's garage door but are too long so they cover the sidewalk in front. This has been going on for years and is not enforced, but still creates a safety hazard in neighborhoods with small front yards and driveways. Please enforce!
Issue or idea about biking	Add bike signal push buttons at curb for bike riders and separate from push buttons for pedestrians at cross walk. Typical installation for all signal lights along bike paths, city wide.
General Comment	Elm Street has many baseball games. This street also has a speeding problem.
General Comment	Worst street in Woodland. More cars parked and being worked on than any street.
General Comment	Time to change the signals back. Slow down is about all the 4 way stops do. Also put parking back on Main Street.

Type	Comment
General Comment	I admit it would be hard to retrofit, but more shaded biking and walking only greenbelt spaces in town would be very nice. There are some sidewalk areas on the edge of town where trees that will grow larger could be planted to get more shade eventually (I'm thinking about the new planting along East Main St, along the back of the sound barrier walls along Rd 98 and West street). Wider bike lanes headed north out of town on West street past Kentucky on the way to Yolo would be helpful also.
Issue or idea about walking	There is not a safe place for pedestrians to cross California street by the Walmart grocery store. Many pedestrians go to the store by walking and there needs to be a closer cross walk than at the corner of court and California.
Issue or idea about biking	Thank you for your efforts on Woodland's behalf! An easy method for cyclists to report bike sensors at traffic lights would be welcome. You might also ask the Davis Bike Club what changes they made after the visit by the Dutch bike engineer, who made excellent suggestions, if you haven't already done so.
General Comment	We have vehicles speeding all the time on Bourn Drive and Laugenour Drive through our neighborhood. We need stop signs and also speed bumps on both streets to slow down the traffic.
General Comment	I understand the concern for safety with respect for speed but woodland must deal with the fact that it is a growing CITY. There must be designated roads for higher speed travel to travel across town. The street planning here is terrible across the board for pedestrian and car traffic alike. Adding speed bumps and turning every road to a 25mph slog is not the answer and will hinder active growth. Make safe walking and biking paths safe on higher speed roads - if not el Dorado then something else.
General Comment	I don't have the time to point out specific areas that need improvement, but I wanted to share my input that the more walking and biking areas Woodland has, and the safer it is for pedestrian and cyclists, the better! Main street would be nicer if it had a wider walking area.
General Comment	I bike alot here in town. I have noticed that alot of the drivers here do not respect cyclists and sometimes make it hard to go out and enjoy a bike ride. I do feel there needs to be more signs posted that reminds people to share the road.
Issue or idea about walking	Crosswalk is very long for a busy school crossing for Pioneer high school as well as elementary students going to/from Tafoya that live in Spring Lake. A Dutch intersection design that removes the dedicated right turn lanes can improve safety by decreasing the crossing distance.
Desired bike parking location	A bike parking corral at street level in a repurposed parallel parking spot like what is in front of Varsity Theater in Davis can add parking capacity for bikes along Main St. These would be more accessible as residents won't have to lift their bike up onto the narrow sidewalk to lockup.
General Comment	Having a physical barrier like concrete curbs alongside the painted lanes for a few feet where residential city streets and County Roads merge, like this marked location, can force drivers speeding to slow by visually narrowing the road.
Issue or idea about walking	This slip lane has almost no drivers slowing or yielding to pedestrians in addition to poor sight lines. Closing this slip lane with something cheap like planters and/or flex posts and having drivers make the right turn at the main intersection where there is lots of pedestrian visibility would tremendously improve the walking experience at this intersection.
Issue or idea about biking	The bike lanes on Main Street, between the I5 overpass and the Walgreens warehouse on the edge of town are consistently filled with debris. Rocks, glass, screws, nails, branches, leaves...you name it. Looks like the contract for street cleaning this section of Main Street is either non-existent. I followed one of Waste Management's sweepers on this route previously and all it accomplished was to move the debris from the gutters and spread it out across the bike lane. It didn't pick up.
Issue or idea about biking	Bike lane on the Westbound side of Gibson is consistently covered in gravel and other debris. Street sweeping being performed is not cleaning the street, it is only removing the debris from the gutter and spreading it across the bike lane.
General Comment	If you are in the left turn lane on Matmor Street turning into Gum as a bicyclist, you do not trigger the light and it will stay red until there is a car behind you. The only other option is to cross Gum, then stop and activate the crosswalk light and get out of the road with your bike - quite awkward. I recommend trying this out on a bike to see what it's like.
Issue or idea about biking	This is a general remark: Can you please educate bike riders about the dangers of riding on the left side of the street? I see so many bikes ride on the left, which puts them at a high risk of running into trouble as well as increases my risk of crashing into someone who rides against traffic whether I'm on my bike or in my car.

Type	Comment
Issue or idea about walking	Please add a crosswalk here for children to access the park safely. There is a large amount of j walking happening there currently.
Issue or idea about biking	Super narrow bike lane and tree roots in sidewalk make biking difficult.
Desired bike parking location	Being able to run errands on your bike (post office, county administrator's office, barbershop) and have bike parking would be great.
Issue or idea about biking	We need a bike path along the railroad tracks, connecting the north and south side -running to the community center/park. The community is not bike friendly. We do not need more bike parking. We need more bike safety, safe secure parking and more bike paths.
General Comment	Disagree- No more Street lights. We like our night sky. Stay out of the alleys at night and wear a head lamp/ reflective gear.
General Comment	Side note- let's focus on what we already have such as reclaiming the gazebo /wino park that was fixed up after much community input, and now is a homeless park. And let's focus on building our new pool after our old one was demoed. Before we start any more new ideas?
General Comment	Additional speed bumps on this street or stop signs in the cul de sacs
General Comment	Speed bumps on pioneer to prevent the racing that happens at night and in the evenings.
General Comment	There's constant mini-slide shows that happen in the evenings and at night, this street needs cameras or speed bumps to deter it from happening.
General Comment	Add a four way stop. Cars don't yield to pedestrians on the sidewalk.
General Comment	Add speed bumps on heritage or more stop signs to prevent the drag racing that happens in the evenings on heritage and pioneer.
General Comment	Fix the stop sign here. It's too close to the corner house on Sander and not close enough to the street.
General Comment	Road 25 needs the potholes maintained!
General Comment	It's unclear where to stop going from west to east woodland by the train tracks. There's not enough space to stop after, but that's after the train tracks and gate. Could you fix this?
General Comment	Either add a yield sign or dividers here to enter shopping center. It often feels unsafe to stop or go when driving from spring lake area to costco.
General Comment	The residents near the corner of 5th and Cross would really appreciate if this corner were made into a 4-way stop. Traffic on Cross St routinely travels faster than the 25mph speed limit and visibility is almost always limited or obstructed for vehicles on 5th attempting to turn onto Cross St due to parked vehicles at all corners of the intersection. Pedestrians, bicyclists and school-children are also at risk when attempting to cross over Cross St on 5th because of the heavy speeding traffic.
General Comment	When will work resume on this park?
Issue or idea about biking	Would love to see a safe bike route to the Cache Creek Preserve using CR 20 and canals. SR 16 isn't safe.
Issue or idea about walking	Better signage or ped activated flashing light to cross Court St. There's a solid lined crosswalk, but cars don't respect it.
Desired bike parking location	All the old shopping areas and strip malls around here need to be retrofitted with bicycle parking areas rather than locking bikes up to cart pens and street signs.
Issue or idea about biking	Safe path to Cache Creek Preserve
Issue or idea about walking	Sidewalks incomplete at this intersection. Bulb outs and relocated drainage grates/ green infrastructure would help.
General Comment	This traffic calming circle does anything but calm the traffic. Without a reduced approach width and splitter islands, people use it as an obstacle to see how fast they can swerve around.
Issue or idea about biking	Add cyclist/pedestrian crossing over the Sacramento river on I5 similar to causeway in Davis. It is legal to use I5 as a crossing as a non-car user on the shoulder but who would do that. The only places to cross the Sacramento River as a non-car user are I street & Tower. Adding an I5 crossing would allow access to Natomas & North Sacramento for non car users without risking life. It could be as simple as two spiral pedestrian ramps on the north sides to connect Old River & Garden Hwy/W Byu way
Issue or idea about walking	There are no crosswalks for kids going to Douglas MS. Cars do not stop and speed down Coloma/3rd st. Very dangerous.

Type	Comment
Issue or idea about biking	Add dedicated bike lane. It is very narrow and traffic is very close the bikers.
General Comment	Need a stop sign here.
Desired bike parking location	A bike locker would be really nice for scooters. Myself and several neighbors do grocery shopping here and transport with electric scooters. Can't really use the bike parking.
Issue or idea about walking	Could there be a crossing area here? To not go all the way around to the stoplight. Folks jumping off the buss can use a future crosswalk here to go directly to the plaza.
Desired bike parking location	Add a bike locker for electric scooters.
Issue or idea about biking	Although this is well-signalized intersection, it is very dangerous for cyclists and pedestrians, and will become even more as the recent nearby residential development is completed and occupied by homeowners! I used to cycle to the YMCA until I realized the danger and was forced to cancel my membership and seek another exercise gym. I have 3 recommendations: 1. Rethink traffic flows in this area to enhance pedestrian safety. 3. Limit intersection traffic. 75% 2. Build pedestrian overpass.
Issue or idea about biking	Anytime cyclists are sandwiched between lanes of auto traffic, marked or not, you have a potentially lethal situation for them. This is the case for the area I am concerned of. Solution: Develop the area North of Main St., which has been very well paved for pedestrians, so cyclists can share the sidewalk.
Issue or idea about walking	Students walk this route to school and there are no crosswalks.
General Comment	Many people try to cross here and are almost hit because of the weird convergence of 3 streets, and people speeding down Coloma. We realize that speed bumps or humps cannot go on Coloma because it is used for emergency vehicles, but it is dangerous to ride and walk in this area due to speeding, lack of crosswalks, and lack of bike lanes.
Issue or idea about walking	Cars are using Buena Tierra to circumvent the construction on Gibson. When the WPD had the speed deterrent out, we saw cars going between 40-50 mph down this street. Is there a reason that speed bumps or speed humps cannot be on this street. Additionally, cars pulling out from cross streets fail to yield or stop before pulling on to Buena Tierra.
General Comment	It would be nice to make sure that the sidewalks are safer in the older parts of town that do not have greenbelts. I realize that Woodland was developed differently than Davis without a city-wide greenbelt or arboretum, but it would be nice to feel safe while walking. The main issue is due to cars not stopping at stop signs, rolling through red lights, or traveling at high rates of speed.
Issue or idea about biking	There needs to be light signal buttons accessible to bikes along Court St in this area (on the South side of the road). Unlike Main St, Court St. has a nice section of bike lane but because the signal buttons are not accessible, the lights will only change if cars are present in the same lane. This forces bikers to either ride on the sidewalk or run the red light.
Issue or idea about biking	The downtown area of Main St would benefit from designated bike lanes. This would help prevent bikers from riding on the sidewalk.
Issue or idea about walking	The pedestrian crosswalk at this corner (and the one a block over) would benefit from flashing lights similar to what is found outside the movie theater on Main St. Cars rarely stop for pedestrians at these crosswalks.
General Comment	1. 1st Priority: ADA compliant street corners & lights. Wheelchair ramps, bumps when entering the street, beeping crosswalk lights. 2. 2nd Priority: painted bike paths on streets. All major streets, streets w/ schools, civic buildings, esp. City Hall, 3. Third Priority: Bike racks: get nice looking ones, please, esp for the downtown area.
Issue or idea about walking	No side walk here, whatever side walk there is, it's cracked and uneven makes it hard to pass with strollers or scooters
General Comment	Biking in woodland is not very safe. Drivers cut off bikers and very often they pass stops almost hitting passing bikes. Drivers in woodland express a lot of anger and urgency while driving.
General Comment	I think the pandemic is over & the lights on Main Street should be returned to normal operation the flashing lights are confusing & many people just run the red lights.
Issue or idea about biking	This segment of Road 27 is very dangerous: from 102 to the onramp of 113. There is no bike lane and drivers get angry about sharing the road. TBH drivers have gotten extremely reckless over the past few years and I'm not sure I feel safe at all riding my bike in the country anymore but I would love to feel safe riding road 27 from 99 to 102.

Type	Comment
General Comment	Neighbor at end of court drives at excessive speeds (50+mph) several times daily into and out of the court.
Issue or idea about biking	This area on College from North St and for approx 3 blocks is very very narrow with no room for bikes and vehicles to share the road. Sometimes there isn't even space for two cars to fit through safely with all the street parking
Issue or idea about biking	This area needs a lot more Street lights! It is very dark in some of the older residential areas as well as very very dark in some of the alleys. It is kinda scary to ride or walk alone at night here
Desired bike parking location	We really could use a small parking structure here for car parking. As well as bike lockers for safe bike parking. The tweakers can strip a bike in broad daylight.
General Comment	There needs to be a 4 way stop here. Cars fly through here and in 2014 my friend was nearly killed here when he was hit by a car that didn't stop. The driver fled the US after the accident, the city put in car counters but determined it was not enough traffic to warrant a stop sign. But the intersection is really hard to see around the building for fast coming cars and people often mistake it as a 4 way and pull out into traffic.
Issue or idea about biking	A nice Bike path off the road like they have from Davis to Winters would be nice to connect the city's for cycling
General Comment	It would very nice to have a better bike lane and went the entire length of Kentucky. After a certain point it gets very dangerous and cars go quickly down that road.
Issue or idea about biking	I do not think it is practical to reduce traffic flow here or to build an overpass, however, this intersection makes biking from the older part of town to the community center unsafe. The intersection, particularly, has no safe place for cyclists or walkers to wait for the light to change and the section crossing the railroad tracks is very dangerous. There needs to be a path from Spring Lake all the way to CR98 completed ASAP.
General Comment	El Dorado is in need of speed bumps to help slow traffic down. Cars use this road as a speedway to race. Cars swerve into oncoming traffic when trying to bypass someone trying to park in their driveway or they are tailgating when trying to slow down to turn. The speedometer that was on the corner of El Dorado & Spruce was effective, however it was only there for a couple of days.
General Comment	I see people crossing here all the time, either just walking or walking their bikes across. It's a pretty busy road and could be very dangerous.
Issue or idea about biking	Being able to cross the tracks here more safely creates a very nice segment of road that is normally very low traffic. I ride my bike this way often and walk across the tracks. This is a nicer, less busy way to get to rd 27 on the way to Davis or to Rd 101.
Issue or idea about biking	Cycling along hwy 16 is not ideal, especially when Gibson / Rd 24 is nearby. Bike traffic should be encouraged to use Gibson / Rd 24 instead of this.
Issue or idea about biking	This would be a fantastic add, allowing for cycling access between Esparto, Wild Wings, and Woodland and is a much better route than hwy 16.
Issue or idea about biking	This doesn't really need to be developed. It's a nice gravel road with very little traffic. Perfect for cycling as is.
Issue or idea about biking	A bike lane here would improve options for getting to Rd 102 from the west or south sides of Woodland without needing to cross through town to 102. It would also allow Rd 101 and east streets to be routes out of town heading toward Davis.
Issue or idea about walking	Access to the levees for walking and biking would be really nice. There aren't many good places to walk directly around Woodland like there are in Davis near the airport, for example.
Issue or idea about biking	Access to the levees for walking and biking would be really nice. There aren't many good places to walk directly around Woodland like there are in Davis near the airport, for example.
Issue or idea about biking	This is a good route to get from Yolo to Woodland, allowing access to the surrounding area including the hills to the West and out to Matchbook area.
Issue or idea about biking	Half of this path is in place and makes for a very good way to get around town without the traffic on the streets. It would be nice if this went all the way from 98 to east street as proposed.
Issue or idea about biking	A crossing here would be super helpful. This is a very busy street and requires hopping onto the median between traffic and then waiting for the other side to be clear. Even just a break in the center divide would make this crossing less treacherous.
Issue or idea about biking	This would be great, connecting Woodland and Sacramento with a bike-able route. It's really not that far and would be a good alternative to driving.
Issue or idea about biking	This would be a great addition, adding a safe and less traveled option that avoids the busy area around Costco/Target when heading towards West Sacramento

Type	Comment
General Comment	Check out Strava heat maps for a view of the activities people are actually currently doing. You can filter by activity and learn a lot from the patterns that are already in place: https://www.strava.com/heatmap#12.47/-121.78632/38.68100/hot/all
Issue or idea about biking	The main bus depot from Woodland to Davis is in the County Fair Shopping Mall and yet East Street doesn't have a proper and safe bike path to get to the bus depot from Southwest Woodland (or Southeast Woodland if you take the pedestrian bridge when it opens)
Issue or idea about biking	When leaving this intersection on a bike from the bus station, the signal doesn't recognize that a biker is waiting for a signal. The parking lot is infrequently used by cars, so I'd have to illegally enter the intersection on a red light to make a left if I want to use this intersection.
General Comment	Need a stop sign here
Desired bike parking location	Another place for a potential bike parking corral.
Issue or idea about biking	Main Street needs to be a class II bike path.
General Comment	East street needs to be a class I bike path. Work with the railroad for right of way access.
General Comment	Hoping this will open soon! Already bought my bike and am waiting for this to open so I can start commuting by bike to work.
Issue or idea about biking	When my kids and I tried to go straight at this intersection on Pioneer toward Harry Lorenzo, we noticed the Bike sensor was not working.
Issue or idea about walking	This large intersection is only walkable from half of the street. It would be helpful to have all four corners with a cross walk, or provided a crosswalk at Sixth and Gibson as an alternative.
Issue or idea about biking	It would be great to have a bike lane along college to safely bike downtown.
Issue or idea about walking	Would love to see a signaled cross walk here. We cross it nightly on walks with out kids and it is terrifying. People fly down this road
General Comment	Thus street needs a stop sign on Douglas. Turning vehicles from Douglas onto Hays don't stop
Issue or idea about biking	The traffic light on Kentucky and college does not activate for cyclists. Also there aren't analog buttons to push. So daily I have to justify running a red light on my bike. For fun I have waited to for more than 10 mins at a red light without another car in sight The light stops traffic and seems to be programmed all wrong.
Issue or idea about biking	Hard to take a road bike on this "road" maybe consider labeling this as a mountain biking rout so people aren't let down when they get here.
Issue or idea about walking	On the east side of the parking lot entrance into the back of JC Penny, a walk path maybe should be put in. People walk through there coming from the bus that stops directly across the street from there.
Desired bike parking location	Belair has a small bike rack but is impractical. You cannot fit an adult bike wheel in it. I always have to lock my bike on the outside of the rack.
Issue or idea about biking	Even though there are bike lanes up to this bridge and over it, the highway inbound lanes have no clear markings for bikers (or pedestrians for that matter), and make it really dangerous for bikers crossing this bridge. As you never know if a car is not going to see you as they veer to exit into the highway.
Issue or idea about walking	I love this park in my neighborhood. But I have noticed there are no pedestrian crosswalks to get to it on any of the surrounding streets (Farham or Brannigan). Not even in the stop sign. Cars are usually very respectful and stop when they see an elder, dog walker, or stroller crossing the street to get to the park. But we have no marked crosswalks. There is always people walking out of Howard, and wanting to cross to the park looking at three directions to cross.
General Comment	W Lincoln between Cottonwood and Ashley is basically a drag strip. There's even a halfway point used for celebration aka donuts at Cunningham st. Along this stretch there is a Church, townhomes, apartments and duplexes all housing lots of kids! This is all hours of the day and night. Lived here 20 years and its only getting worse!
General Comment	The bike lane on W Kentucky Ave. from the edge of town to West Ave. could definitely benefit from an upgrade.
General Comment	I can't WAIT for this overpass to open!!!!
Issue or idea about biking	There needs to be a cross walk that lights up to help bikes and pedestrians cross Parkland Ave. There have been multiple car accidents in the 2 years we have lived here.

Type	Comment
Issue or idea about walking	There needs to be a lighted cross walk or 4 way stop at the intersection of Banks and Parkland Ave. We have lived here only 2 years and I bike with my kids to school everyday and we've witnessed 2 car accidents at this intersection in that short time. I've heard there have been more. Luckily no bikes or pedestrians have been involved yet but it is a dangerous intersection with low visibility. Something to slow down cars and make it safe to cross would be essential to keep the community safe.
Issue or idea about walking	A coordinated plan with the city and Yolo County Flood Control and Water Conservation District could turn the irrigation canal that runs through this portion of the city into an amenity by paving the access roads along the canal, adding safety features to the culverts, and upgrading the street crossings to turn this into a multi-use walking/biking trail. Educational signs along the trail showcasing the agriculture supported by the canal would be a further enhancement.
Issue or idea about biking	This area is super dangerous on a bike (or walking). Onramps on both sides. to get to the sidewalk entrance you have to either jump the curb, or spend more time in the onramp making an awkward turn to get onto the sidewalk.
Issue or idea about biking	This area is super dangerous on a bike (or walking). Onramps on both sides. to get to the sidewalk entrance you have to either jump the curb, or spend more time in the onramp making an awkward turn to get onto the sidewalk. This is Gibson Overpass and 113 Hwy entrances
Issue or idea about biking	When will this be open? It looks ready. But it is fenced off. People need to use it.
General Comment	People treat this like a highway. Would like a stop sign here, or crosswalk with lights. We can't even walk our dog across the street because cars are doing 45+mph.
Issue or idea about biking	On the north side of El Dorado the road makes a bend. Cars frequently drive into the bike lane around this corner, often because they are driving too fast. Especially at night. We have almost been wiped out on bikes and on foot here at least a dozen times. Maybe some bumps on the ground, a speed meter or something. it is dangerous and somebody will get hit eventually right here even though they are in a "safe" area.
General Comment	Cars going westbound here. Always drive across the dotted lines even though they are going straight, not turning right. This happens all the time and is unsafe. Please put in some little reflective bumps or something.
Issue or idea about biking	This is a very sketchy area for both walking and riding a bike. This would be nice to have a walkable path that is off the road, maybe the area next to the train tracks that was gravel, and walkable (no broken glass, etc). Also, with the new Yolo Beer Barn opening soon, this would be great for families who want to ride their bikes down there from the new house that are being built on East St, as well as existing people

Project Comments & Office Hours

In March 2023, the draft Active Transportation Plan was released and feedback was solicited from the community on the recommended pedestrian and bicycle improvements.

Comments were collected via email and at public 'office hours' at a downtown coffee shop hosted by City staff. General comments and concerns are provided in Table B-2, some of which have been edited for clarity and to remove identifying information.



Table B-2: List of Public Comments

Respondent	Comment
A	...it would be nice to convert some if not all of these parking spots into bike lanes. If that's not an option, converting one or two car spots into a bike rack (similar to the bike parking lot in front of the Varsity in Davis) would introduce a lot more bike parking without taking away sidewalk space at the cost of one or two car lots while allowing 5-10 bikes to park.
	The YoloBus bike racks are not adequate. Repeatedly on trips from Davis to Woodland, more than 3 bikes will be waiting to get on a bus that is mostly empty. The expectation is that the bike must be left behind which leads to a high likelihood of theft. Especially on the Woodland side of the mall. A bike locker...at the Woodland Mall would ease this concern a lot.
	As a biker, if the east fence of Tredway Park could be opened up and a railroad crossing implemented to East Street, it would strongly incentivize bikers to take that path and easily get to the Woodland Mall bus depot.
	The stretch of Gibson [between 6th Street and East Street] (especially on the North side) does not have adequate sidewalks in my opinion.
	I think it says a lot that none of the promoted bike paths go through our Downtown.... Also I'd challenge anyone to comfortably bike down First Street especially through Downtown.
	All of the factors listed that lead to high LTS point to the fact that bike routes (class III by Caltrans) would lead to high levels of stress and are not any improvement over just a normal road. There's no bike lanes (and subsequently the width of said lane doesn't matter) and no physical barrier.
	I think the strip of land of Road 24A from Coloma to East Street desperately needs attention. A large amount of people (including kids) take that route either to the Woodland Christian School on Matmor or down to the park/dog park and it's severely unsafe.
	I think East Street (specifically the portion from Gibson to Sports Park Drive) also desperately needs attention. A large amount of college kids take the bus (and others as well) and biking to that area is unsafe and high stress. A better road would easily make it a lot easier to travel in that area both for public transportation and as a way to get to the senior center, dog park and other parks there.
B	The Woodland Mall feels unsafe. There's a large number of homeless people, trash and abandoned or lived in vehicles at what is reportedly the hub of all public transit in Woodland. This needs to be fixed. Either through bike lockers, increased police presence during the day, repeated clean ups, or increased bike rack availability on the YoloBus.
	While understandable, the low amount of shared used paths in Woodland is disappointing especially given the high amount only 10 miles away in Davis. The efforts to add shared-use paths around Woodland and through the Research/Tech park is a great step forward, if there was any way to add more through Woodland, it would be amazing. I don't think this is an easy problem but it's an important one. Some examples might be expanding the shared use path to connect Campbell Park to the path running through Molly Ave and Betty Ave and attempting to connect it to the Yolo County Fairgrounds somehow. Or cleaning up and formalizing the path between Woodside Park and Dave Douglass Park. There might be a way to expand it through the north side behind the Church and to connect it through the hospital to Fern Park? There also appears to be a way that was built from Amherst Way (between 1508 and 1600 Amherst) to Woodside Park that was closed off or never built. Introducing a bridge there would be a great start.
B	The Public draft - Woodland Active Transportation Plan is all about bike lanes and pedestrian crossings, when will the city address the horrible speeding problems on our streets?
	I live at West and El Dorado, these two streets have become mini I-5's. There was a proposal regarding West Street in 2022, I was asked for input and because there was not 75% resident backing of the proposal, the project was closed, no adjustments or modifications considered, just closed. I was against the proposal as presented, because the idea of narrowing a major "evacuation road" from the south of Woodland and adding a pedestrian crossing at the city limits was appalling to me.
	Then there is the constant speeding on El Dorado. Your mission is "to keep traffic moving", that may have been a great credo 15-20 years ago; unfortunately with the mentality of today's drivers speed limit signs and an occasional stop sign moves the traffic, but at 50+ miles per hour down residential streets. Drivers today must be forced to slow down by the use of speed bumps and more stop signs. Also, the city cannot expect just monitoring and speed enforcement by the police department to alleviate the problem. So again I ask, when is the city going to address the speeding problems on our streets?

Respondent	Comment
C	First, I think that this is a really great report. The writing and graphics are clear and the content is thorough, thoughtful and makes sense. I have a few questions. 1) I would like to get a sense of how accurate we think the data in Table 1 is. It seems to me that the Table 1 data is the most relevant to assessing whether the plan is successful, but it also seems to be the least precise data. Where did the data for Table 1 come from? What was the source and how was it collected? 2) What is the number of bicycles on sidewalks hitting pedestrians? Table 2 shows collisions with pedestrians and bicycles, but it does not actually show collisions between a pedestrian and a bicyclist. This is important to me because I saw that we allow bikes on sidewalks and... this seems like a bad idea. The numbers will help me to understand if I am overreacting or if we might want to have a goal of increasing bike lanes to eliminate bikes on sidewalks. Similarly, Table D-1 does not indicate whether electric vehicles are permitted on sidewalks. Are they? Should they be? 3) I do not see bus stops south west of Harry Lorenzo and Gibson. Should there be? 4) There is no scale on the bus map, so it is not easy to estimate how far someone might have to walk to get to a bus stop. Are all stops within 1/4 mile of every resident? Should they be? 5) Should there be speed humps leading up to every school as a way to force vehicles to slow in a school zone? 6) Not sure if this is in scope, but in regards to the traffic signals on figure 6, what has been done to ensure the light timing from one signal to the next minimizes idling if the vehicle has been traveling at or just below the speed limit? Idling increases greenhouse emissions. As pertains to walking and biking, driver frustration might impact speeding (to make up for the sense of time lost) and increase risk of injury to pedestrians and bicyclists. 7) Is the Hwy 132 on the map supposed to be Hwy 113? 8) I really like the walking school bus idea. Not only will it reduce congestion, potential for accidents, and greenhouse emissions, it will also reduce cost (parent time and gas money) and create community among those who walk together. Is there an opportunity for the City website to be a hub for setting them up, perhaps in collaboration with WJUSD?
D	I was encouraged to read that East Street is slated for a road diet and Class 1 path. What is the current planning for that looking like? I think it would make sense to put a cycle track on the west side of the road (railroad side) since there are fewer driveways, curb cuts, and intersections compared to the east side. This would allow for more continuous protection from East Street traffic and fewer interactions with crossing vehicles. It is also good to see that sidewalks and bike lanes are slated for the segments of Beamer and CR 102 that approach the new 4th and Hope facility on Beamer. These should be high priority projects and bike facilities should be Class 1 or 4, especially on CR 102 given the high speed of traffic and the large amount of available ROW. Every time I pass this area I see pedestrians and bicyclists forced to use the inadequate current conditions to reach services at 4th and Hope and I fear it is only a matter of time before a serious accident occurs. The draft lacks any advocacy for Class 4 bike facilities. These are substantially preferable to buffered bike lanes and would boost bike ridership way more. Even in areas with new buffered bike lanes, I see bicyclists using the sidewalk because they don't feel safe in these brand new facilities. The appendices mention that there was public input in favor of pedestrianization on Main Street, but this isn't brought up in the main report. I would support pedestrianization efforts downtown. I think one candidate location is First Street between Main and Bush. This might be a good spot to pilot a pedestrianization project (ala G street in Davis) as there are a number of popular businesses here and there isn't that much throughput on 1st. I would also support fully pedestrianizing Main from the State Theater to the Courthouse, but I recognize it would be a much tougher sell (although Ventura did something similar!).
E	Over the past year the City's Sustainability Advisory Committee has recommended that some of Woodland's share of Federal American Rescue Plan funds be used to enhance bicycle safety corridors in Woodland, enhance signage, and perform outreach efforts to inform Woodland motorists of the importance of bicycle safety. Can you provide an update on whether these recommendations have been carried out at part of the ATP, or whether future enhancements are planned? The 4-lane segment of Gibson Road between East and West streets, despite having narrow bike lanes, seems designed to encourage excessive speed by motorists. It is not a safe bicycle route. The segment of Gibson Road west of West Street changes to two lanes and features wider and much more clearly marked bike lanes. Why the difference -- and what can be done to create traffic calming measures on the segment between East and West streets? College Street in front of the YMCA is often the scene of many parents with small children moving to and from parked cars across the street. It seems the time has come for some kind of signage, or pedestrian-controllable flashing caution lights, to slow motorists down and alert them to watch for little kids and their parents. Can something be done to improve safety at this location? I have always felt there should be a well marked crosswalk between the City parking lot on 1st Street and City Hall.

Respondent	Comment
F	Crosswalks: I think there should be an uncontrolled crosswalk on Matmor Rd at or near Colette St. This would allow the residents who live east of that intersection to have a safe way to get to Campbell park, the only park in the area. Sidewalks: Both under “Existing Conditions” and “Level of Stress”, there is no mention that many sidewalks, in Woodland, dip down at every driveway and that results in the walkway, and the walk, being more difficult, dangerous, and unpleasant. This is especially the case for anyone walking with a cane, a walker, pushing a baby buggy, or in a wheelchair. I don’t think it is enough to simply refer to “sidewalk conditions”. I understand this won’t be an easy or quick problem to solve. But, if we aren’t clear about the problems, they will never be solved. I think the ACT plan should also mention that the city does fix this when work is already being done. I notice on the west side of Matmor that some driveways with recent work have a better design that keeps the sidewalk level side to side. Educational Programs: Besides educational programs to encourage walking and biking, we need educational programs to teach residents how to be responsible and considerate walkers and bikers. For Woodland, that certainly means some effort to let dog walkers know that picking up the poops are expected and not picking them up shows they are a slob (be that direct). We need an educational program to teach our residents that the sidewalks, in front of their houses, are not theirs to block. Parked cars, oversize parked SUVs, overgrown bushes, landscape stone-borders, potted plants, tree roots, yard sales, trash toters, basketball hoops, and garden hoses, all are frequent obstacles I personally encounter in a wheelchair in Woodland. Enforcement: The city’s current practice, to enforce compliance with city ordinances, relies largely on residents willing to report a possible violation. The city recognizes that a resident might not know the ordinances and directs the resident to contact the city clerk for advice. So, our current practice relies on our residents who do not know the city’s ordinances. Regarding blocking sidewalks, our residents don’t know what is ok and what isn’t. Yet we rely on our residents to identify and report ordinance violations. And the ones who are most negatively affected by a blocked sidewalk are very likely not to report it. Do a google search “Sacramento man sues re ADA violation”. Most disabled people do not want that reputation. While it might be a needed service, it does not make you a welcome neighbor. Who else might report a blocked sidewalk? A normal walker? Well, the normal walker doesn’t know ordinances re sidewalks, and is also barely inconvenienced by a blocked sidewalk. Might not even notice. How dangerous is a blocked sidewalk? I’ve encountered sidewalks at driveways, blocked with parked cars. This means going back to the previous driveway to get out onto the street to get around the cars blocking the sidewalk. And, if there are cars parked on the street, that means going around them. So, there you are in the middle of the street in your wheelchair, or pushing your baby in a baby carriage, or with your walker, or cane. An educational program, hopefully, will help, but the city needs to take a bigger role re identifying and enforcing sidewalk blocking. Page 12: Most of the examples here are hard to park bikes on. Most of them are not as compact as they could be nor do they have a ramp on the bottom to rest your tire on which helps keep bikes stable. Page 13: This page talks about traffic calming and various ways to reduce traffic speed to encourage safer travel for bicycles and pedestrians. And yet the example shown is one of the most dangerous for bicycles. The parking on the sides of the road reduces any chances of bike lanes and so you’re forced to bike on the road itself in between cars. A comment in one of the appendices mentions that it would be nice to convert some if not all of these parking spots into bike lanes. If that’s not an option, converting one or two car spots into a bike rack (similar to the bike parking lot in front of the Varsity in Davis) would introduce a lot more bike parking without taking away sidewalk space at the cost of one or two car lots while allowing 5-10 bikes to park. Page 16: The YoloBus bike racks are not adequate. Repeatedly on trips from Davis to Woodland, more than 3 bikes will be waiting to get on a bus that is mostly empty. The expectation is that the bike must be left behind which leads to a high likelihood of theft. Especially on the Woodland side of the mall. A bike locker as mentioned on Page 12 at the Woodland Mall would ease this concern a lot. Page 21: There’s a good amount of traffic from Davis that comes down Road 25 and then up East Street which then divides along Road 24A, Sports Park Drive and East Street. Similar in the morning all 3 streets converge to go down East Street to Highway 113. Additionally a lot of parents converge on the Sports Park/East Street Intersection to go to the school at Matmor. The blue lines seem to agree with this daily commute except Sports Park Drive is totally blank. I think this is pretty important to highlight because the Road 24A section leading to East Street is abysmally small and a huge traffic jam. Not only are there no sidewalks there but it’s extremely stressful to bike there given how quickly vehicles swerve into it. As a biker, however, there’s not many other ways to bike to the Woodland Mall bus depot except for this small stretch of road (or going up through Gibson Road which is also stressful due to even higher volume (one of the highest in the system). This is all leading up to point to the fact that there’s a green line (177-3000) going along El Dorado that sharply cuts off at Coloma and College. I’m guessing that’s because it’s where many cut down to Road 24A or up to Gibson. As a biker, if the east fence of Tredway Park could be opened up and a railroad crossing implemented to East Street, it would strongly incentivize bikers to take that path and easily get to the Woodland Mall bus depot. Page 31: The stretch of Gibson (especially on the North side) does not have adequate sidewalks in my opinion

Respondent	Comment
F	Page 34: I think it says a lot that none of the promoted bike paths go through our Downtown . . . Also I'd challenge anyone to comfortably bike down First Street especially through Downtown. Page 35: I find it odd that there's no bike parking listed at most parks marked on the map. Actually there's not even bike parking shown at any of the schools either. I would hope that this is a mistake . . . Page 41: All of the factors listed that lead to high LTS point to the fact that bike routes (class III by Caltrans) would lead to high levels of stress and are not any improvement over just a normal road. There's no bike lanes (and subsequently the width of said lane doesn't matter) and no physical barrier. Page 54: I think the strip of land of Road 24A from Coloma to East Street desperately needs attention. A large amount of people (including kids) take that route either to the Woodland Christian School on Matmor or down to the park/dog park and it's severely unsafe. Page 55: I think East Street (specifically the portion from Gibson to Sports Park Drive) also desperately needs attention. A large amount of college kids take the bus (and others as well) and biking to that area is unsafe and high stress. A better road would easily make it a lot easier to travel in that area both for public transportation and as a way to get to the senior center, dog park and other parks there. Other thoughts: 1. The Woodland Mall feels unsafe. There's a large number of homeless people, trash and abandoned or lived in vehicles at what is reportedly the hub of all public transit in Woodland (Page 17). This needs to be fixed. Either through bike lockers, increased police presence during the day, repeated clean ups, or increased bike rack availability on the YoloBus. 2. While understandable, the low amount of shared used paths in Woodland is disappointing especially given the high amount only 10 miles away in Davis. The efforts to add shared-use paths around Woodland and through the Research/Tech park is a great step forward, if there was any way to add more through Woodland, it would be amazing. I don't think this is an easy problem but it's an important one. Some examples might be expanding the shared use path to connect Campbell Park to the path running through Molly Ave and Betty Ave and attempting to connect it to the Yolo County Fairgrounds somehow. Or cleaning up and formalizing the path between Woodside Park and Dave Douglass Park. There might be a way to expand it through the north side behind the Church and to connect it through the hospital to Fern Park? There also appears to be a way that was built from Amherst Way (between 1508 and 1600 Amherst) to Woodside Park that was closed off or never built. Introducing a bridge there would be a great start. WHERE DO YOU WISH YOU COULD GO BY WALKING OR BIKING? Via wheelchair, walk the dog, home (Westland Ranch Dr) to the Community Center, through the playfields, and back. Note that the sidewalk beside the entrance to the playfields is sometimes nearly unpassable in a wheelchair on those days when trucks are backed up to unload equipment. Wider sidewalk? It would be nice to be able to continue from Sports Park Dr along East St to Gum and home to Westland Ranch Dr. (Some protection from East Street traffic). Pleasure walks are usually nicer when they are a closed loop rather than going a distance and returning the same route. Walk the dog, home (Westland Ranch Dr) to Campbell Park and back. We need a crosswalk across Matmor to Collette and level sidewalks on both sides of Matmor. Gum needs level sidewalks to Thomas and it needs level sidewalks on the west side, for sure, the side with no need to cross streets, then a painted cross walk to the park. Walk the dog, home (Westland Ranch Dr) to the neighborhood north of Gum, Crystal Springs Dr and nearby streets. Level sidewalks would be nice and a better cross walk across Gum where Gum goes over Hwy 113. Walk the dog, build it, we will come. If there are nice walks in Woodland, I would like to be able to drive and park to walk my dog. Certainly a city should have as its number one goal is that people should not have to drive somewhere to find a nice walk. But, realistically, driving a little to walk a little is Woodland's future for awhile. Therefore, nice "walks" should include places to park. As a wheelchair user in a handicap van that has a ramp out the passenger side of the van, parking is sometimes impossible or risky. Many of our newer neighborhoods have bushes or other drought resistant landscaping, between the street and sidewalk, to save water. This will only increase over time. This presents a problem when finding a place that will allow the ramp out and enough room then to roll out. The parking problem is not addressed by ADA. Off street parking, at a park, includes handicap parking, per ADA. If a park only has on street parking, ADA is silent. Many of our city parks have only on street parking and handicap van parking isn't addressed. A park doesn't have to have a dedicated on street parking spot; it needs to have several spots where a wheelchair could roll out of a van. After parking, the person in the wheelchair should be able to get to the back of the van to unload any equipment needed for the "walk". Route from home, Westland Ranch Dr, to Home Depot. I don't currently have an electric scooter, but when I did, I would use it to go to Home Depot. I had to stop because, twice, I was almost hit when crossing the entrance ramp to the freeway. Everyone is accelerating as they approach the ramp. A route on the north side of Main St would be safe and with a cross walk back to the south side of Main St after the freeway entrance/exit dangers.

Respondent	Comment
F	WHAT DO I LIKE ABOUT WALKING IN WOODLAND? I like to walk my dog from my home so I don't have to drive some place. The walk from my home, Westland Ranch Dr, to the Community Center, and through the playfields is an especially nice "walk" since it involves few streets to cross and the playfields part of the walk is away from traffic. WHAT CHANGES NEED TO BE MADE TO MAKE WALKING AND BIKING BETTER? We need education! PICK UP YOUR DOG POOPS! (I used to go regularly to the Davis greenbelts and I never saw dog poops left). We need education! DON'T BLOCK THE SIDEWALK, IT'S NOT YOURS. On the walks in neighborhoods, I regularly see SUVs that completely block the sidewalk. In a wheelchair, with a dog, we have to go out into the street and then back up onto the sidewalk to get around the SUV. Some SUVs are so long they simply won't fit in the driveway. With some SUVs, the vehicle would fit except the resident has "things" stored in front of the garage door, so the vehicle won't fit in the driveway. I regularly encounter toters which someone has removed from the street after Waste Management has emptied them, but then parked them on the sidewalk. I have encountered a dining room table completely blocking the sidewalk as the resident had a garage sale, and then for several days after, with a free sign on the dining room table, which, apparently didn't sell at the garage sale. I encounter a basketball hoop stand completely blocking the sidewalk and requires going on the street to get around. It's a quiet street, and really not that dangerous for kids to play on the street. So, block the street with the basketball hoop stand and eliminate a parking spot, rather than blocking the sidewalk. Kids play in the street either way. I encounter landscaping that almost blocks the sidewalk. Tree roots that extend into the sidewalk, and bushes planted right up to the sidewalk and then the branches extend onto the sidewalk. BIKE THEFT PREVENTION. Perhaps a program, with the police dept, to purchase an undisclosed number of Air Tags to loan out to residents to safeguard their bikes. Any that result in someone getting caught stealing a bike would be broadcasted. If not already a crime, make it a crime to ride a bike while also guiding another bike. DIFFERENT APPROACH TO "PARKS". We need to stop limiting our concept of a park. While it is important to have rectangles of lawn with a playset and picnic table (sitting and eating), we need to start thinking of parks as being linear, parks that encourage movement rather than sitting and eating. If we ever develop an off street pathway system, the Parks Dept should be given responsibility to develop the areas on either side of the pathway. Getting around the city, going to school, to work, to the store, should be a very pleasant walk or bike ride through a linear park. The linear park should have wildlife displays and places to sit to observe the wildlife and nature in general ("you are not a person observing nature, you are nature observing itself"). Davis has something nice on Cannery Way. LEVEL SIDEWALKS AND RAMPS AT THE STREET INTERSECTIONS. Sidewalks that dip down at every driveway make "wheelchairing" difficult. And, when I get to an intersection (Thomas St) that has no ramp down to the street level, I have to find a near driveway to get to the street level and then cross and go up a driveway on the other side. The sidewalks around and leading to all of the city parks should be level and accessible.
G	I want to share an idea about a bike path that will benefit Woodland greatly. I shared this... a couple different times over the years... Many people have been killed on our country roads biking between Woodland and Davis. In addition to this, there are not many truly safe places to ride bikes around Woodland due to there being many intersections and a lot of traffic. I am a runner and I run down East Street (heading south) until it dead ends and then I cross the railroad tracks to the other side where the road picks up again. Due to the fact that these are dead end roads there is minimal traffic. Once I cross the tracks I continue until the road dead ends again (Myrtle Road). This dead end is due to a slough/ditch. I don't go any further than this, but on the other side of the slough is Bobby Dazzler's Pumpkin Patch and after that the road continues into Davis. The roads are in place for a safe bike trail and only a few things are needed to complete it. 1) Need safe path from Community Center to the intersection of 25A (I would recommend removing the old rotten walnut trees and put in a bike/pedestrian path) 2) Needs an undercrossing or a way to cross the railroad tracks where East Street dead ends 3) Will need a bridge crossing over the slough at the end of Myrtle Lane 4) Need a short trail from slough crossing to end of Bobby Dazzler property to where road picks up again I know none of this is cheap, but with all my travels on the country roads running, this is by far the safest potential route for a bike/pedestrian trail. I know that this will pay for itself with people who will be willing to live in Woodland and commute to Davis for work and school. With e-scooters, e-bikes, regular bikes, and runners, this trail will be hoping. I think Woodland lacks a good trail for people to run and bike and this is a wonderful opportunity...

Appendix C

Relevant Plans and Policies

Many local, regional, state, and federal plans and other documents were reviewed in development of this ATP. These plans and documents contain goals and policies as well as specific requirements related to active transportation.

Local

City documents containing policies and requirements related to transportation include the Woodland General Plan, Woodland Climate Action Plan, Woodland Bicycle Transportation Plan, and Woodland Municipal Code.

City of Woodland General Plan (May 2017)

Vision Statement: Woodland is a healthy community with livable neighborhoods, a thriving downtown, well maintained infrastructure, excellent schools and recreational amenities connected by a seamless network of trails and paths.

Guiding Principle 5: Mobility Options: Coordinate land use and transportation planning to provide a range of attractive and viable transportation options, such as bicycle, pedestrian, and transit.

Guiding Principle 11: Health and Recreation: Provide all residents with opportunities to live an active, healthy, and green lifestyle.

Transportation & Circulation Goals & Policies

Goal 3.A: Multimodal Transportation System. Develop and maintain a multi-modal transportation system that provides for the efficient movement of people and goods, supports vibrant neighborhoods, and districts, and reduces air pollution and greenhouse gas emissions.

Policy 3.A.5 Transportation Demand Management (TDM). Utilize TDM tools and programs (e.g. alternative work schedules, telecommuting, ridesharing, or parking pricing) to encourage and create incentives for the use of alternative travel modes.

Policy 3.A.7 Street Grid Network and Density. Promote the use of grid and modified grid street patterns in new residential, commercial, or mixed-use developments that propose to construct new streets. Modified grids may include combinations of grid and curvilinear streets. Greenbelts may intersect the street grid to create an interconnected trail network that encourages biking and walking. The density of new streets should be similar to the existing residential neighborhoods in Woodland that have approximately nine centerline miles of arterials and collectors per square mile.

Policy 3.A.9 Road Diets. Investigate road diets within the existing built-out portion of the city including, but not limited to, West Gibson (Cottonwood to College Street), West Court (County Road 98 to Cleveland Street), West Main Street (Cottonwood to West Street), and East Street (Kentucky Avenue to Gibson Road). A road diet is generally described as removing travel lanes from a roadway and utilizing the space for other uses and travel modes.

Policy 3.A.10 Overcome Barriers and Remove Gaps. Eliminate barriers and gaps in the existing roadway, bikeway, and pedestrian networks by doing the following:

- Pursue funding to construct grade-separated crossings of freeways, rail lines, and other barriers to improve connectivity.
- Construct new pedestrian and bike paths in existing neighborhoods and strive to ensure that bike and sidewalk networks within communities are at least as efficient (e.g., miles traveled, connectivity, etc.) as the network for motorists.
- Remove barriers to pedestrian travel, such as utility poles, as feasible.

- Prioritize the construction of the SR 113 bike and pedestrian overcrossing at Sports Park Drive and redesign of the Gibson Road/SR 113 overpass to provide safer and more convenient connectivity between the west and east areas of town.
- New development must demonstrate adequate bicycle and pedestrian accessibility from key parts of the city and eliminate gaps, which may require off-site improvements, where appropriate at the discretion of the City.

Policy 3.A.11 New Development. Require all new development to provide convenient bicycle and pedestrian environments and access through building orientation, site layout, traffic management, and connections to transit service and local commercial and community facilities. Development must provide appropriate pedestrian amenities such as street lighting, benches, arcades, canopies, shade trees, art, and seating areas.

Policy 3.A.12 Transportation Evaluation. Evaluate projects for potential impacts to traffic operations, traffic safety, transit service, bicycle facilities, and pedestrian facilities for the purpose of assessing the timing and phasing of traffic improvements.

Goal 3.B Complete Streets. Provide complete streets that accommodate driving, walking, bicycling, and public transit and that are designed to enable safe, attractive, comfortable access and travel for users of all ages and abilities.

Policy 3.B.1 Complete Street Requirements and Green Streets. To the extent feasible, all new street construction and reconstruction shall be designed to achieve complete streets. Designs should accommodate mobility for all users, including bicyclists, pedestrians, transit vehicles, and motorists, appropriate to the function and context of the facility. The needs of all roadway users including vulnerable populations such as young children, seniors, and people with disabilities, should be considered when determining roadway widths and other barriers to travel, especially near schools, parks, senior centers, community centers, and other activity hubs. Require street design to incorporate adequate landscaping, including street trees and landscaped medians and/or parkway strips, in order to increase shade, minimize runoff, and create a comfortable and visually attractive environment.

Policy 3.B.3 Connectivity and Balance. Preserve and continue to develop a comprehensive, integrated, and connected network of streets that balance walking and bicycling with transit, automobiles, and trucks.

Policy 3.B.5 New Developments. Require new developments to provide interconnected street networks with walkable blocks that allow and encourage active multimodal transportation.

Policy 3.B.6 Right of Way. Ensure adequate rights-of-way to accommodate all users and balance the allocation of street right-of-way for all modes.

Policy 3.B.7 Minimal Driveways and Curb Cuts. Strive to minimize the number of driveways and curb cuts along streets to limit unsafe conditions and enhance the experience of walking and bicycling.

Policy 3.B.8 Accessibility. Endeavor to ensure that all streets are safe and accessible to people with disabilities and others with limited mobility.

Policy 3.B.10 School Safety. Partner with schools to ensure a high level of vehicle, bicycle, and pedestrian safety adjacent to school facilities.

Goal 3.D Residential Streets. Protect residential areas from high-volume and high-speed traffic and its effects and promote bicycling and walking on residential streets.

Policy 3.D.1 Through-traffic. Design local streets that primarily serve residential neighborhoods to discourage through-traffic, achieve desired traffic speeds, and maintain pedestrian and bike connectivity.

Policy 3.D.2 Street and Sidewalk Maintenance. Promote street, alley, and sidewalk maintenance to encourage safe use; have a funding plan in place for improvements.

Policy 3.D.3 Traffic Calming. Implement traffic-calming design and devices, as funding allows, in existing and new residential areas where appropriate to reduce vehicle speeds and preserve neighborhood livability.

Policy 3.D.4 Impacts on Residential Neighborhoods. Consider the effects of new development on local streets in residential areas and require new development to mitigate significant impacts on residential neighborhood. Developers shall finance and install pedestrian pathways, bikeways, and multi-purpose paths in new development to facilitate and enhance pedestrian and bike usage, as appropriate.

Goal 3.E Comprehensive Pedestrian System. Provide a comprehensive, and integrated pedestrian system that encourages walking and creates an enjoyable way to experience Woodland.

Policy 3.E.1 Pedestrian Promotion. Promote walking by providing appropriate facilities, programs, and information. Support neighborhood walk-to school efforts.

Policy 3.E.2 Safe and Comfortable Sidewalk Design. Develop safe and pleasant sidewalks in compliance with adopted design standards to accommodate all users, including persons with disabilities, and complement the form and function of the land uses adjacent to each street segment.

Policy 3.E.3 Off-Street Pedestrian Paths. Continue to develop off-street pedestrian paths for access to schools, recreation facilities, and neighborhood services in existing and future neighborhoods in the city.

Policy 3.E.4 Interconnected Network. Require new development to create complete pedestrian networks with linkages such as walkways, paseos, and shared-use paths that interconnect pedestrian facilities.

Policy 3.E.5 Walkable Downtown. Continue to enhance the pedestrian experience in the Downtown and make streetscape improvements, such as street trees, street furniture, public art, and curb extensions, to encourage walking. Evaluate, and when appropriate implement, all-way stops on Main Street in the Downtown.

Policy 3.E.6 Mid-block Pedestrian Crossings. Provide mid-block pedestrian crossings, where feasible, in areas with high pedestrian traffic to create more direct walking routes.

Policy 3.E.7 Lighting. Maintain adequate pedestrian-scale lighting near sidewalks, trails, and parking lots to improve visibility of pedestrians and provide a safe walking environment.

Policy 3.E.8 Active Design. Design buildings so that the architecture enhances and encourages pedestrian travel. Provide clear internal pedestrian routes and avoid “blank walls” to maintain a visually engaging walking environment.

Goal 3.F Comprehensive Bicycle System. Provide a comprehensive and integrated bicycle system that facilitates bicycling as a viable mode of travel for short trips, commute trips, and recreation.

Policy 3.F.1 Bikeway Master Plan. Maintain a Bikeway Master Plan (BMP) to reflect current best practices for bike facilities and programs as well as bikeway changes to accommodate the cycling public. Figure 3-3 represents the planned routes in the BMP at the time of this General Plan update, but any future update to the BMP is considered the City's official bikeway plan. In the future, transition the BMP to an Active Transportation Plan that considers all forms of active transportation.

Policy 3.F.2 Bikeway Network. Promote the development of a comprehensive system of recreational and commuter bicycle routes that provide safe and convenient connections between the city's major employment and housing areas; existing and planned bikeways; and schools, parks, retail shopping, and residential neighborhoods.

Policy 3.F.3 Bicycle Parking. Encourage the development of convenient and secure bicycle parking and establish minimum parking standards

at employment centers, schools, recreational facilities, transit terminals, commercial businesses, the Downtown core area, and other locations where people congregate.

Policy 3.F.4 Bicycle Facilities. Require residential, commercial, and industrial developments to include bicycle lanes or pathways in accordance with the Bikeway Master Plan or Specific Plans when constructing new roadways or upgrading existing streets.

Policy 3.F.5 Bicycle Safety Education. Promote bicycle safety education for children and adults. Develop partnerships with WJUSD, Yolo County HHSA, and the Bike Campaign to develop programs that encourage children to bike safely to school.

Policy 3.F.6 Bicycle and Transit Integration. Work with YCTD to integrate public transportation systems and facilities with bike networks and accommodations.

Policy 3.F.7 Regional Coordination. Cooperate with surrounding jurisdictions and SACOG in designing and implementing a regionally- connected bikeway system.

Policy 3.F.8 Woodland-Davis Bikeway. Work with Davis and Yolo County in the provision of safe and well-designed bikeway routes on rural roads between Woodland and Davis. Pursue grant funding to implement the Woodland-Davis bikeway project.

Policy 3.F.9 Phasing. Ensure that bikeways connecting to the existing bikeway system be provided in the first phase of all new growth areas.

Goal 3.G Effective Transit System. Promote a transit system that serves as a viable alternative to the automobile for those without access to a vehicle and those that choose to live and work in areas where land use density and intensity are supportive of transit.

Policy 3.G.7 Transit Shelters/Stops. Work with YCTD to ensure all bus stops are well designed and maintained. Higher utilized stops shall incorporate special design features such as shelter structures, lighting, secure bike parking, enhanced pavement, landscaping, and artwork.

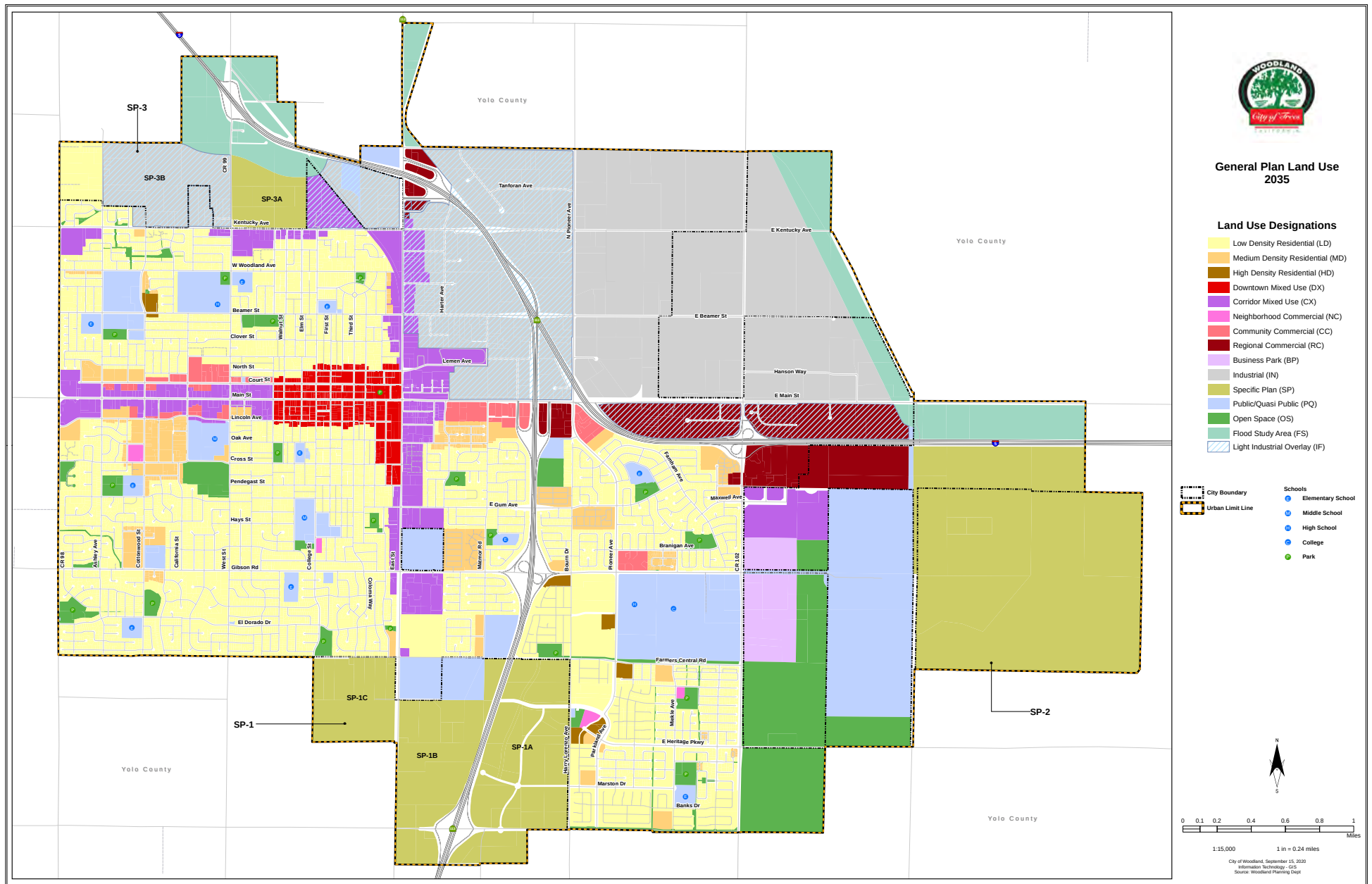
Policy 3.G.9 Bike and Pedestrian Connections. Ensure transit stops are connected to an integral part of the city's pedestrian and bicycle network.

Goal 3.K Transportation Funding. Pursue funding to construct, maintain, and operate the transportation system for all travel modes to achieve and maintain the City's transportation goals.

Policy 3.K.3 Bicycle Facilities. Utilize grant monies, license fees, development impact fees and fines, along with capital improvement monies to help fund the development and installation of bikeways and bicycle parking facilities.

Policy 3.K.5 New Funding Sources. Seek new and innovative transportation funding and financing sources.

Figure C-1: Woodland General Plan Land Use Map



City of Woodland Climate Action Plan (May 2017)

Transportation and Land Use Objectives, Strategies, and Actions

OBJECTIVE 1: Implement Land Use Policies to Support Reduced Motor Vehicle Use

T/LU-1: Complete Streets Program

- Partner with the University of California, Davis, and Yolo County to develop bicycle commute routes between the campus and points within Woodland.
- Enhance walking and biking opportunities through downtown by improving alleys for pedestrian and bicycle use.
- Consider reducing parking space requirements for businesses that provide bike infrastructure improvements.
- Adopt a “Complete Streets” program that provides safety and convenience for all forms of transportation, including passenger vehicle, bicycle, transit, and pedestrian travel.
- Amend current “level of service” (LOS) road and transportation criteria to include consideration of pedestrian, bicycle, and bus transit travel modes by using multimodal LOS criteria.
- Develop a network of bicycle lanes and paths that provide safe and convenient routes for city residents to travel to and from homes and daily destinations.
- Update the City’s bicycle master plan to incorporate new concepts and funding strategies for bicycle route development, including consideration of modifying existing streets to better accommodate space for safe bicycle use (e.g., creating one-way streets), creating off-street bicycle paths, and providing connectivity with bike routes outside of Woodland.

T/LU-2: Infill Development, Redevelopment and Repurposing

- Encourage pedestrian and bicycle-oriented design in the allocation of space, building size and placement, site enhancement, open space design, connection to pedestrian/bikeways, and site amenities such as plazas, courtyards, and breezeways in commercial redevelopment.

T/LU-3: Smart Growth in New Development

- Plan for new residential developments in coordination with plans for the provision of transit services.
- Design new neighborhoods so that daily shopping errands can generally be completed within easy walking and biking distances.

- Encourage pedestrian and bicycle-oriented design in the allocation of new commercial space, building size and placement, site enhancement, open space design, connection to pedestrian/bikeways and site amenities such as plazas, courtyards, and breezeways.
- Establish a standard for a “10-Minute Neighborhood” for new residential developments such that residents are no more than a 10-minute walk from grocery stores, parks, schools, and commercial enterprises that provide neighborhood-scale access to daily needs.

OBJECTIVE 2: Reduce Vehicle Miles Traveled and Equipment Idling Emissions

T/LU-4: Reduced Motor Vehicle Trips

- Establish a program to engage the community in efforts to reduce vehicle miles traveled, including setting specific goals for participation, identifying and promoting programs, and rewarding positive results.

T/LU-5: Increased Mass Transit Use, Walking, and Bicycling

- Work with the local Chamber of Commerce and other business groups to achieve membership of 20% of businesses in the Yolo Transportation Management Association or a similar employer program that provides incentives to employees for reducing commute trips by biking or walking to work and guarantees employees a ride home in case of emergency.
- Partner with the Chamber of Commerce to encourage employers to provide bike lockers, showers, and other amenities or incentives that encourage employees to cycle or walk to and from work.
- Require new multi-family developments to provide secure bicycle storage options and/or bicycle-share programs.
- Support and promote efforts to increase bicycling through the provision of free or low cost helmets and renovated bicycles to low income residents, bicycle repair and safety clinics, bicycle lanes and paths, and information on safe bicycle routes.
- Work with transit operators to increase mass transit use by identifying mechanisms for encouraging increased ridership, including making bicycle racks available on all buses and creating and implementing comprehensive public information campaigns.
- Partner with schools and Yolo County Health Department to promote biking and walking by disseminating “Safe Routes to Schools” maps and information, and encouraging creation of a citizen’s committee to promote bicycle and pedestrian access to schools.
- Create and disseminate educational materials and information for residents and visitors promoting safe and convenient pedestrian and bicycle

transportation as alternatives to automobile travel, including bicycle route maps, walking tour information, and “wayfinding signs” that indicate distances between points of interest.

City of Woodland Bicycle Transportation Plan (2002)

The purpose of the Bicycle Transportation Plan (BTP) is to improve bicycle transportation and safety in the City of Woodland. In addition to identifying planned locations for future bicycle facilities, the plan includes the following goals and policies and noted the hazards summarized below.

Policies

1. Eliminate physical bicycling obstacles to provide a safer environment for bicycle transportation.
2. Encourage adequate, convenient, and secure bicycle parking at employment centers, schools, recreational facilities, transit terminals, commercial businesses, the downtown core area and other locations where people congregate. Encourage bicycle rest facilities, including but not limited to restrooms, drinking water, public telephones, and air for bicycle tires.
3. Integrate public transportation systems with bicycling (i.e.: bike racks on buses).
4. Encourage bicycle safety education to children and adults.
5. Maintain consistency with the routing and geometrics of Yolo County's Bicycle Transportation Plan, and recommendations of July 2001 Davis Woodland Bikeway Feasibility Study Report.
6. Develop bicycle facilities with maximum citizen and community involvement in planning and maximum flexibility and coordination with long-range transportation planning.
7. Designate commuter bicycle routes as higher priorities than recreational routes. Designate Class II bikeways as the preferred facility in areas of developed roadways.
8. Require residential, commercial, and industrial developments to include bicycle facilities in accordance with this plan. Consider the needs of cyclists when new roadways are constructed, and existing roadways are upgraded. Construct and delineate bikeways in conformance with the current City standards.

9. Promote the development of a comprehensive and safe system of recreational and commuter bicycle routes that provide connections between the city's major employment and housing areas, between its existing and planned bikeways, and between schools and parks and residential neighborhoods.

10. Promote use of bicycles as a viable and attractive alternative to cars.

11. Promote bicycle travel through appropriate facilities, programs, and information.

12. Pursue alternative sources of funding for the development and improvement of bikeways.

13. Require recreational, residential, commercial, and industrial developments to include on-site bicycle facilities in accordance with this BTP.

14. Encourage employers to provide benefits/bonuses to commuter cyclists. Support voluntary efforts by employers to promote employee bicycle commuting.

15. Work to expand and increase the efficiency of the bicycle-licensing program.

16. Utilize grant monies, license fees, and fines, along with capital improvement monies to help fund the development and installation of bikeways and bicycle parking facilities.

17. Require new development to provide sufficient right-of-way widths to accommodate bikeways on new collector and arterial streets, as identified in this Bicycle Master Plan, and to install these facilities.

18. Continue to develop off-street bicycle paths for access to schools and recreation facilities in existing and future neighborhoods in the City. Consider safety and security issues in connection with development of these facilities.

19. Recommend establishing a city policy that requires future development provide or improve connections to planned regional and city routes shown in the County Bicycle Transportation Plan and the Woodland BTP, where feasible.

Woodland Local Road Safety Plan (July 2023)

The purpose of the 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. This study also identified potential countermeasures to address the identified safety issues. A framework was also developed to assist the City in prioritizing the location of future safety projects.

The LRSP contains an analysis of historical collisions, including those involving pedestrians and bicyclists, specific recommended

improvements for several key corridors in the city, and recommended countermeasures to improve safety at locations across the city.

City of Woodland Engineering Standards

Design Standards, Standard Details, and Construction Specifications (2021)

The City Engineering Standards include design standards, standard details, and construction specifications for

- Sidewalks
- Bikeways
- Traffic signals
- Crosswalks
- Speed cushions
- Signs
- Traffic striping, markings, and legends

City of Woodland Municipal Code

Key sections of the City of Woodland Municipal Code affecting pedestrians and bicyclists are listed below.

Chapter 10.24: Bicycles

- 10.24.030 Applicability of traffic regulations to bicycle riders.
- 10.24.040 Compliance with traffic-control devices.
- 10.24.050 Manner of riding bicycle—Carrying passengers.
- 10.24.060 Riding on roadways or bicycle paths—Clinging to moving vehicles.
- 10.24.070 Speed restrictions.
- 10.24.090 Carrying articles on bicycles.
- 10.24.100 Manner of parking bicycles.
- 10.24.110 Riding on sidewalks, playgrounds, school grounds, etc.
- 10.24.120 Safety equipment required.
- 10.24.130 Passengers.

10.24.140 Brakes.

10.24.150 Bicycle lanes.

10.24.160 Walking bicycles.

10.24.170 Driving vehicles across paths or lanes.

10.24.180 Enforcement of chapter—Violations by minors.

Chapter 12.08: Encroachment Permits

12.04.030 Exemptions from applicability of chapter

12.08.200 Maintaining traffic.

12.08.400 Hedges, fences, shrubbery, and landscaping.

Chapter 16.20: Design and Improvements

16.20.060 Pedestrian ways and bicycle paths.

'Crosswalks for Pedestrians and Drivers' (2009)

An informational brochure created by the City of Woodland Community Development Department in 2009 includes information on pedestrian safety, crosswalk types, and crosswalk design choices. The brochure also includes the City's typical decision-making process for crosswalk installation, as follows:

"Crosswalks are installed where there are substantial vehicle and pedestrian conflicts, large pedestrian volumes or to show pedestrians the best place to cross."

"Crosswalks are only marked in some locations because when too many exist it reduces their effectiveness. Drivers and pedestrians begin to pay less attention to them which increases potential for collisions."

Regional

Yolo County Bicycle Transportation Plan (March 2013)

The purpose of the Yolo County Bicycle Transportation Plan is to formulate a long-range, comprehensive, and consistent policy guide for achieving a countywide bikeway network, and list current priorities for bicycle facility development. The plan sets forth goals and policies for bicycle facilities in the unincorporated county in response to identified needs. The plan provides a viable system of bike routes that, when constructed, will encourage and promote more bicycle riding.

Connections to the facilities adjoining the City of Woodland will be considered to facilitate regional connectivity.

Yolo County Transportation District Active Transportation Corridors

The Yolo County Transportation District Active Transportation Corridors Project started in 2023. The project will develop and implement safe, equitable, and resilient bicycle and pedestrian facilities for residents, employees, and visitors throughout Yolo County. Conclusions from the project are expected in 2024.

Sacramento Council of Governments Ready, Set, Trails! Vision and Sacramento Region Six-County Trail Network (2022)

The Sacramento Council of Governments (SACOG) Board of Directors approved the prioritization and implementation strategy of the Sacramento Region Trail Network Action Plan in August 2022. The Sacramento Regional Trail Network will spark a new wave of walking, biking, and rolling to daily destinations throughout the region. The network envisions reliable routes to the best places around the region for all ages and abilities.

Connections to the facilities adjoining the City of Woodland will facilitate regional connectivity.

Sacramento Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy (2020)

The SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) includes a priority policy area related closely to walking and bicycling: Build and maintain a safe, reliable, and multimodal transportation system. The following Supporting Policies are also closely related.

- POLICY 20: Prioritize cost effective safety improvements that will help the region eliminate fatal transportation related accidents.
- POLICY 21: Transportation infrastructure investments should be planned and built in a way that makes the system more resilient to extreme weather events and natural disasters.
- POLICY 22: Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.
- POLICY 23: Prioritize and incentivize transportation investments that benefit environmental justice communities.
- POLICY 24: Invest in transportation improvements that improve access to major economic assets and job centers.
- POLICY 25: Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled.

Caltrans Active Transportation Plan – District 3 (2022)

The Caltrans District 3 Active Transportation Plan locates needs on the State highway system and establishes a baseline for assessing future progress. The plan identifies active transportation needs on State Routes (SRs) 16 and 113 and at interchanges along Interstate 5 and SR 113.

State and Federal

Several state and federal plans and other documents contain goals, policies, and requirements relevant to the ATP.

California State Bicycle and Pedestrian Plan (2017)

In June 2017, Caltrans finalized “Toward an Active California,” the State Bicycle and Pedestrian Plan. The plan sets targets to greatly increase walking and bicycling in California and identifies objectives and strategies to achieve these targets.

California Transportation Plan 2040

A strategy of the California Transportation Plan 2040 (released in 2016) that supports improved multimodal mobility and accessibility goals is to double bicycle and pedestrian mode shares.

California Green Building Code

The 2013 California Green Building Standards contain specific requirements for the amount and type of both short-term and long-term bicycle parking. Requirements are mandatory for non-residential projects and voluntary for residential projects. These standards may be superseded by local requirements if local requirements are stricter.

California Assembly Bill 32 and Senate Bill 375

Senate Bill (SB) 375 is the implementation legislation for Assembly Bill (AB) 32. AB 32 requires the reduction of greenhouse gases (GHG) by 28% by the year 2020 and by 50% by the year 2050. Greenhouse gases are emissions - carbon dioxide chief among them – that accumulate in the atmosphere and trap solar energy in a way that can affect global climate patterns. The largest sources of these emissions related to human activity are combustion-powered machinery, internal combustion vehicle engines, and equipment used to generate power and heat. SB 375 tasks metropolitan and regional transportation planning agencies

with achieving GHG reductions through their Regional Metropolitan Transportation Plans. The reduction of the use of the automobiles for trip making is one method for reducing GHG emissions. This outcome can be achieved by use of modes other than the automobile such as walking, bicycling, or using transit.

California Assembly Bill 1358

Assembly Bill 1358, the Complete Streets Act, calls for the inclusion of all modes upon any substantive revision of the circulation element of a city or county's general plan circulation element. The legislation requires planning for a “balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation.”

California Senate Bill 743

SB 743, passed in 2013, required the development of new guidelines that address transportation impact metrics under the California Environmental Quality Act (CEQA). As stated in the legislation, upon adoption of the new guidelines, “automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any.” The new criteria promote the development of multimodal transportation networks.

US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

In 2010, the United States Department of Transportation (US DOT) issued a policy directive in support of walking and bicycling, encouraging transportation agencies to go beyond minimum standards in fully integrating active transportation into projects. As part of the

statement, the US DOT encouraged agencies to adopt similar policy statements in support of walking and bicycling considerations such as:

- Considering walking and bicycling equal with other transportation modes
- Ensuring availability of transportation choices for people of all ages and abilities
- Going beyond minimum design standards
- Integrating bicycling and pedestrian accommodations on new, rehabilitated, and limited access bridges
- Collecting data on walking and bicycling trips
- Setting mode share for walking and bicycling and tracking them over time
- Removing snow from sidewalks and shared use paths
- Improving non-motorized facilities during maintenance projects

US Americans with Disabilities Act

The Americans with Disabilities Act Title III is legislation enacted in 1990 that provides thorough civil liberties protections to individuals with disabilities concerning employment, state and local government services, and access to public accommodations, transportation, and telecommunications. Title III of the Act requires places of public accommodation to be accessible and usable to all people, including those with disabilities. While the letter of the law applies to “public accommodations,” the spirit of the law applies not only to public agencies but also to all facilities serving the public, whether publicly or privately funded.

Appendix D

Walking and Biking Facilities Toolkit

Introduction

This appendix discusses best practices for bicycle and pedestrian infrastructure projects and non-infrastructure programs. It is focused on recommendations useful for cities with characteristics similar to Woodland. Because no general design guide can cover the unique characteristics of every location, this guidance should be used in conjunction with study of each individual location, engineering judgment, and other necessary considerations as appropriate for each individual application.

New projects and programs are most likely to be successful when implemented in partnership with the community. Strategies for public engagement include the following:

- Talking to the community to understand their desires and priorities
- Implementing new types of facilities incrementally to generate feedback and support
- Publicizing projects and educating the public on the changes to be implemented and their benefits

This guide draws on research and emphasizes engineering judgment, design flexibility, documentation, and experimentation.

Resources

This appendix is based on a review of existing studies, guidelines, and manuals related to pedestrian and bicycle infrastructure and strategies. The following documents are general resources for these topics:

- NACTO Urban Bikeway Guide, 2nd Edition (2014)
- NACTO Urban Streets Design Guide (2013)
- NACTO Transit Street Design Guide (2016)
- FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (2018)
- FHWA Small and Rural Multi-Modal Networks Guide (2016)
- FHWA Separated Bicycle Lane Planning and Design Guide (2015)
- FHWA Bikeway Selection Guide (2019)
- AASHTO Guide for the Development of Bicycle Facilities, 4th Edition (2012)
- Caltrans Highway Design Manual (2020)
- Caltrans Design Information Bulletin (DIB) 94 Complete Streets: Contextual Design Guidance (2024)
- Caltrans Class IV Bikeway Guidance (DIB 89-02) (2022)
- League of American Bicyclists Benchmarking Bike Networks (2022)
- Design Manual for Bicycle Traffic (CROW Manual) (2017)
- ITE Recommended Practices on Accommodating Pedestrian and Bicyclists at Interchanges (2016)
- Association of Pedestrian and Bicycle Professionals Essentials of Bicycle Parking: Selecting and Installing Bicycle Parking That Works (2015)

Bikeways

Several types of bikeways and supporting facilities come together to form a complete bicycle network. Bikeways are classified in Chapter 1000 of the Highway Design Manual into four primary types, arranged in order from most separated and protected to least:

- Class I shared-use paths (bike paths)
- Class IV separated bikeways (cycle tracks)
- Class II bike lanes (includes buffered bike lanes)
- Class III bike routes (shared lanes or bike boulevards)

Bikeway Selection

The FHWA Bikeway Selection Guide and the League of American Bicyclists Benchmarking Bike Networks are good references for selecting bikeway types based on local conditions. Three primary goals are important in guiding bikeway selection:

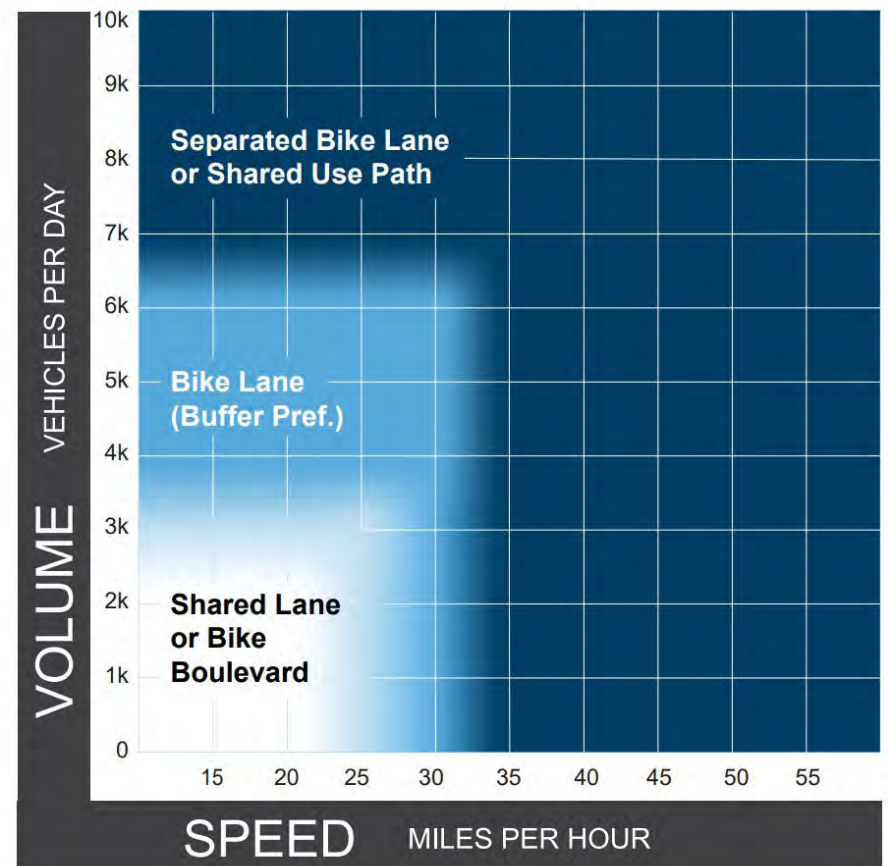
- **Safety:** Reducing the frequency and severity of crashes and minimizing conflicts between users.
- **Comfort:** Minimizing stress, anxiety, and safety concerns for the target design user. (Comfort and safety are closely related.)
- **Connectivity:** Making trips direct and convenient and offering access to all destinations served by the roadway network and creating seamless and clear transitions between bikeways and general roadways.

The following graphic from the guide indicates the ideal bikeway type based on vehicle volume and speed. In this graphic and in the following section, bikeways are arranged in order from the most separation and protection from traffic to the least.

Other factors such as available right-of-way and cost may also influence bikeway selection, especially when retrofitting bikeways onto existing streets. Curb-to-curb width and parking considerations in older neighborhoods can present challenges to design. As described in the guide, other such factors include the following:

- Unusually high peak hour motor vehicle volumes
- High percentages of trucks and buses
- High parking turnover or curbside activity
- Frequent driveways or intersections
- High concentrations of vulnerable populations such as children and older adults

If the preferred bikeway cannot be provided, the next best bikeway should be considered, as it still may increase comfort and safety for more confident bicyclists. Alternative parallel routes may also be considered.

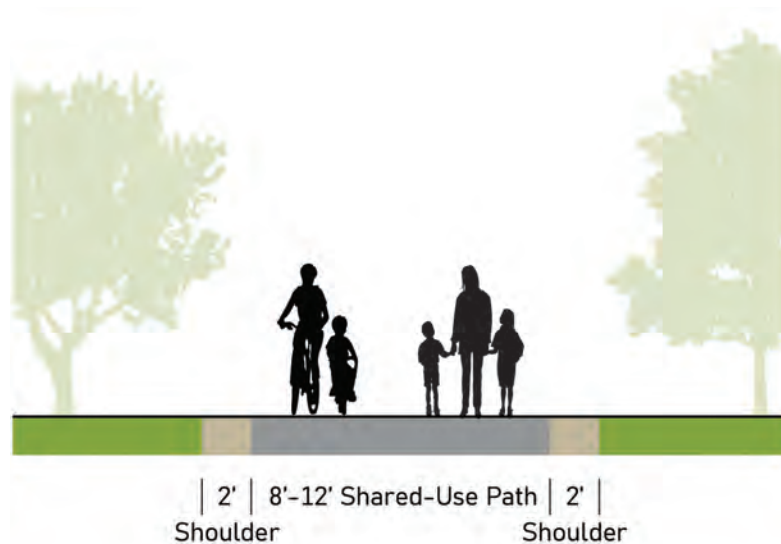


Class I Bikeway: Shared-Use Path

Shared-use paths, often referred to as bike paths or multi-use trails, are off-street facilities that provide exclusive use for non-motorized travel by both bicyclists and pedestrians. Shared-use paths have minimal cross flow with motorists and are typically located along landscaped corridors. Shared-use paths can be utilized for both recreational and commute trips. These paths provide an important recreational amenity for bicyclists, pedestrians, dog walkers, runners, skaters, and those using other non-motorized forms of travel. They are frequently designed to offer specific benefits such as a connections not otherwise included in the bicycle or pedestrian network or traversing barriers such as freeways or rivers.

Design principles

- Use where maximum separation from traffic is desired and right-of-way is available.
- Best in locations with little cross-flow.
- For a two-way path, provide a width of at least 8 feet with a two-foot shoulder; 10 feet with a two-foot shoulder is preferred.
- For a one-way path, typically only used when transitioning to an on-street bikeway, provide a width of at least 5 feet and a two-foot shoulder.



- Include street crossings with measures such as bike and pedestrian activated traffic signals, median islands, and warning signs.
- At freeways, highways, and railroads, consider grade-separated crossings.
- Include curb ramps and curb cuts that are convenient and conform to the Americans with Disabilities Act (ADA).
- Ensure adequate path width, sight distance, and drainage.
- Include wayfinding signs for easier navigation.
- Provide shade to encourage use.
- Include scenic attributes such as landscaping and trail placement highlighting views.

Maintenance needs

- Conduct maintenance frequently to avoid hazards such as tree root cracking and debris.
- Refresh faded striping and repair or replace damaged or faded signage.
- Maintain adequate vegetation clearance.

Class IV Bikeway: Separated Bikeway

Class IV separated bikeways, commonly known as cycle tracks, are physically separated bicycle facilities that are distinct from the sidewalk and designed for exclusive use by bicyclists. They are located within the street right-of-way, but provide comfort similar to Class I shared-use paths. The key feature of a separated bikeway is a vertical element that provides physical separation from motor vehicle traffic. Common vertical elements used for separation include a vertical curb, a painted buffer with flexible posts, parked cars, a landscaped area, large planters, or a fixed barrier. Separated bikeways may also be constructed by creating a bikeway at a height above the vehicular lanes. Separated bikeways can be either one-way or two-way, accommodating a single direction of travel or both directions.

Streets with high vehicular volumes and speeds are appropriate candidates for separated bikeways, which increase the comfort of bicyclists on these higher-stress roads. Separated bikeways are most beneficial on streets with 6,000 or more average daily vehicle traffic (ADT) and/or 30 miles per hour (MPH) or greater posted speed limits.

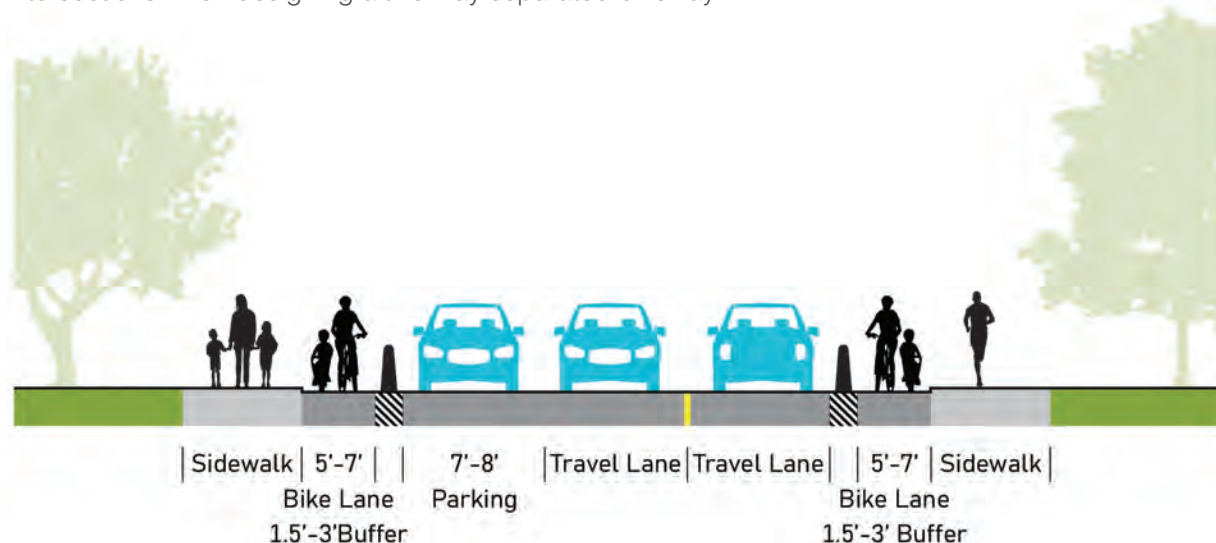
Two-way separated bikeways are most appropriate where destinations are concentrated along one side of a street, the bikeway is connecting to other two-way bikeways, or where the bikeway is located on a one-way street for motor vehicle travel. In these locations, wrong-way bicycling may be likely in a one-way bikeway configuration. Special considerations should be taken at intersections when designing a two-way separated bikeway.

Design principles

- Preferred bike lane width is 7 feet to allow for passing and maintenance. Also consider minimum width achievable by street sweeper.
- Minimum buffer width should be 18 inches, or 3 feet with parked cars.
- Best placed in areas with fewer driveways to minimize conflicts with motor vehicles.
- Require wider right-of-way than Class II bike lanes.
- Require careful design of appropriate intersection treatments.
- May use skipped green markings in conflict zones.
- Design drainage grates to avoid catching bicycle tires.

Maintenance needs

- Conduct maintenance frequently to avoid roadway hazards such as potholes and debris. Smaller street cleaning equipment may be required to fit between the curb and barrier.
- Maintain posts, bollards, or other physical buffer.
- Refresh faded striping and repair or replace damaged or faded signage.



Best on streets with:
6,000+ vehicles daily
and/or
30 MPH+ speed limits

Class II Bikeway: Bike Lane

Class II bike lanes are on-street facilities that use striping, stencils, and signage to denote preferential or exclusive use by bicyclists. On-street bike lanes are located adjacent to motor vehicle traffic. Bike lanes provide adequate space for comfortable riding and alert drivers about the predictable movements of bicyclists.

Bike lanes are most beneficial on streets with 3,000 to 6,000 ADT and/or 25 to 30 MPH posted speed limits.

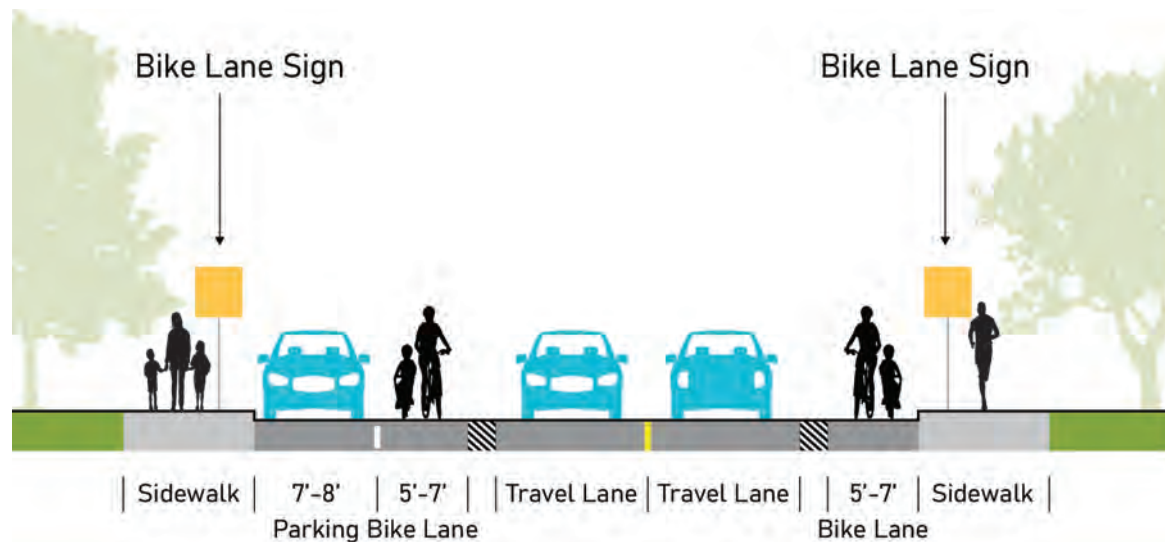
Design principles

- Provide a width of at least 5 feet. At least 3 feet should be clear of any gutter pan.
- Minimize vehicle travel and parking lane widths to reduce vehicle speeds and create safer roadway conditions for all users, and to provide maximum bike lane widths to allow bicyclists to pass other riders safely and navigate around parked cars and other road hazards.
- As available roadway width for the bike lane increases beyond 5 feet, consider use of painted buffers:

- Left-side painted buffers on bike lanes improve separation between bicycles and vehicles. They are especially useful in cases with vehicle speeds that are greater than 25 miles per hour.
- Right-side painted buffers can be added between parallel parked cars and the bike lane to create separation from the door zone, the space in which a driver may open their car door and hit a bicyclist.
- Lane striping (six inches wide) should be dashed through heavily trafficked merging areas, including turn lanes at intersection approaches. Refer to California MUTCD Section 9C.04 for guidance.
- May use skipped green markings in conflict zones.
- Design drainage grates to avoid catching bicycle tires.

Maintenance needs

- Conduct maintenance frequently to prevent and remedy roadway hazards such as potholes and debris.
- Refresh faded striping and repair or replace damaged or faded signage.



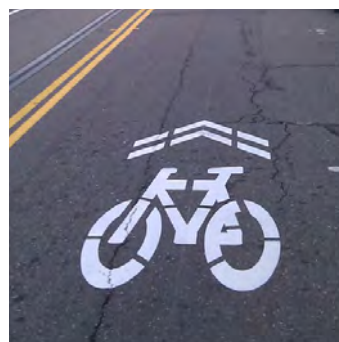
Best on streets with:
3,000 - 6,000 vehicles daily
and/or
25 - 30 MPH speed limits

Class III Bikeway: Bike Route

Class III bike routes are streets with signage where bicyclists travel on the shoulder or share a lane with motor vehicles. Class III bike routes are utilized on low-speed and low-volume streets that do not provide enough space for dedicated lanes. Shoulders are preferable but not required on streets with Class III bike routes. In addition to alerting motorists to the presence of bicyclists, bike routes help bike riders find their way to other bikeways or regional destinations like schools and parks.

Shared-lane markings, or sharrows, are an optional pavement marking for bike routes. Sharrows alert drivers that bicyclists are sharing the road and facilitate wayfinding through neighborhoods. Sharrow markings should be painted near the center of the travel lane, out of the parked vehicle door zone.

Bike routes are most beneficial on streets with 3,000 or fewer ADT and 25 MPH or lower posted speed limits.



Design principles

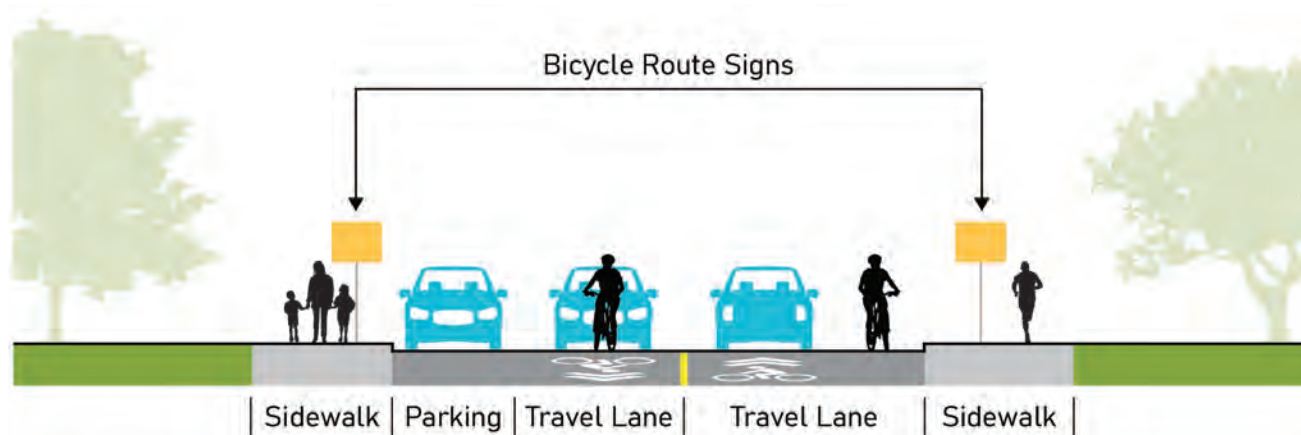
- Shoulders are preferable but not required.
- Sharrow markings can be used to alert drivers to presence of bikes.

Maintenance needs

- Conduct maintenance frequently to prevent and remedy roadway hazards such as potholes and debris.
- Refresh faded striping and repair or replace damaged or faded signage.

Class III Bikeway: Bicycle Boulevard

Bicycle boulevards are bike routes that are intentionally located on low-volume, low-speed local streets that include other features designed to make a low-stress, comfortable, attractive bikeway that prioritizes bicycle travel. These features include shared lane markings, wayfinding signs, and traffic calming features, including at crossings with higher volume arterials. Physical and non-physical measures such as signs, pavement markings, speed bumps, and low or reduced vehicle speeds are utilized to discourage through trips by motor vehicles and create safe, convenient bicycle access.



Best on streets with:
<3,000 vehicles daily
and/or
<25 MPH speed limits

Complementary Bicycle Treatments

Green-Colored Pavement

Green markings used in high volume intersections and busy driveway locations. Use skipped green in weaving areas or conflict zones. May be installed with either paint or thermoplastic. Thermoplastic is initially more expensive, but less expensive when considering maintenance life cycle costs. Although not yet incorporated into the California MUTCD, the FHWA MUTCD provides guidance on its use.

Use

- Supplemental marking in high conflict areas to improve safety

Benefits

- Calls attention to vehicle/bicycle conflict areas

Challenges

- Less effective if overused



Source: Fehr & Peers

Through Bike Lanes

Through bike lanes reduce conflicts at intersections by allowing bicyclists to follow the preferred travel path, ideally a straight connection from the preceding bike lane. Traveling at intersections can be particularly challenging if the bike lane ends prior to the intersection forcing a merge with vehicle traffic. Continuing the bicycle lane to the intersection approach provides bicyclists the opportunity to avoid conflicts with turning vehicles. Through bike lanes should be placed to the left of the right-turn only lane. Dotted lines are used to signify the merge area that motorists traverse to get to the right-turn lane.

Use

- Intersections where vehicle lanes conflict with bike lanes

Benefits

- Reduce conflict between through bicyclists and turning vehicles

Challenges

- Typically used with Class II bike lanes and not appropriate for use with Class IV separated bikeways



Source: Fehr & Peers

Bicycle Boxes

Dedicated visible space for bicyclists to wait in front of vehicle traffic at a signalized intersection. Provide bicyclists priority crossing major streets. May span the entire approach, allowing bicyclists safe waiting zones for left turns, or may be placed only in front of the right-turn lane. Colored pavement, typically green, should be used to encourage compliance by motorists.

Use

- At signalized intersections with a high volume of bicycles, especially those making left turns

Benefits

- Facilitate left-turn movements for bicyclists
- Reduce right-hook conflicts with right-turning vehicles
- Also reduce vehicle encroachment into crosswalks

Challenges

- Requires restriction of right turns on red
- Colored pavement increases maintenance costs



Source: NACTO

Two-Stage Turn Box

Space outside of the vehicle path for bicyclists to make a left turn. During the green signal, bicyclists proceed through the intersection until reaching the box on the right-hand side. The bicyclist will be able to turn left in the bicycle box and wait for the green signal to continue through the intersection, thus making a left turn.

Use

- At signalized intersections on roadways with high speeds and multiple lanes

Benefits

- Increase safety for left turning cyclists

Challenges

- Requires restriction of right turns on red
- Colored pavement increases maintenance costs



Source: SFMTA

Pedestrian Facilities

Pedestrian facilities include sidewalks and crosswalks, which, with some exceptions, are primarily for pedestrian use. Some types of facilities are shared by both pedestrians and bicyclists, including Class I shared-use paths, which are described earlier in the toolkit.

Sidewalks

Paved areas immediately adjacent to the vehicular right-of-way for the exclusive use of pedestrians. They may be used by people riding bicycles unless prohibited.

Design principles

- Usable width should generally be five feet or more
- Crossings of driveways should be at grade
- Street trees and landscaping provide shade and comfort
- Slower vehicle speeds on the adjacent roadway increase comfort
- Pedestrian-scale lighting can increase safety and security for pedestrian walking outside of daylight hours.

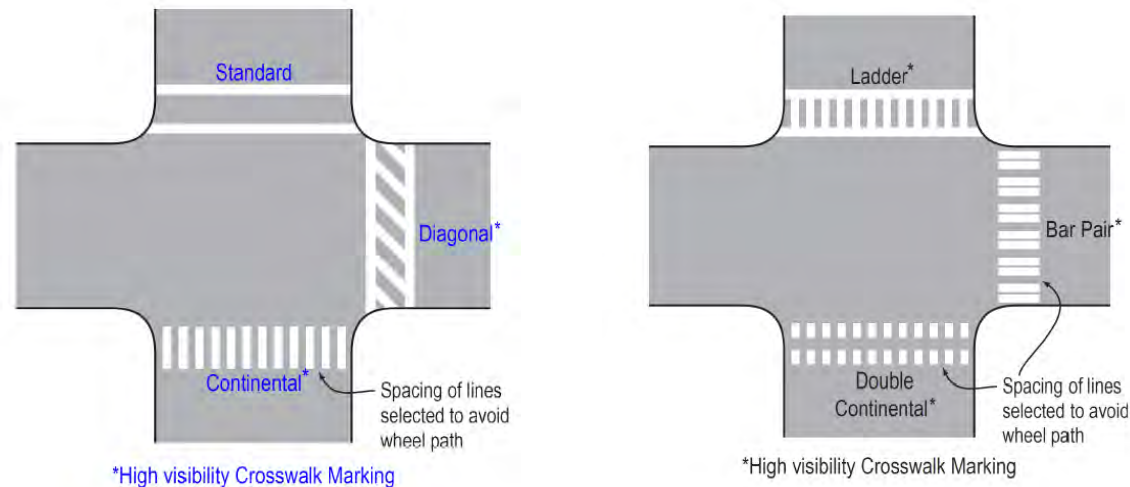
Marked Crosswalks

Marked crosswalks feature striping and other enhancements. These features may be used to raise awareness of the crossing and to delineate the best place to cross. There are two types of marked crosswalks:

- Controlled: With vehicle stop signs or traffic signals.
- Uncontrolled: Without stop signs or traffic signals. Under California law, drivers are legally required to yield to pedestrians at uncontrolled crosswalks.

Design principles

- Although not yet incorporated into the California MUTCD, the FHWA MUTCD provides guidance on when to mark a crosswalk.
- Of the six designs below from the California MUTCD, all except the Standard markings are considered to be high visibility, more easily discerned by drivers.
- Lines in a Continental, Double Continental, or Bar Pair marking should be spaced to avoid the wheel path of vehicles and thus reduce striping maintenance.
- Use stop lines and yield lines in conjunction with signs at crosswalks, as described in the California MUTCD, to improve driver yielding to pedestrians.



Source: Caltrans, 2024. California Manual on Uniform Traffic Control Devices, Figure 3B-19.

The Guide also provides information on pedestrian collision analysis and selection of countermeasures based on collision analysis. Use that information when applying countermeasures in response to collision history or systemic safety analysis.

**It should be noted that the PHB and RRFB are not both installed at the same crossing location.

Curb Extensions

Curb extensions, also known as bulb-outs, decrease the pedestrian crossing distance at intersections and improve the visibility of pedestrians waiting to cross the street.

Benefits:

- Reduces time pedestrians are exposed to vehicles

Challenges:

- Potential for higher cost due to drainage accommodations



Source: Fehr & Peers

Median Refuge Islands

Allow pedestrians to cross one direction of traffic then wait in the center of the street to cross the other direction of traffic.

Design principles

- Use on roadways with few gaps in traffic
- Consider in locations with existing medians.
- If no medians are existing, consider creating space by eliminating on-street parking or narrowing vehicle travel lanes.
- Split pedestrian crossover refuge islands, generally used at uncontrolled mid-block locations, encourage pedestrians to look towards the oncoming direction of traffic before completing the crossing.

Benefits

- Reduce time pedestrians are exposed to vehicles
- Narrow roadway, reducing speeds

Challenges

- May restrict or inhibit left turning vehicles



Source: Fehr & Peers

Warning Signage

Improves visibility of crosswalks and increases the likelihood that a driver will yield or stop to pedestrians. Additional signage in school zones helps alert drivers that children, who are known to make unpredictable movements, may be present.

Design principles

- In-street signs are ideal for streets with low vehicle speeds and two lanes. They can be permanently installed or movable for peak hours such as pick-up/drop-off times at schools.
- Overhead signs are more impactful at busier, wider streets. These are typically installed at mid-block crossings or intersections.



Source: Fehr & Peers

Raised Crosswalk

Pedestrian crossings raised to sidewalk level or just below. Act as traffic calming device.

Design principles

- Should not be constructed on streets with sharp curves or steep grades.
- Tactile treatments are needed at the sidewalk/street boundary so that visually impaired pedestrians can identify the edge of the street.

Benefits

- Effective in reducing vehicle speed.
- Allow pedestrian to cross at a nearly constant grade without requiring curb ramps.

Challenges

- May have higher costs due to drainage infrastructure.



Source: Peter Furth, nacto.org

Rectangular Rapid Flashing Beacons

Rectangular Rapid Flashing Beacons (RRFBs) are a type of pedestrian activated warning beacon that improve driver-yielding rates. They consist of rapid-flash system LED beacons that are similar in operation to emergency flashers on police vehicles.

RRFBs have generally shown the greatest effectiveness among the types of pedestrian activated warning beacons. Some jurisdictions also use signs with flashing LEDs within the border of the sign itself. However, these treatments have not been demonstrated to have efficacy comparable to RRFBs.

Benefits

- Increase driver yielding
- Can lead to reduction in pedestrian crashes

Challenges

- Require pedestrian activation
- Do not stop traffic, but require vehicles to yield



Source: Fehr & Peers

Pedestrian Hybrid Beacon

Pedestrian Hybrid Beacons (PHBs), also known as High-intensity Activated crosswalks or HAWK signals, require vehicles to stop at a red light to allow pedestrians to cross. PHBs are ideal for roadways that are higher speeds and volumes than a rectangular rapid flashing beacon, but do not require a full pedestrian signal. They should only be installed in locations that include a marked crosswalk. The California Manual on Uniform Traffic Control Devices (MUTCD) provides details on use of PHBs.

PHBs operate with the following phases:

1. Flashing Yellow – Upon actuation, beacon flashes yellow
2. Solid Yellow – Alerts drivers pedestrians will soon cross
3. Solid Red – Drivers must stop and remain stopped
4. Flashing Red – Drivers stop and proceed when clear, as they would with a stop sign
5. No Indication – When not actuated, signal is dark

Benefits

- Increases driver yielding
- Can lead to reduction in pedestrian crashes

Challenges

- Similar cost to a pedestrian signal



Source: Fehr & Peers

Traffic Signal

When warranted based on the applicable signal warrants in the California MUTCD, a traffic signal to allow pedestrians to utilize a marked crosswalk safely may be appropriate. Countdown pedestrian signal heads should be used at all traffic signals, except where pedestrian crossing is prohibited.

Benefits

- Reduces pedestrian-vehicle conflict points

Challenges

- May increase waiting times for pedestrians and drivers
- High cost

Leading Pedestrian Interval

A leading pedestrian interval (LPI) allows pedestrians to begin crossing a signalized intersection before vehicles begin moving by providing a walk signal three to seven seconds before the corresponding vehicle signal turns green.

Benefits

- Makes pedestrians more visible
- Emphasizes pedestrian right-of-way

Challenges

- May increase waiting times for drivers

Tighter Curb-Return Radii

Tighter curb-return radii require vehicles to slow to turn more sharply at intersections. Reduced vehicle speeds increase driver awareness and thus reduce collision frequency. Slower vehicle speeds also decrease injury severity when collisions occur.

Design principles

- Design should limit turning speeds to 15 miles per hour or less.
- Land use context and design vehicles should be considered when reducing radii; industrial areas with frequent truck traffic may require larger radii than commercial or residential areas.

Benefits

- Reduce vehicle speeds
- Reduce pedestrian crossing distances

Challenges

- Can be costly to retrofit on existing streets
- Drainage and storm sewers need to be considered especially when retrofit

Pedestrian Scramble

Intersection treatments that include a pedestrian-only phase in the traffic signal cycle, when pedestrians are able to cross in all directions including to the opposite corner by traveling through the middle of the intersection. Pedestrian scrambles and diagonal crosswalks allow pedestrians to cross more efficiently, directly to their destination. Recommended for intersections with high pedestrian volumes crossing multiple crosswalks.

Benefits

- Allows pedestrians to cross more directly
- Emphasizes pedestrian right-of-way
- Eliminates conflict between turning vehicles and pedestrians

Challenges

- Pedestrian-only phase may increase vehicle waiting time



Source: NACTO

Other Treatments and Support Facilities

Some improvements can serve both bicyclists and pedestrians and can be used in combination with other treatments.

Traffic Calming

Traffic calming devices include a wide range of design treatments capable of reducing vehicle speeds and thus improving the safety and comfort of the transportation network for all users. Reducing vehicle speeds makes travel safer for both bicycles and pedestrians.

Vertical deflection devices cause drivers to experience a physical response that is aggravated when traveling at high speeds. Many existing streets can be retrofitted with vertical measures.

Horizontal deflection devices are used to deflect vehicles from traveling at high speeds. Horizontal deflection measures require drivers to navigate laterally and consequentially reduce speed.

Narrowing traffic calming devices are a sub-category of horizontal deflection traffic calming devices. Wider roads are associated with greater crash rates and higher impact speeds. Narrowing roadways often leads to decreased vehicle speeds and improves safety.

Restriping narrower travel lanes for vehicle traffic via centerline and edgeline striping can reduce motor vehicle speed. Cross-hatch pavement marking applied to outer edge of a roadway to create a shoulder and reduce lane widths if the space is not used for a bike lane or parking. In many locations, interior traffic lanes can be narrowed to 10 feet or less to encourage lower speeds. Narrow lanes can make room in the roadway right-of-way for painted medians, center turn lanes, bicycle lanes, or parking.

Source: Center for Transportation Research and Education at Iowa State University

Road Diets

Road diets reduce the number of travel lanes. This is typically done by converting a four lane road into a three lane road with a two-way-left-turn lane and bike lanes. The space created by removing lanes can also be used for painted medians or parking.

Design principles

- Use on roadways with current and expected future ADT approximately 20,000 or less.

Benefits

- Help to reduce speeds.
- Reduce conflicts at crossings.
- Can increase the separation of pedestrians from traffic.

Challenges

- Can be expensive

Lighting

Sufficient lighting on bicycle and pedestrian facilities prevents collisions that occur due to decreased visibility. Pedestrian walkways should have lighting that allows people to identify faces from a distance of about 30 feet. Lighting should be consistent to reduce deep shadows and avoid excessive glare. It is necessary to maintain conventional light fixtures regularly, keeping lamp bowls clean and promptly replacing bulbs that have burnt out. Newer light emitting diode (LED) fixtures, which have much longer bulb life, have greatly decreased maintenance requirements.

Wayfinding

Wayfinding refers to the network of informational signage posted to guide pedestrians or bicyclists to their destination. Good wayfinding signage presents destination, direction, and distance information in a manner that is easy to read and interpret. Bicycle specific wayfinding must be tailored so that bicyclists can see the information from a comfortable distance. Signs posted at trail junctions and intersections of trails with arterials are particularly helpful. Guidance on sign design and installation is available in Chapter 9B of the California MUTCD and the National Association of City Transportation Officials (NACTO) design guidelines. Wayfinding signage can also be enhanced with average walk times and bike times to destinations and local branding.



Source: Fehr & Peers

Non-Infrastructure Best Practices

In addition to physical changes to the transportation system, other programs can also benefit pedestrians and bicyclists.

Education

Bicycle and Pedestrian Education for Children

Safe Routes to School (SRTS) programs are effective ways to make walking and bicycling to school safer and more accessible for children, including those with disabilities, and to increase the number of children who choose to walk and bicycle. Creation of a SRTS Program typically includes identifying local stakeholders, identification of issues and solutions, and creation of a plan including encouragement, enforcement, education, and engineering strategies. These strategies should be accompanied by a timeline with prioritization and a funding approach. For more information, visit <http://guide.saferoutesinfo.org/steps/index.cfm>.

Educating school-aged children on safe bicycling is important to establish active habits and travel behaviors early in life. There are a number of different programs and approaches, both formal and informal, which are effective in educating kids about safe bicycling. Kidical Mass is one event, which closes sections of roadway to vehicles, usually a route near the local elementary school, to allow families to ride their bikes without traffic. This empowers kids and families to get on their bikes and familiarizes them with the bike route to school. For more information on Kidical Mass, visit <http://kidicalmassdc.blogspot.com/p/abcs-of-family-biking.html>.

Bicycle Education for Adults

The League of American Bicyclists has a number of resources to teach safe bicycling including informational packets, curricula, and courses with trained instructors. The Smart Cycling Quick Guide (<http://bikeleague.org/quickguide>) is an easy-to-read booklet that outlines the basics of a bike, rules of the road, and the knowledge everyone needs to know to ride a bike on a range of facility types safely and confidently.

For a short summary, the League of American Bicyclists has a page of Smart Cycling Tips (<http://bikeleague.org/content/smart-cycling-tips-0>) for biking safely including maintenance and trail etiquette.

Bicycle Ambassadors

Bicycle ambassadors are either volunteers from the community or employees of local advocacy groups that take a leading role in educating, encouraging, and activating the community to be a safer and more comfortable place for bicyclists. Ambassadors have undergone a safety education course and are also supplied with maintenance and educational resources to distribute to the community both formally and informally. This educational model empowers community members through a bottom-up approach to improving bicycle safety and mode share. Some examples of bicycle ambassador programs include:

- » Fort Collins: <http://bicycleambassadorprogram.org/>
- » Missoula: <http://www.ci.missoula.mt.us/DocumentCenter/Home/View/4604>
- » Washington, DC: <http://www.waba.org/programs/d-c-bike-ambassador/>

Encouragement

Encouragement can occur through local groups and regular events and campaigns. Local schools can encourage biking and walking through bike rodeos, fun runs, walkathons, and bike/walk/roll to school events. Programs such as “walking school buses,” a program where kids and families walk to school in groups, are other good opportunities for neighborhood schools to encourage walking. Local running, walking, hiking, and biking events also encourage active engagement for adults. Bike to work events are also useful to encourage adult bicycling.

Typical campaigns are often focused on videos and downloadable materials or public advertisements on buses or public billboards. These campaign messages can be reformatted to reach wider audiences through social media communication tactics. Key messages can be finessed to reach target areas and groups.



Source: May is Bike Month, <https://sachike.org/may-is-bike-month-2023/>

Enforcement

Proper enforcement is important to ensuring the safety of the street network for bicyclists and pedestrians. This is done through proper training of law enforcement, increasing the safety of bicyclists and pedestrians, theft prevention, and the proper pairing of education and enforcement.

Local law enforcement can partner with schools to step up enforcement of good motor vehicle behaviors around pedestrians and bicyclists at the beginning of the school year. Continuing this effort periodically throughout the school year and expanding it to other places frequented by pedestrians and bicyclists can further help active transportation.

Training

It is important for the police department to include collision reporting and bicycle and pedestrian rules of the road into their training. There are a number of resources from other communities and national sources that can be used, such as this National Highway Traffic Safety Administration video: http://www.nhtsa.gov/multimedia/bicycles/bicycle_safety_LE.wmv.

Bicycle Patrol Units

Bicycle fleet officers improve the relationship between officers and bicyclists and improve the effectiveness of enforcement for all modes as it affects bicyclists' safety.

Police Participation in Education

Safety, as discussed in the Education section, can also be applied as a responsibility of the police department. Officers practice this by distributing literature on safe pedestrian habits as part of enforcement efforts and meetings and events with students and the public. This can include education on proper helmet use, light giveaways, and targeting infractions.

Bicycle Diversion Programs

Bicycle diversion programs provide bicyclists who are cited for certain infractions the option to attend a bicycle safety class rather than paying a ticket. This educational component is associated with a greater degree of lasting behavior change.

Bike Theft

The fear and reality of bike theft can be a barrier to bicycling for all users. Recommendations for reducing bike theft include improving locking practices through education, providing adequate bicycle parking facilities, providing bicycle registration, providing recovery resources and programs, and offender detection such as bait bikes.



Source: MTBR, reviews.mtbr.com/how-to-get-your-stolen-bike-back

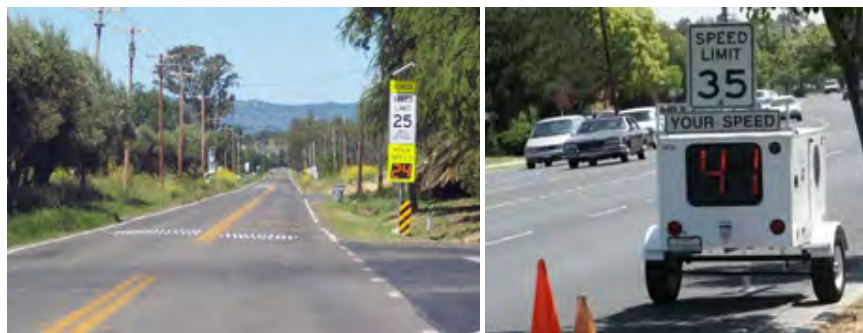
Speed Management

Raising awareness of speeding is important at a neighborhood level and can be achieved through local events and education. Residents are less likely to speed if they know their neighbors.

Speed monitoring programs train residents in using radar detectors which then distribute warnings to speeding vehicles. This type of program helps residents understand that this is a local and personal issue and the importance of driving the speed limit. Pairing education with enforcement by distributing warnings and educational materials before giving tickets provides drivers with a deeper understanding of the law and its value.

Speed feedback signs and radar trailers that display real-time signs and flash when drivers exceed the limit. Radar trailers are appropriate on a temporary basis only. These treatments are useful on corridors with prevalent cases of speeding that lack room for physical measures or in conjunction with recent construction of physical measures.

However, speed monitoring and feedback signs may have only temporary effectiveness as drivers grow accustomed to their presence.





Electric Mobility Devices

Electric bicycles (e-bikes) and other electric mobility devices such as electric scooters are a rapidly growing new transportation alternative in cities and other areas in California. These devices provide a potential option to cover longer travel distances and steeper grades. Bike share companies that include electric bikes and electric scooter rentals are common in many cities. By improving personal mobility without requiring use of a car, these devices may also be an appealing option to aging but active populations.

E-Bikes

California designates three classes of e-bikes (CVC Section 312.5):

- **Class 1** – low-speed pedal-assisted electric bicycle: Bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the e-bike reaches 20 mph.
- **Class 2** – low-speed throttle-assisted electric bicycle: Bicycle equipped with a throttle-actuated motor that ceases to provide assistance when the e-bike reaches 20 mph.
- **Class 3** – speed pedal-assisted electric bicycle: Bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the e-bike reaches 28 mph.

Class 1 and 2 e-bikes are generally treated similarly to regular bicycles:

- There is no minimum age to ride.
- Helmets are required for ages 17 and under.
- Allowed on all classes of bikeways, unless prohibited by the local jurisdiction (CVC Section 21207.5).

Class 3 e-bikes have more limitations on their use:

- Riders must be 16 years of age or older.
- A helmet is required for all riders.
- They are allowed on Class II bike lanes or Class III bike routes, but not allowed on Class I shared-use paths or Class IV protected bikeways (CVC Section 21207.5).

Electric Scooters

California Vehicle Code defines an electric scooter as a “motorized scooter”: any two-wheeled device that has handlebars, has a floorboard that is designed to be stood upon when riding, and is powered by an electric motor. This device may also have a driver seat that does not interfere with the ability of the rider to stand and ride and may also be designed to be powered by human propulsion (California Vehicle Code Section 407.5). Limitations on their use include:

- Riders must use Class II bike lanes when they are present (CVC Section 21229).
- Motorized scooters are not allowed on roads with a speed limit in excess of 25 miles per hour, unless in a Class II bike lane or Class IV separated bikeway (CVC section 21235). This prohibition includes street designated as Class III bicycle routes. A local authority may, by ordinance or resolution, authorize the operation of a motorized scooter outside of a Class II or Class IV bikeway on a highway with a speed limit of up to 35 miles per hour.
- Motorized scooters are allowed on all other classes of bikeways unless prohibited by the local jurisdiction (CVC Section 21230).
- Riders are prohibited from using sidewalks, except when entering or leaving adjacent property.
- A helmet is required for all riders under 18 years of age.
- A valid driver's license or instruction permit is required.
- Speeds are limited to 15 miles per hour,
- Leaving a scooter on its side on a sidewalk, or otherwise parking one so that there was not an adequate path for pedestrians, is prohibited.

Electrically Motorized Boards

According to California Vehicle Code, the term “electrically motorized board” is any wheeled device that has a floorboard designed to be stood upon when riding with a maximum speed of 20 miles per hour. The device may be designed to also be powered by human propulsion (CVC Section 313.5).

- Use is restricted to roads with speed limits of 35 miles per hour or less, unless operated in a Class II or Class IV bikeway. On other bikeways, speed is limited to 15 miles per hour (CVC Section 21294).
- Riders must be 16 years of age or older.
- A helmet is required for all riders.

Electric Personal Assistive Mobility Devices

According to California Vehicle Code, the term “electric personal assistive mobility device” (EPAMD) means a self-balancing, non-tandem two-wheeled device that can turn in place, with a maximum speed of 12.5 miles per hour (CVC Section 313). The most common example is the Segway. “Pedestrian” includes use of EPMADs (CVC Section 467). EPAMDs can operate on bikeways and sidewalks unless prohibited by the local jurisdiction, but must yield to pedestrians (CVC Sections 21281.5 and 21282).

Access

Laws for each electric device are different. E-bikes generally have more options for locations to ride, as summarized in Table D-1.

Bike and Scooter Share

In addition to private ownership, bikes, e-bikes, and scooters are available through short-term point-to-point rental or “shared” systems. Bike share systems at first were primarily based on docks, or unmanned physical locations where a bike could be rented or returned, with docks located at destinations across an area.

More recently “dockless” systems, where bikes or scooters, equipped with appropriate wireless technology, could be rented at any location or left at any location, have become more widespread. The systems can often be deployed and operated at lower cost that docked systems. However, concerns have arisen in some locations about dockless bikes or scooters being parked in inappropriate locations, in particular when they have blocked pedestrian flows. Some cities have responded to this by developing “corrals,” marked pavement locations where bikes or scooters can be left standing out of the way of pedestrians and other traffic.

Table D-1: Permitted Access of Electric Mobility Devices in California

	Class I Shared-Use Path	Class II Bike Lane	Class III Bike Route	Class IV Separated Bikeway	Additional comments
Class 1 E-Bike	Allowed	Allowed	Allowed	Allowed	
Class 2 E-Bike	Allowed	Allowed	Allowed	Allowed	
Class 3 E-Bike	Prohibited	Allowed	Allowed	Prohibited	
Electric Scooter	Allowed	Allowed	Allowed (if speed limit ≤ 35 mph)	Allowed	Prohibited from roads with speed limit > 35 mph
Electrically Motorized Board	Allowed	Allowed	Allowed	Allowed	
Electric Personal Assistive Mobility Device	Allowed	Allowed	Allowed	Allowed	

Note: Local jurisdictions may enact further restrictions.
Source: California Vehicle Code 2018, Fehr & Peers, 2024.

Considerations When Determining Access Policy

When determining access for electric bicycles and other electric devices, the following issues should be considered:

- » Electric mobility devices provide increased mobility for users who are less able to use regular bicycles due to age or disability.
- » Terrain with frequent elevation changes may discourage some people from walking or bicycling as transportation. Electric mobility devices may encourage more people to reduce use of motor vehicles.
- » Higher-speed electric mobility devices may generally be faster than most bicycles and pedestrians.
- » Some non-electric bike users and pedestrians may consider e-bikes and other powered to detract from their experience on bikeways and trails.
- » Consideration should be given to regulating parking and storage of devices so that they do not impede pedestrian or other traffic, in particular through the use of corrals.
- » The data that bike and scooter share companies collect can be valuable to a jurisdiction seeking to understand the movement of people and planning for them.

Policy Options

Use of these devices is expected to continue to expand, and sharing services are expected to spread.

Electric scooters have spread rapidly into different cities, but some concerns have attended their spread. A large concern with scooters has been their mixing with much slower pedestrian traffic. Some cities have responded by prohibiting sidewalk use, but on streets with fast vehicles and heavy traffic without bike lanes, they may be forced to mix with vehicular traffic, which may be less comfortable or safe and reduce overall use. Speed limits for scooters are another option, but enforcement may be challenging.

Jurisdictions have several policy options for e-bikes and other electric mobility devices. Different policies may be enacted for each device.

Access options include the following:

- » Continue with existing access as allowed by state law.
 - This option provides the most mobility and accessibility for those who use these transportation options.
- » Prohibit access to sidewalks and Class I shared-use paths, where pedestrians are also present, but continue access to other bikeways.
 - This option separates the slowest and some of the fastest users of the path, but will not eliminate all fast riders, as regular bicycles may travel as fast as or faster than e-devices.
 - This option would result in more e-devices mixing with motor vehicle traffic.
 - In some locations, there may be no access for electric scooters, which are prohibited from roads with speed limits greater than 35 mph unless a bike lane or separated bikeway is available.
- » For Class 3 e-bikes, prohibit access to all bikeways except Class III bike routes.
 - This option provides the greatest restriction and separation.
 - This option would force e-devices to mix with vehicular traffic, which may be less comfortable or safe and reduce overall use of e-devices, and under some conditions may be prohibited by state law.

When developing these policies, consideration should also be given to other issues:

- » Develop policies concerning parking and storage of these devices, especially sharing systems, to minimize impacts on flows of pedestrians and other vehicles. These policies may require use of corrals, prohibit blocking of entrances, or other aspects.
- » Develop data sharing agreements in conjunction with permitting new shared services.

Appendix E

Project Priorities and Cost Estimates

This appendix provides lists of prioritized projects for the County and each City, including lengths, costs, and if the project is in a disadvantaged community, and explains how projects were prioritized and costs were estimated.

Prioritization

As discussed in the Implementation chapter, the projects identified to develop the network were prioritized based on several criteria, weighted based on relative importance:

- Proximity to key destinations, including schools, parks, medical facilities, and activity centers
- Collision locations
- Disadvantaged community indicators
- Population density
- Judgment of City staff

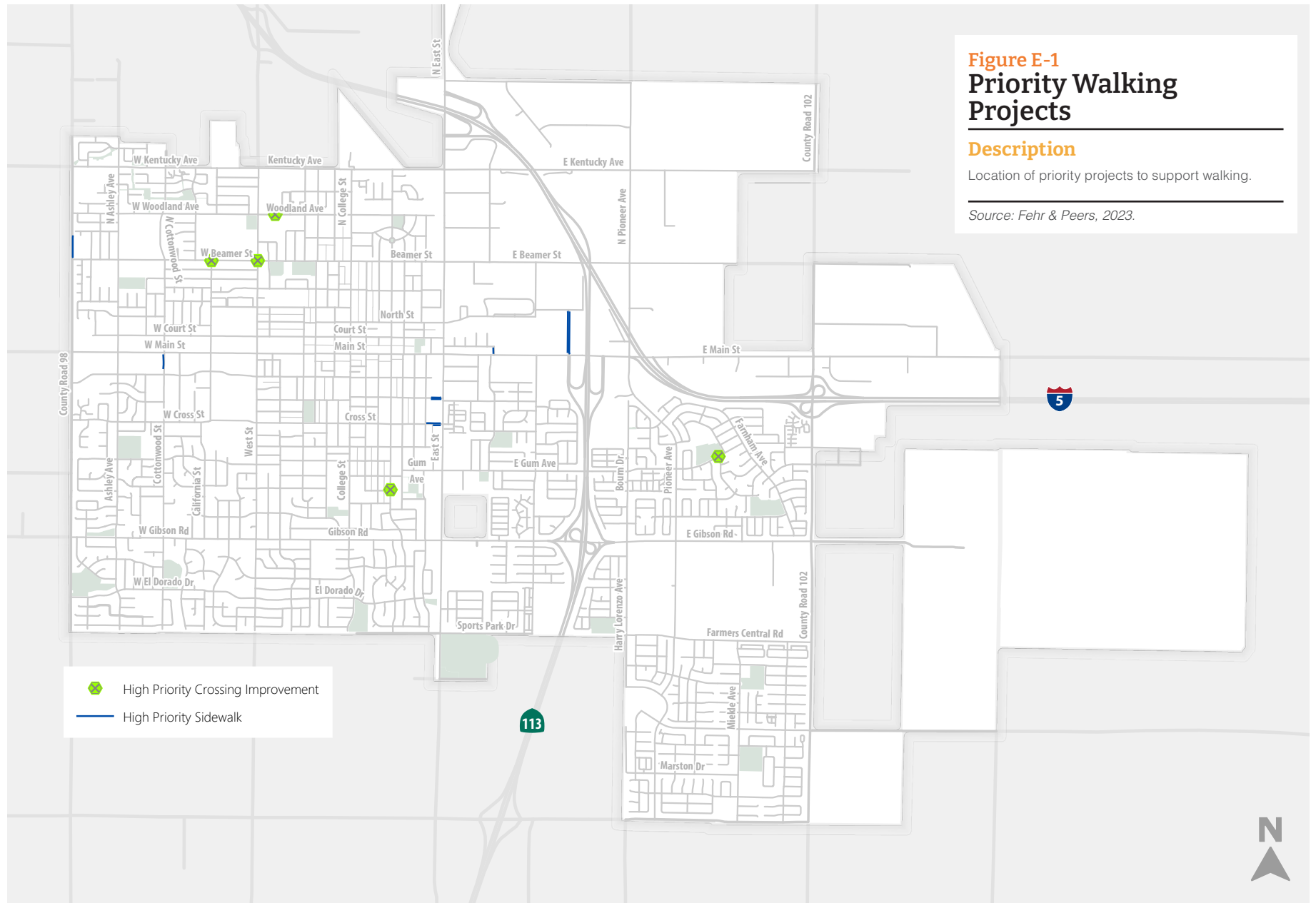
Prioritized projects are shown in Figures E-1 and E-2 on the following pages.

Figure E-1 Priority Walking Projects

Description

Location of priority projects to support walking.

Source: Fehr & Peers, 2023.



Cost Estimation

Cost estimates are based on unit costs developed from recent local projects. These unit costs are identified in Table E-1 below. In a few cases, more detailed cost estimates were available and used. All project cost estimates are high-level, and more detailed study of individual project will be required to refine them. Engineering, land acquisition, road widening, and utility relocation costs are not included unless otherwise noted. Specific costs will vary based on local conditions.

Pedestrian crossing improvements are based on the typical costs shown in Table E-2. These criteria are for cost estimating purposes, the actual design of the crossing treatment will require additional study and must meet California MUTCD standards.

Costs for planned projects in each jurisdiction are provided in Tables E-3 to E-5.

Table E-1: Bicycle and Pedestrian Improvement Unit Costs

Facility	Cost	Unit	Assumptions
Sidewalks	\$2,270,400	Per side per mile	Includes excavation, aggregate base, concrete, mobilization, and contingency for curb, gutter, and sidewalk
Class I Shared-Use Path	\$2,085,600	Per mile	Includes striping, signage, excavation, aggregate base, hot mix asphalt, geotextile fabric, intersection treatments (curb ramps and crosswalks along path), mobilization, landscape, drainage, utility adjustments and contingency. Does not include any right of way nor environmental costs.
Class II Bike Lane	\$168,960	Per centerline mile	Includes striping, signage, bicycle safe grates, mobilization, and contingency.
Class II Buffered Bike Lane	\$179,520	Per centerline mile	Includes striping, signage, bicycle safe grates, mobilization, and contingency.
Class III Bike Route	\$55,440	Per centerline mile	Includes striping, signage, bicycle safe grates, mobilization, and contingency.
Class IV Protected Bikeway	\$242,880	Per centerline mile	Includes striping, pavement markings, signage, bicycle safe grates, delineators, mobilization, and contingency.

Source: City of Woodland, 2024; Bennett Engineering, 2023.

Table E-2: Intersection Treatment Unit Costs

Facility	Cost	Unit	Assumptions
High visibility crosswalk	\$1,500	Per crossing	
Bulb-out/curb extension	\$10,000	Per corner	
Rectangular rapid flashing beacons (RRFBs)	\$46,500	Per crossing	Full equipment installation.
Pedestrian hybrid beacon (PHB) or pedestrian signal	\$200,000	Per crossing	Full equipment installation.

Source: City of Woodland, 2024; Bennett Engineering, 2023.

Table E-3: Woodland Sidewalk Projects

Location / Extent	Length (miles)	Priority	Cost
north side of E Main St between East St and E St	0.23		\$514,900
north side of E Main St between E St and Matmor Rd	0.22		\$510,400
south side of E Main St between home Depot driveway and Douglas Ln	0.15		\$345,500
west side of Pioneer Ave between E Gibson Rd to Patriot Way	0.21		\$479,900
east side of County Rd 102 between Farmers Central Rd to E Gibson Rd	0.52		\$1,184,900
east side of County Rd 102 between E Gibson Rd and Maxwell Dr	0.38		\$870,000
east side of County Rd 102 between WB I-5 Off-Ramp and E Main St	0.04		\$92,100
north side of E Beamer St between Pioneer Ave and County Rd 102	0.97		\$2,213,100
west side of Pioneer St from E Beamer St to Tide Ct	0.24		\$534,400
north side of Kentucky Ave from N West St to N College St	0.48		\$1,088,000
north side of W Kentucky Ave between N Cottonwood St and N West St	0.44		\$1,006,800
north side of W Kentucky Ave between N Cottonwood St and Mallard Dr	0.07		\$167,600
south side of W Kentucky Ave between County Rd 98 and N Ashley Ave	0.22		\$508,600
south side of W Kentucky Ave between Mariposa St and Nevada St	0.02		\$48,500
south side of W Kentucky Ave between Nevada Ave and Yolo County Farm Bureau Driveway	0.08		\$174,700
south side of W Kentucky Ave between Yolo County Farm Bureau Driveway and N West St	0.09		\$201,800
west side of Cottonwood St between W Main St and W Lincoln Ave	0.08	High	\$178,700
east side of N East St between E Kentucky Ave and Harter Ave	0.09		\$203,000
east side of N East St between WB I-5 Ramps and EB I-5 Ramps	0.02		\$48,900
east side of N East St between Fortna Ave and E Kentucky Ave	0.05		\$117,900
east side of N East St from Commerce Ave to Fortna Ave	0.17		\$392,900
east side Industrial Way from Cannery Rd to Main St	0.23	High	\$524,000
south side of Bronze Star Dr from County Rd 102 to American Dr	0.11		\$247,000
south side of Bronze Star Dr from American Dr to Veterans Dr	0.10		\$223,200
west side of County Rd 102 from E Beamer St to E Main St	0.48		\$1,083,900
north side of County Rd 24A between Coloma Way and East St	0.24		\$545,100
east side of County Rd 98 between W Woodland Ave and W Kentucky Ave	0.15		\$341,300
east side of Matmor Rd between E Beamer St and Cannery Rd	0.10		\$231,700
south side of E Beamer St east of Matmor Rd	0.10		\$222,700
south side of Hays Ln from Hays Ln cul-de-sac to County Rd 102	0.28		\$644,300

Location / Extent	Length (miles)	Priority	Cost
entire cul-de-sac of western end of Hays Ln	0.08		\$175,900
north side Hays Ln to Douglas Ln	0.17		\$381,400
west side of Douglas Ln from Main St to Hays Ln	0.08		\$192,200
east side of Harry Lorenzo Ave between Diggs St and Parkland Ave	0.21		\$475,300
south side of Cross St between 6th St and East St over railroad tracks	0.04	High	\$95,800
north side of Cross St between East St and 6th St over railroad tracks	0.08	High	\$177,200
south side of Oak Ave between 6th St and East St over railroad tracks	0.06	High	\$127,200
north side of Oak Ave between East St and 6th St over railroad tracks	0.05	High	\$123,800
north side of Clover St between Railroad Ave and 5th St	0.03		\$69,200
east side of County Rd 98 between W Beamer St and W Woodland Ave	0.12	High	\$274,400
east side of County Rd 98 between W Main St and W Beamer St	0.09		\$198,300
west side of Industrial Way between Cannery Rd to Main St	0.23	High	\$512,300
south side of Beamer between St Bee Jay Way to Matmor Rd	0.32		\$724,600
south side of E Beamer St between I-5 and Pioneer Ave	0.11		\$241,500
east side of N East St between NB I-5 Ramps to Churchill Downs Ave	0.06		\$125,600
south side of Armfield Ave between East St and E St	0.23		\$514,000
west side of E St from Armfield Ave to E Main St	0.03	High	\$79,000
west side of CR 99 from Barnard Ct to Kentucky Ave	0.56		\$1,281,700
east side of CR 99 from Barnard Ct to Kentucky Ave	0.51		\$1,158,600

Source: Fehr & Peers, 2024.

Table E-4: Woodland Intersection Projects

Location	Recommendation	Priority	Cost
Gibson Rd & Spruce Dr	High-visibility crosswalk on west leg with RRFB, curb extension on southwest corner, and ped refuge island		\$68,000
Gibson Rd & CR 98	High-visibility crosswalk on east leg		\$1,500
Woodland Ave & West St	Bulb-out/curb extension on northwest corner		\$10,000
Beamer St & Ashley Ave	Bulb-out/curb extension on all corners		\$40,000
Beamer St & California St	Bulb-out/curb extension on all corners	High	\$40,000

Location	Recommendation	Priority	Cost
Beamer St & West St	Bulb-out/curb extension on all corners (OR upgrade traffic signal to full 8-phase signal)	High	\$40,000
Gum Ave & Walker St	Upgrade existing crossing lighting to RRFB on east leg	High	\$46,500
Woodland Ave & Alder Ct	Upgrade existing crossing lighting to RRFB on west leg	High	\$46,500
Cottonwood St north of Gibson Rd	Upgrade existing crossing lighting to RRFB at midblock		\$46,500
Farmers Central Rd west of Campos Ave	Upgrade existing crossing lighting to RRFB at midblock		\$46,500
Heritage Pkwy west of Mickle Ave	Upgrade existing crossing lighting to RRFB at midblock		\$46,500
Third St & Hays St	Upgrade existing crossing lighting to RRFB on north leg	High	\$46,500

Source: Fehr & Peers, 2024.

Table E-5: Woodland Bicycle Facilities Projects

Location / Extent	Facility Type	Length (miles)	Priority	Cost
ASHLEY AVE (N) between Quail Dr and W Kentucky Ave	Class III	0.10		\$5,500
ASHLEY AVE between Kentucky Ave and Woodland Parkway (Southern City limit)	Class II Buffered	2.50	High	\$448,800
BEAMER ST between East Street and Matmor Rd	Class II Buffered	0.49	High	\$88,200
BEAMER ST between Matmor Rd and Pioneer Ave	Class II Buffered	0.51		\$90,700
BEAMER ST between Pioneer Ave and half mile east	Class II Buffered	0.51		\$90,700
BOURN DR between Pioneer Ave and E Gibson Rd	Class III	0.86	High	\$47,900
BRONZE STAR DR between Veterans Dr and I-5	Class II	1.25		\$211,200
CANNERY RD between Matmor Rd and Industrial Way	Class III	0.18		\$9,900
CLOVER ST between California St and First St	Class III	0.84		\$46,700
COLLEGE ST between Kentucky Ave and Beamer St	Class II Buffered	0.49	High	\$88,600
COLLEGE ST between Beamer St and Clover St	Class II	0.15	High	\$25,700
COLLEGE ST between Cross St and Bartlett Ave	Class III	0.20	High	\$11,000
COLLEGE ST between Gibson Rd and Placer Dr	Class II Buffered	0.15		\$27,700
COLLEGE ST between Court St and Cross St	Class III	0.47	High	\$25,900
COLOMA WAY between El Dorado Dr and Southern City Limits	Class III	0.18		\$9,700
COTTONWOOD ST between Kentucky Ave and Gibson Rd	Class II Buffered	2.01	High	\$270,500
COUNTY RD 22 between County Rd 22 and over I-5	Class II	0.48		\$81,500
COUNTY RD 24C between East St and Harry Lorenzo Ave	Class II	0.36		\$60,700
COUNTY RD 24C between East St and Harry Lorenzo Ave	Class I	0.36		\$757,000

Location / Extent	Facility Type	Length (miles)	Priority	Cost
COUNTY ROAD 102 between E Beamer St and E Main St	Class II	0.50		\$84,700
COUNTY ROAD 103 between Country Rd 25 and I-5	Class II	1.91		\$322,700
COUNTY ROAD 24C between East St and CA-113	Class II	0.43		\$72,700
COUNTY ROAD 25 between County Rd 102 and County Rd 103	Class II	1.01		\$169,900
COUNTY ROAD 25A between East St and County Rd 101	Class II Buffered	0.44		\$78,600
COUNTY ROAD 25A between East St and County Rd 101	Class I	0.46		\$963,000
COUNTY ROAD 25A between East St and Road A (Tech Park)	Class II	0.58		\$98,200
CROSS ST between West St and East St	Class III	1.00	High	\$55,500
EAST ST (N) between Churchill Downs Ave and Kentucky Ave	Class I	0.47		\$980,100
EAST ST (N) between Kentucky Ave and Main St	Class I	1.00	High	\$2,081,800
EAST ST between County Rd 24C and County Rd 25A	Class I	0.75		\$1,571,000
EAST ST between E Main St and Gum Ave	Class I	0.63	High	\$1,306,100
EAST ST between Gum Ave and E Gibson Rd	Class I	0.38	High	\$793,100
EAST ST between Sports Park Dr and County Rd 24C	Class I	0.19		\$387,000
FOURTH ST between Cross St and Gum Ave	Class III	0.25		\$13,900
HARRY LORENZO AVE between E Gibson Rd and Farmers Central Rd	Class III	0.50		\$27,900
HARRY LORENZO AVE between Farmers Central Rd and Parkland Ave	Class I	0.31		\$641,600
HARRY LORENZO AVE between Farmers Central Rd and Parkland Ave	Class III	0.27		\$14,700
HARRY LORENZO AVE between Marston Dr and County Rd 25A	Class I	0.25		\$520,000
HARRY LORENZO AVE between Parkland Ave and Marston Dr	Class I	0.43		\$891,000
INDUSTRIAL WAY between Cannery Rd and E Main St	Class III	0.25	High	\$13,600
KENTUCKY AVE (E) between Woodland Biomass Power and CR 102	Class II	0.53		\$88,700
KENTUCKY AVE (W) between County Road 98 and N West St-County Rd 99	Class II Buffered	0.96		\$173,100
LEMEN AVE between East St and Matmor Rd	Class III	0.50	High	\$27,700
MAIN ST (E) East St and Matmor Rd	Class I	0.50	High	\$1,045,500
MAIN ST between West St and Walnut St	Class II Buffered	0.31	High	\$56,500
MARSTON DR between Harry Lorenzo Ave and CA-113	Class I	0.36		\$751,600
MARSTON DR between Harry Lorenzo Ave and CA-113	Class II	0.36		\$60,900
MATMOR RD between E Beamer St and Lemen Ave	Class II	0.29		\$49,100
MATMOR RD EXTENSION (Parallel CA-113) between Parkland Ave and East St	Class II	0.57		\$95,900
MATMOR RD EXTENSION (Parallel CA-113) between Sports Park Dr and Parkland Ave	Class II	0.28		\$47,900
MOTTA ST between Farmers Central Rd and Ortiz Ave	Class III	0.13		\$7,100

Location / Extent	Facility Type	Length (miles)	Priority	Cost
NORTH ST between Third St and East St	Class III	0.28	High	\$15,600
OAK AVE (E) between East St and Thomas St	Class III	0.28		\$15,400
OAK AVE (E) between Thomas St and Matmor Rd	Class II	0.22	High	\$37,900
ORTIZ AVE between Motta St and Camacho Way	Class III	0.28		\$15,400
PARKLAND AVE between Harry Lorenzo Ave and CA-113	Class II Buffered	0.22		\$39,100
PARKLAND AVE between Harry Lorenzo Ave and CA-113	Class I	0.22		\$462,200
PATRIOT WAY between Harry Lorenzo Ave and Pioneer Ave	Class III	0.48		\$26,900
ROAD A and ROAD G (Tech Park)	Class II Buffered	0.35		\$63,700
ROAD B (parallel to CA113) between County Rd 25A and Parkland Ave	Class I	0.75		\$1,565,700
ROAD B (Tech Park) between County Rd 25A and Parkland Ave	Class II Buffered	0.74		\$133,500
ROAD B (Tech Park) south of County Rd 25A	Class II Buffered	0.12		\$21,200
ROAD C (Tech Park) between Road A and Road B	Class I	0.09		\$191,600
ROAD C (Tech Park) between Road B and Road D	Class II Buffered	0.19		\$34,200
ROAD D (Tech Park) between Marston Dr and CR 25A	Class II	0.25		\$41,800
ROAD D (Tech Park) between Road E and Marston Dr	Class III	0.34		\$18,600
ROAD E (Tech Park)	Class I	0.41		\$856,900
ROAD F (Tech Park)	Class III	0.29		\$16,300
SIXTH ST between Main St and Pendegast St	Class III	0.50		\$27,700
THIRD ST between Cross St and Hays St	Class III	0.36	High	\$19,900
THIRD ST between Lincoln Ave and Cross St	Class III	0.25	High	\$13,900
THOMAS ST between E Main St and E Oak Ave	Class II	0.26		\$43,300
THOMAS ST between E Oak Ave and E Gum Ave	Class II	0.38		\$64,500
THOMAS ST EXTENSION between E Gum Ave and E Gibson Rd	Class I	0.38		\$788,300
WALNUT ST between Beamer St and Main St	Class III	0.50		\$27,800
WALNUT ST between Main St and Cross St	Class III	0.37		\$20,700
WEST ST (N) between Kentucky Ave and E Beamer St	Class II Buffered	0.48	High	\$86,300
WEST ST between Beamer St and Court St	Class II Buffered	0.42	High	\$74,600
WEST ST between Lincoln Ave and Cross St	Class II Buffered	0.25	High	\$44,500
WOODLAND PARKWAY (Southern City Limits) between County Rd 98 and West St	Class I	0.99		\$2,071,100
WOODLAND PARKWAY (Southern City Limits) between West St and East St	Class I	1.00		\$2,088,900

Source: Fehr & Peers, 2024.

Appendix F

Funding Sources

The funding sources on the following pages are organized into local, state, and federal opportunities. A brief description is provided for each. Note that funding sources may be limited to certain project types as noted. For further details on each funding program, visit the link provided.

Table F-1: Regional Funding Sources

Source/Program	Agency	Description	Project Types	Website
Regional Active Transportation Program (ATP)	Sacramento Area Council of Governments (SACOG)	Provides trails and networks to improve connections and increase riding, walking, and rolling. Projects and programs funded through this program are consistent with the vision of the Blueprint and support the implementation of the long-range transportation plan for SACOG.	Infrastructure	https://www.sacog.org/funding/regional-funding-programs/regional-active-transportation-program
Engage, Empower, Implement (EEI)	SACOG	Funding program that will establish and fund community-based outreach and engagement projects throughout the six-county SACOG region. Community-based organizations (CBOs) and SACOG member jurisdictions will partner to plan and implement these projects in their local communities with assistance from the EEI process, technical resources, and tools. EEI will incorporate community-led planning and design principles to identify communities' priorities and develop projects that meet their needs.	Infrastructure	https://www.sacog.org/funding/regional-funding-programs/engage-empower-implement
Metropolitan Transportation Improvement Program (MTIP)	SACOG	Short-term listing of surface transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant. Many, but not all, transit, highway, local roadway, bicycle and pedestrian investments are included in the MTIP. Only projects included in with the Metropolitan Transportation Plan (MTP) may be incorporated into the MTIP.	Infrastructure	https://www.sacog.org/funding/transportation-improvement-programs

Table F-2: State Funding Sources

Source/Program	Agency	Description	Project Types	Website
Active Transportation Program	California Department of Transportation (Caltrans)	Primary statewide funding program for active transportation projects, non-infrastructure programs, and planning. Annual cycle.	Infrastructure, Non-Infrastructure, Planning	https://catc.ca.gov/programs/active-transportation-program
Affordable Housing and Sustainable Communities (AHSC) Program	Strategic Growth Council	Program funds can be used for projects which demonstrate reduction in vehicle miles traveled through fewer or shorter vehicle trips or mode shift to transit use, bicycling or walking within areas lacking high quality transit, with an emphasis on providing disadvantaged community benefits.	Infrastructure, Non-Infrastructure	https://sgc.ca.gov/programs/ahsc/
Clean Mobility Options Program	California Air Resources Board	This pilot program makes \$20 million available for low-emission mobility projects (such as bike sharing and on-demand shuttles) in disadvantaged and low-income communities.	Infrastructure	http://www.cleanmobilityoptions.org/
Land and Water Conservation Fund	California Department of Parks and Recreation	These grants provide funding for the acquisition or development of land to create new outdoor recreation opportunities for the health and wellness of Californians.	Infrastructure	https://www.parks.ca.gov/?page_id=21360
Local Streets and Roads (LSR) Program	California Transportation Commission	The purpose of the program is to provide approximately \$1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Infrastructure	https://catc.ca.gov/programs/sb1/local-streets-roads-program
Local Partnership Program (LPP)	California Transportation Commission	The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements. Funding includes \$200 million per year to improve aging infrastructure, active transportation, and safety.	Infrastructure	https://catc.ca.gov/programs/sb1/local-partnership-program
Local Transportation Fund (LTF)	California Department of Transportation (Caltrans) [Administered by SACOG]	Limited amounts (2%) from the Local Transportation Fund (LTF), which is part of the Transportation Development Act (TDA) and derived from a ¼ cent of the general sales tax collected statewide, can be used for bicycle and pedestrian facilities. Article 3 funds for planning and construction of pedestrian and bicycle facilities are administered locally through SACOG and are allocated to member agencies based on population and taxable sales.	Infrastructure	https://dot.ca.gov/programs/rail-and-mass-transportation/transportation-development-act
Office of Traffic Safety Grant Program	Office of Traffic Safety	The Program provides funds annually to prevent serious injury and death resulting from motor vehicle crashes. Projects need to be supported by local crash data that demonstrates a need for funding. Safety education and encouragement campaigns for pedestrian and bicycles safety. Applications are due every January.	Non-Infrastructure	https://www.ots.ca.gov/Grants/

Source/Program	Agency	Description	Project Types	Website
Reconnecting Communities: Highways to Boulevards	Caltrans	In response to the adoption of Streets & Highways Code 104.3, this Pilot Program was launched. Funding is for planning and constructing the conversion of key underutilized highways in the state into multimodal corridors to reconnect communities divided by transportation infrastructure. The historical harm will be addressed through community-based transportation planning, design, demolition, and/or reconstruction of city streets, parks, or other infrastructure.	Infrastructure, Planning	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b
Recreational Trails Program	California Department of Parks and Recreation	The Recreational Trails Program (RTP) provides funds annually to develop non-motorized recreational trails and trails-related facilities.	Infrastructure	https://www.parks.ca.gov/?page_id=24324
Road Maintenance and Rehabilitation Account & Highway Users Tax Account (RMRA & HUTA)	California State Controlled	A percentage of RMRA funding is apportioned by formula to eligible cities and counties pursuant to Streets and Highways Code section 2032(h) for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. Revenues from the gas tax deposited into the Highway Users Tax Account (HUTA), apportioned by the SCO to cities and counties.	Infrastructure	https://www.sco.ca.gov/aud_road_maintenance_sb1.html
Solutions for Congested Corridors Program (SCCP)	California Transportation Commission	The program provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.	Infrastructure	https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program
State Transportation Improvement Program (STIP)	California Transportation Commission	The STIP is the biennial five-year plan adopted by the CTC for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. As the Metropolitan Planning Organization, local agencies should work through SACOG to nominate projects for inclusion in the STIP.	Infrastructure	https://catc.ca.gov/programs/state-transportation-improvement-program
Sustainable Transportation Planning Grants	Caltrans Division of Transportation Planning	The program encourages local and regional planning that furthers state goals, including the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.	Planning	https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants

Source/Program	Agency	Description	Project Types	Website
Sustainable Transportation Equity Project (STEP)	California Air Resources Board	The project funds clean transportation and supporting projects that increase transportation equity by addressing community-identified transportation needs and increasing access to key destinations and services without increasing GHG emission and vehicle miles traveled. STEP funds active transportation infrastructure, zero-emission buses, and public transit subsidies.	Infrastructure, Non-Infrastructure, Planning	https://ww2.arb.ca.gov/resources/fact-sheets/sustainable-transportation-equity-project
Transformative Climate Communities (TCC) Program	Strategic Growth Council and Department of Conservation	The program funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. TCC is one of many California Climate Investments programs.	Infrastructure	http://www.sgc.ca.gov/programs/tcc/
Urban Greening Program	California Natural Resources Agency	The program supports the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Proposed projects can include tree planting, and construction of bicycle paths, bicycle lanes, or pedestrian facilities to connect important destinations.	Infrastructure	https://resources.ca.gov/grants/urban-greening

Source: Fehr & Peers, 2023; Caltrans, 2023

Table F-3: Federal Funding Sources

Source/Program	Agency	Description	Project Types	Website
Carbon Reduction Program	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA) [Administered by SACOG]	The program seeks to reduce transportation emissions through the development of state carbon reduction strategies and by funding projects designed to reduce transportation emissions as established by the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL).	Infrastructure, Non-Infrastructure	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp.cfm
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA) [Administered by SACOG]	The program provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. The program supports surface transportation projects and other related efforts that contribute to air quality improvement and provide congestion relief, including bicycle and pedestrian facilities, shared micromobility projects, diesel engine retrofits, transit improvements, and more. Federal funds from STBGP and CMAQ programs are allocated to SACOG. Distribution is allocated either competitively or proportionally according to jurisdiction population.	Infrastructure, Non-Infrastructure	https://www.fhwa.dot.gov/environment/air_quality/cmaq/
Highway Safety Improvement Program (HSIP) Grants	U.S. Department of Transportation (DOT) Federal Highway Administration (FHWA)	The program focuses on roadway safety; projects with documented collision history are typically ranked higher. While this funding source is often used for major roadway improvement projects, installation of traffic signals, and most other cost-intensive projects, funding has routinely been awarded to bicycle and pedestrian projects. Successful projects have included: median refuges and curb extensions, curb, gutter, and sidewalk, paved shoulders, upgraded traffic signals with pedestrian countdown signals, pedestrian-scale lighting, bicycle lane striping, crosswalk striping, and rectangular rapid flashing beacons (RRFB). The Caltrans Division of Local Assistance (DLA) manages California's local agency share of HSIP funds. Solicitation varies from annually to semi-annually.	Infrastructure	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	U.S. Department of Transportation (DOT)	This grant program provides funding to support surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, and community resilience and evacuation routes. The discretionary program offers two types of awards: planning grants and Competitive Resilience Improvement Grants.	Infrastructure, Planning	https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving

Source/Program	Agency	Description	Project Types	Website
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	U.S. Department of Transportation (DOT)	The discretionary grants help municipalities, Tribal governments, counties, and others complete critical freight and passenger transportation infrastructure projects. Half of the funding will go to projects in rural areas, and at least \$15 million in funding is guaranteed to go towards projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities.	Infrastructure	https://www.transportation.gov/RAISEgrants
Rural Surface Transportation Grant Program	U.S. Department of Transportation (DOT)	The Rural Surface Transportation Grant Program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	Infrastructure	https://www.transportation.gov/grants/rural-surface-transportation-grant
Safe Streets and Roads for All (SS4A)	U.S. Department of Transportation (DOT)	The program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and our goal of zero roadway deaths using a Safe System Approach. Funding is available until 2026. Over \$3 billion is still available for future funding rounds.	Infrastructure, Planning	https://www.transportation.gov/grants/SS4A
Surface Transportation Block Grant Program (STBGP)	U.S. Department of Transportation (DOT) [Administered by SACOG]	Federal funding is authorized through the Surface Transportation Block Grant Program (STBGP). The STBGP provides flexible funding that may be used by localities for projects on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. STBG promotes flexibility in local transportation decisions and provides flexible funding to best address regional and local transportation needs. Federal funds from STBGP and CMAQ programs are allocated to SACOG. Distribution is allocated either competitively or proportionally according to jurisdiction population.	Infrastructure	https://www.fhwa.dot.gov/specialfunding/stp/ https://www.sacog.org/funding/regional-funding-programs/regional-flexible-funding-programs

Source: Fehr & Peers, 2024; Caltrans, 2023

Appendix G

Project Fact Sheets

The following pages provide information relevant to funding applications on several corridors in the city:

- Ashley Avenue
- Beamer Street
- College Street
- Cottonwood Street
- West Street

Information includes local destinations served, existing and planned walking and biking facilities, disadvantaged communities served, cost estimates, and funding sources.

Ashley Avenue

Project Description

Ashley Avenue is a residential collector street in west Woodland. This project will increase safety and accessibility to Rhoda Maxwell Elementary School, Cesar Chavez Community Center, Yolo County Special Education, and Ralph Harris Park. Ashley Avenue is also a key western segment of the Woodland Bike Loop.

There are existing bike lanes and sidewalks along Ashley Avenue, along with crosswalks at intersections with arterial roads. This project will implement buffered bike lanes along the entire corridor from Kentucky Avenue to the southern city limit, and construct curb extensions on all corners of the Ashley Avenue and Beamer Street intersection.

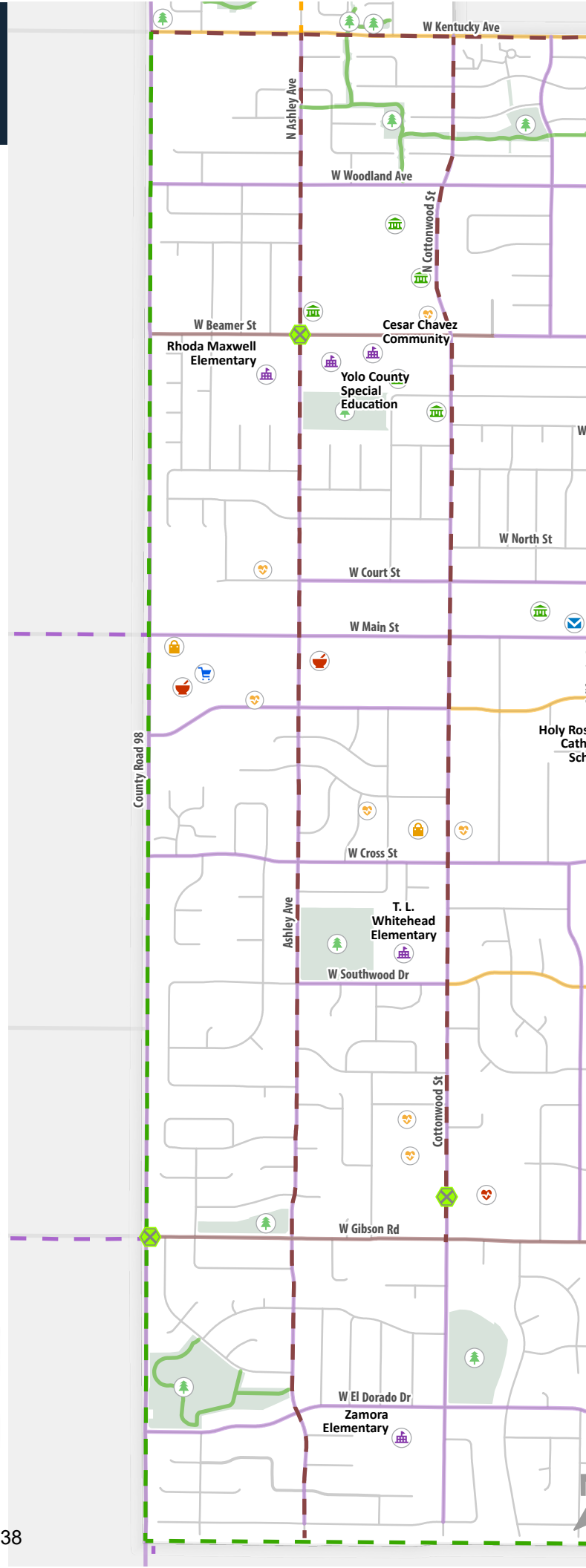
Disadvantaged Community Indicators

Sections of the project meet the following disadvantaged community criteria:

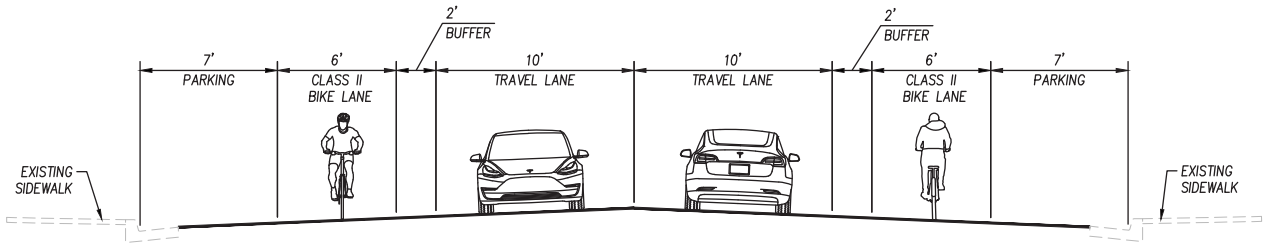
- Median Household Income: between Kentucky Avenue and Ridgeview Drive
- Free or Reduced Price Meals: Rhoda Maxwell Elementary School and Cesar Chavez Community School
- SACOG Environmental Justice Areas: between Beamer Street and Main Street
- Federal Climate and Economic Justice Tool: between Main Street and Ridgeview Drive
- US DOT Equitable Transportation Community Disadvantaged Community Tool: between Kentucky Avenue and Beamer Street

These criteria are described and shown in maps in the Existing Conditions chapter of the ATP.

	School		Proposed Crossing Improvement
	County Facility		Proposed Shared-Use Path (Class I)
	Post Office		Proposed Bike Lane (Class II)
	Hospital		Proposed Buffered Bike Lane (Class II)
	Park		Proposed Bike Route (Class III)
	Senior Facilities		Existing Shared-Use Path (Class I)
	Grocery		Existing Bike Lane (Class II)
	Pharmacy		Existing Buffered Bike Lane (Class II)
	Retail Destination		Existing Bike Route (Class III)



Typical Cross-Section



Source: Bennett Engineering Services, 2024

Cost Estimate

Item	Cost
Traffic Control	\$23,000
Storm Water	\$30,000
Buffered Bike Lane	\$344,000
Curb Extensions	\$92,000
<i>Mobilization</i>	<i>\$24,000</i>
<i>Contingency</i>	<i>\$123,000</i>
BUDGETARY TOTAL	\$640,000

Source: Bennett Engineering Services, 2024

Applicable Funding Sources

Regional Programs:

- Metropolitan Transportation Improvement Program

State Grants:

- Active Transportation Program
- Local Streets and Roads Program
- Local Transportation Fund
- Road Maintenance and Rehabilitation Account & Highway Users Tax Account

Federal Grants:

- Congestion Mitigation and Air Quality Improvement Program
- Safe Streets and Roads for All (in conjunction with LRSP corridors)

Beamer Street

Project Description

Beamer Street is an arterial street in north Woodland. This project will increase safety and accessibility to Beamer Elementary School, Cesar Chavez Community School, Greengate School, Rhoda Maxwell Elementary School, Woodland High School, and Ralph Harris Park.

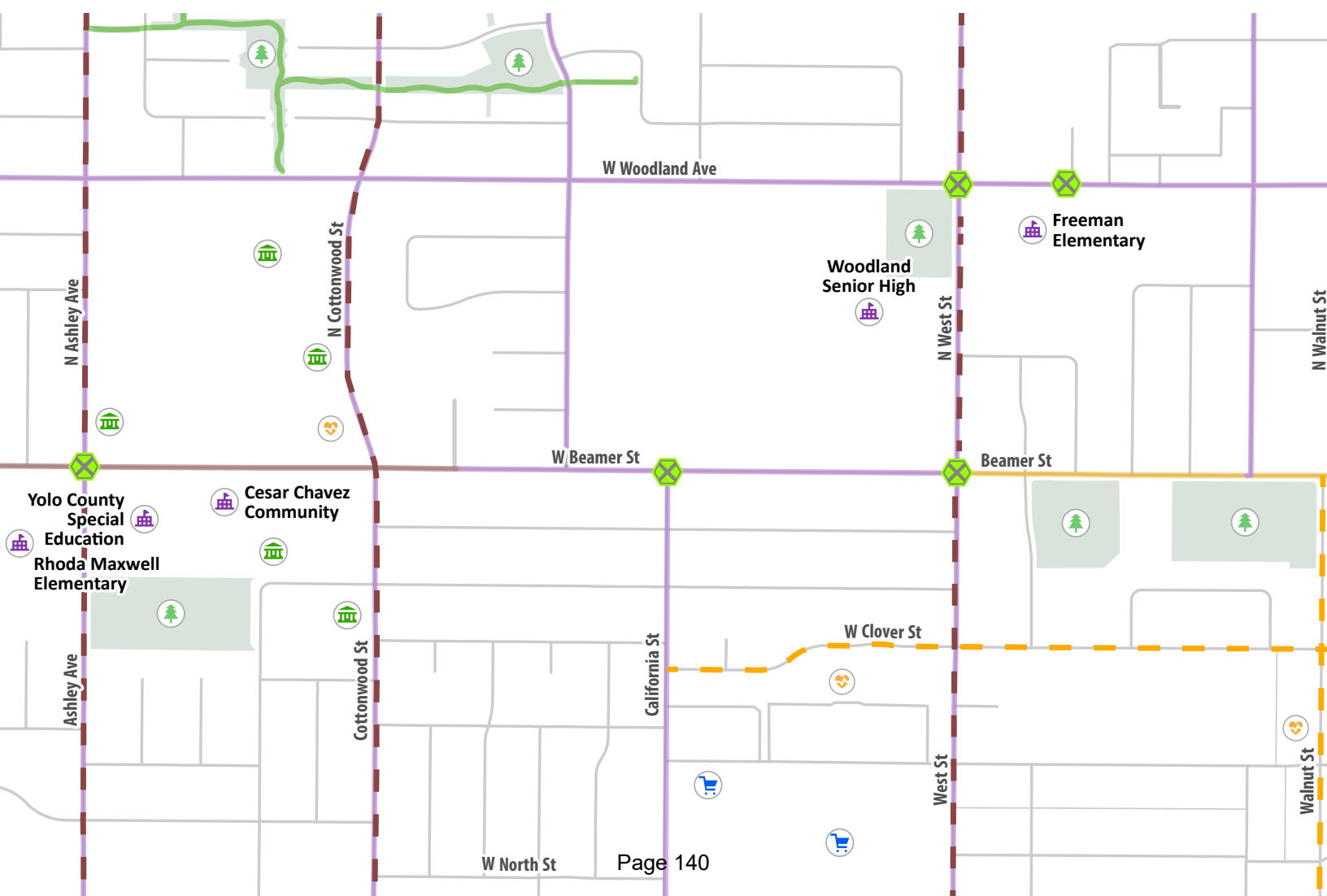
There is a mix of existing bike lanes, buffered bike lanes, and bike routes along Beamer Street. There are existing sidewalks throughout the entirety of Beamer Street and crosswalks where it intersects other arterial roads. The project will implement curb extensions on all corners of the California Street and Beamer Street intersections, completing a visible and connected network of pedestrian facilities in a high-traffic area.

Disadvantaged Community Indicators

Sections of the project meet the following disadvantaged community criteria:

- Median Household Income: between County Road 98 and East Street
- Free or Reduced Price Meals: Cesar Chavez Community School, Woodland Senior High School, and Freeman Elementary School
- SACOG Environmental Justice Areas: between County Road 98 and East Street
- Federal Climate and Economic Justice Tool: between College Street and East Street
- US DOT Equitable Transportation Community Disadvantaged Community Tool: between County Road 98 and East Street

These criteria are described and shown in maps in the Existing Conditions chapter of the ATP.



Cost Estimate

Item	Cost
Traffic Control	\$6,000
Storm Water	\$30,000
Curb Extensions	\$92,000
Mobilization	\$13,000
Contingency	\$18,000
BUDGETARY TOTAL	\$160,000

Note: Cost estimate for California Street intersection only;
Ashley Street and West Street intersection costs are included
in prior fact sheets
Source: Bennett Engineering Services, 2024

Applicable Funding Sources

Regional Programs:

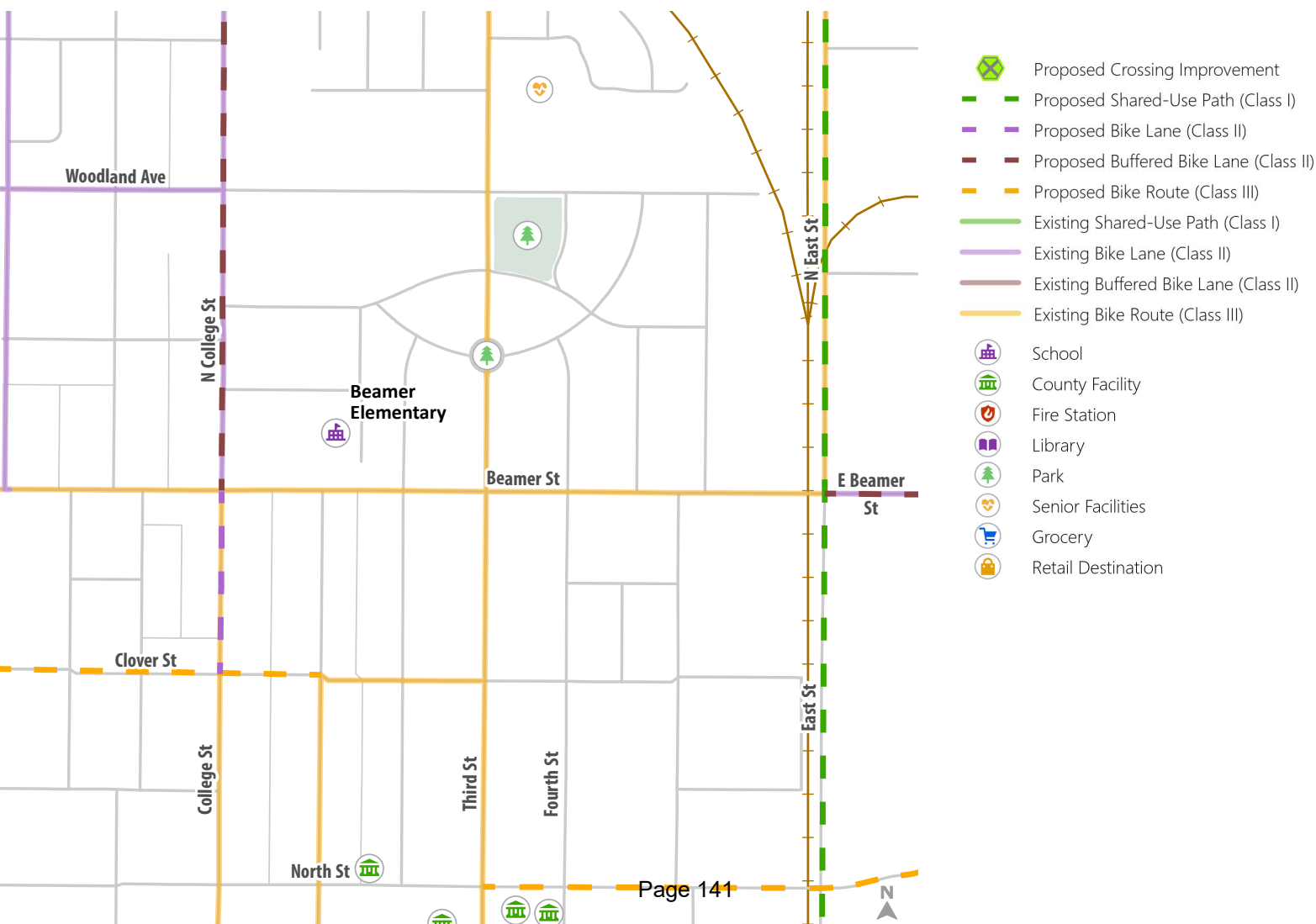
- Metropolitan Transportation Improvement Program

State Grants:

- Active Transportation Program
- Local Streets and Roads Program
- Local Transportation Fund
- Road Maintenance and Rehabilitation Account & Highway Users Tax Account

Federal Grants:

- Congestion Mitigation and Air Quality Improvement Program
- Safe Streets and Roads for All (in conjunction with LRSP corridors)



College Street

Project Description

College Street is a centrally located collector street. Improvements to College Street will increase safety and access to Dingle Elementary School, Gibson Elementary, Douglass Middle School, City Park, Woodland Public Library, and downtown businesses. College Street is also a central segment of the Woodland Bike Loop.

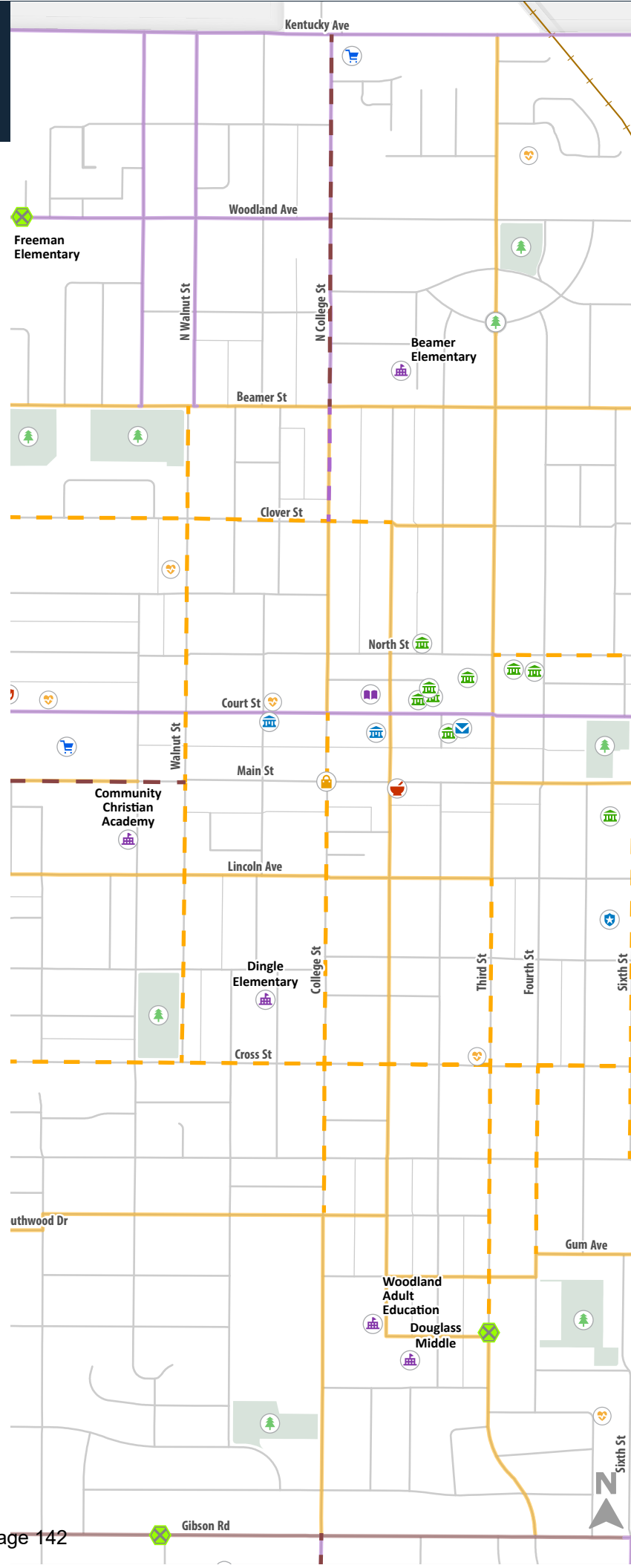
Currently, sidewalks exist on the entirety of College Street and crosswalks are present at intersections with high levels of pedestrian traffic. However, biking facilities are sparse throughout College Street. This project will install a buffered bike lane between Kentucky Avenue and Beamer Street and bike lanes between Beamer Street and Clover Street. The project also includes bike route treatments between Court Street and Bartlett Avenue.

Disadvantaged Community Indicators

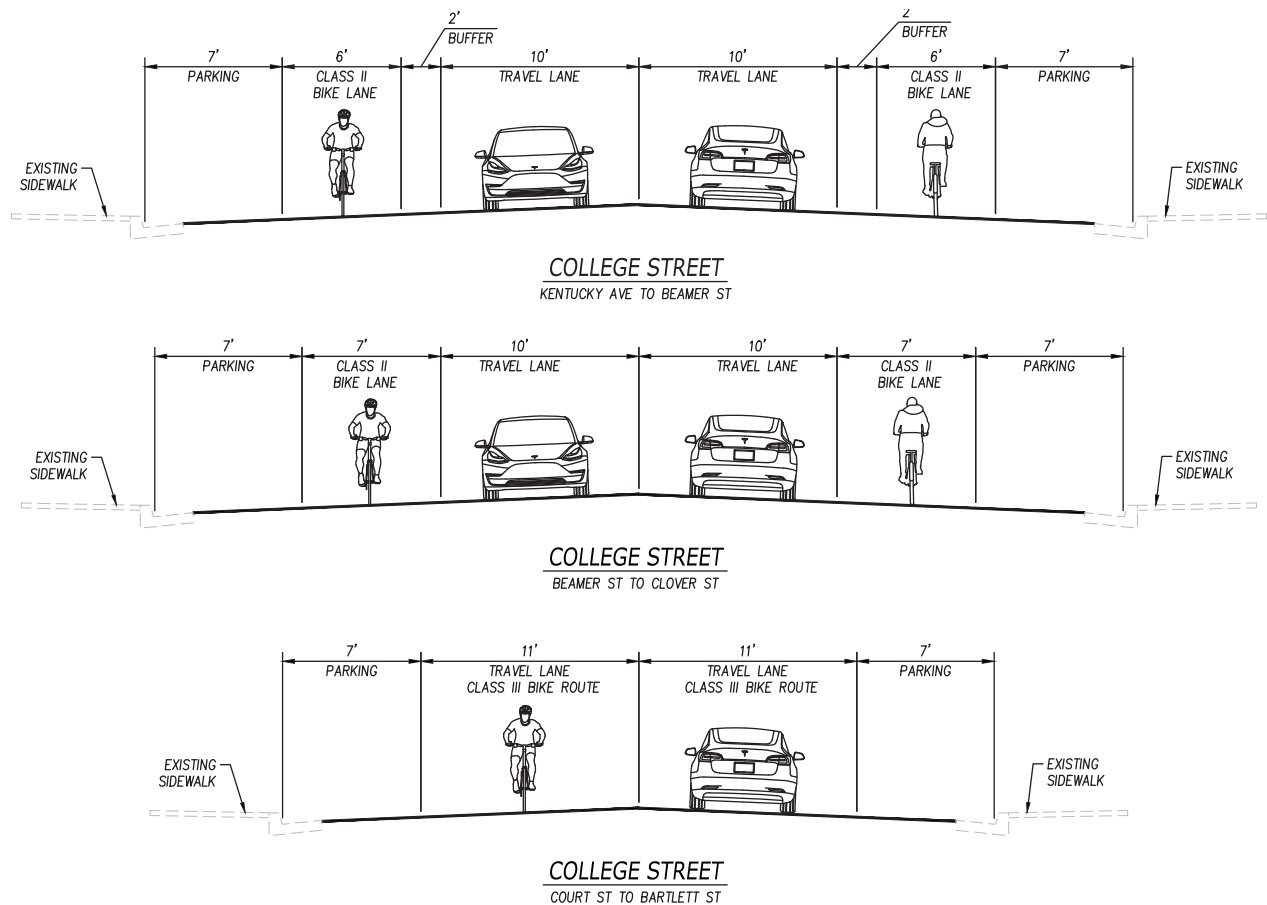
Sections of the project meet the following disadvantaged community criteria:

- Median Household Income: between Kentucky Avenue and Gibson Road
- Free or Reduced Price Meals: Dingle Elementary School and Douglass Middle School
- SACOG Environmental Justice Areas: between Kentucky Avenue and Pendegast Street
- Federal Climate and Economic Justice Tool: between Kentucky Avenue and Pendegast Street
- US DOT Equitable Transportation Community Disadvantaged Community Tool: between Kentucky Avenue and Main Street

These criteria are described and shown in maps in Existing Conditions chapter of the ATP.



Typical Cross-Sections



3/13/2024

Source: Bennett Engineering Services, 2024

Cost Estimate

Item	Cost
Traffic Control	\$8,000
Storm Water	\$23,000
Buffered Bike Lane	\$20,000
Bike Lane	\$68,000
Bike Route	\$57,000
Mobilization	\$9,000
Contingency	\$46,000
BUDGETARY TOTAL	\$240,000

Source: Bennett Engineering Services, 2024

Potential Funding Sources

Regional Programs:

- Metropolitan Transportation Improvement Program

State Grants:

- Active Transportation Program
- Local Streets and Roads Program
- Local Transportation Fund
- Road Maintenance and Rehabilitation Account & Highway Users Tax Account

Federal Grants:

- Congestion Mitigation and Air Quality Improvement Program
- Safe Streets and Roads for All (in conjunction with LRSP corridors)

Cottonwood Street

Project Description

Cottonwood Street is a residential collector street in west Woodland. This project will increase accessibility to Ferns Park, T. L. Whitehead Elementary School, and Woodland Memorial Hospital.

There are existing bike lanes along the entire corridor and sidewalks along most of the corridor, and crosswalks at intersections with arterial roads. This project will install a buffered bike lane along Cottonwood Street between Kentucky Avenue and Gibson Road and fill a sidewalk gap along the west side of the street between Main Street and Lincoln Avenue. The project also includes replacing an existing pedestrian crossing flasher north of Gibson Road near Woodland Memorial Hospital with a rectangular rapid flashing beacon and updated high-visibility crosswalk.

Disadvantaged Community Indicators

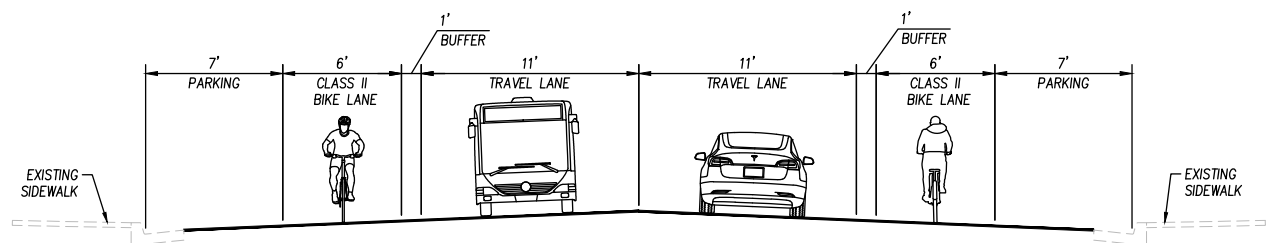
Sections of the project meet the following disadvantaged community criteria:

- Median Household Income: between Kentucky Avenue and Southwood Drive
- Free or Reduced Price Meals: Whitehead Elementary School
- SAGOG Environmental Justice Areas: between Beamer Street and Pendegast Street
- Federal Climate and Economic Justice Tool: between Main Street and Pendegast Street
- US DOT Equitable Transportation Community Disadvantaged Community Tool: between Kentucky Avenue and Beamer Street

These criteria are described and shown in maps in the Existing Conditions chapter of the ATP.



Typical Cross-Section



Note: Sidewalk to be constructed along west side between Main Street and Lincoln Avenue
Source: Bennett Engineering Services, 2024

Cost Estimate

Item	Cost
Traffic Control	\$25,000
Storm Water	\$30,000
Sidewalk	\$140,000
Buffered Bike Lane	\$275,000
Rectangular Rapid Flashing Beacon	\$56,000
High-Visibility Crosswalk	\$1,000
Mobilization	\$26,000
Contingency	\$138,000
BUDGETARY TOTAL	\$700,000

Source: Bennett Engineering Services, 2024

Applicable Funding Sources

Regional Programs:

- Metropolitan Transportation Improvement Program

State Grants:

- Active Transportation Program
- Local Streets and Roads Program
- Local Transportation Fund
- Road Maintenance and Rehabilitation Account & Highway Users Tax Account

Federal Grants:

- Congestion Mitigation and Air Quality Improvement Program
- Safe Streets and Roads for All (in conjunction with LRSP corridors)

West Street

Project Description

West Street is a key arterial in west Woodland. This project will improve bicycle connectivity to the various businesses located along West Street, in addition to the Community Swim Center and Woodland High School.

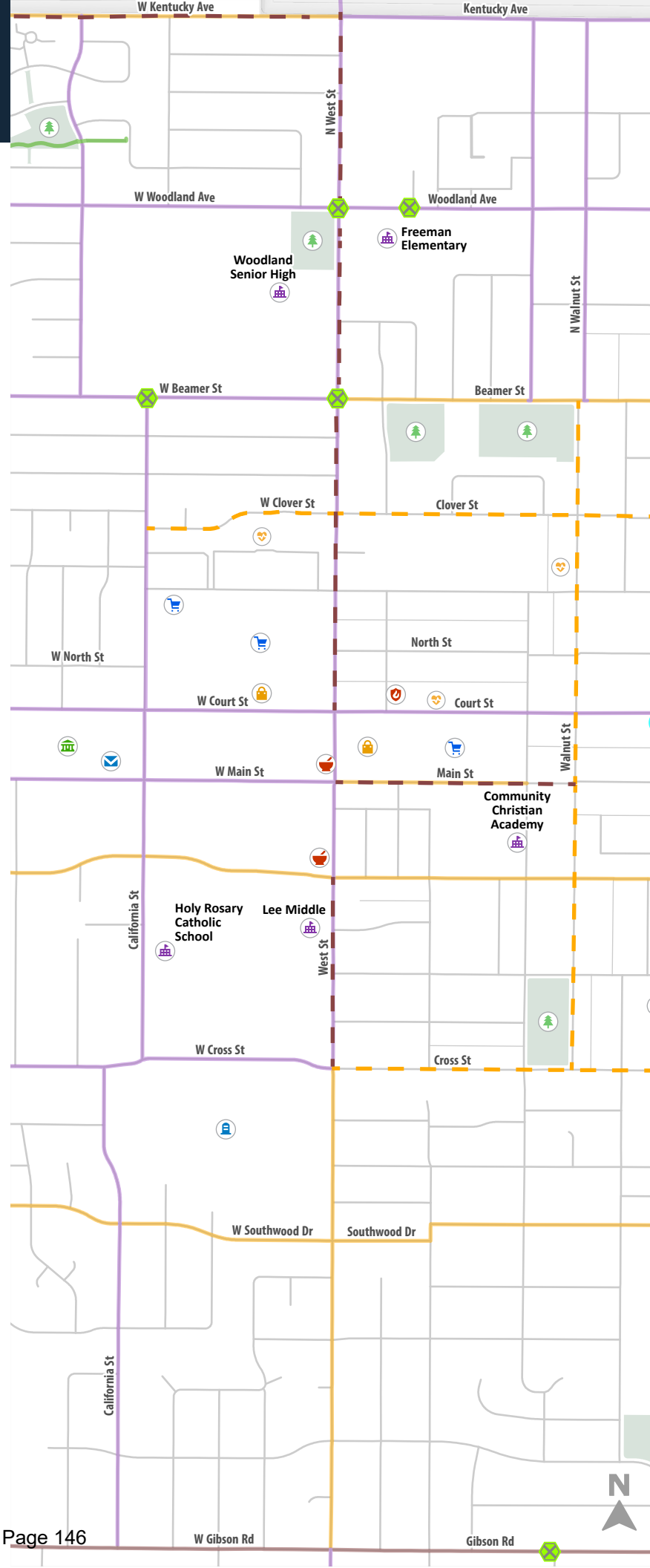
Existing bike lanes and bike routes are present along West Street. Sidewalks and crosswalks at intersections where West Street intersects other arterial roads are present along the corridor. This project will install buffered bike lanes along West Street between Kentucky Avenue and Cross Street, excluding a small portion between Court Street and Lincoln Avenue where the roadway narrows. A curb extension is planned on the northwest corner of the West Street and Woodland Avenue intersection. A full 8-phase traffic signal is planned at West Street and Beamer Street intersection.

Disadvantaged Community Indicators

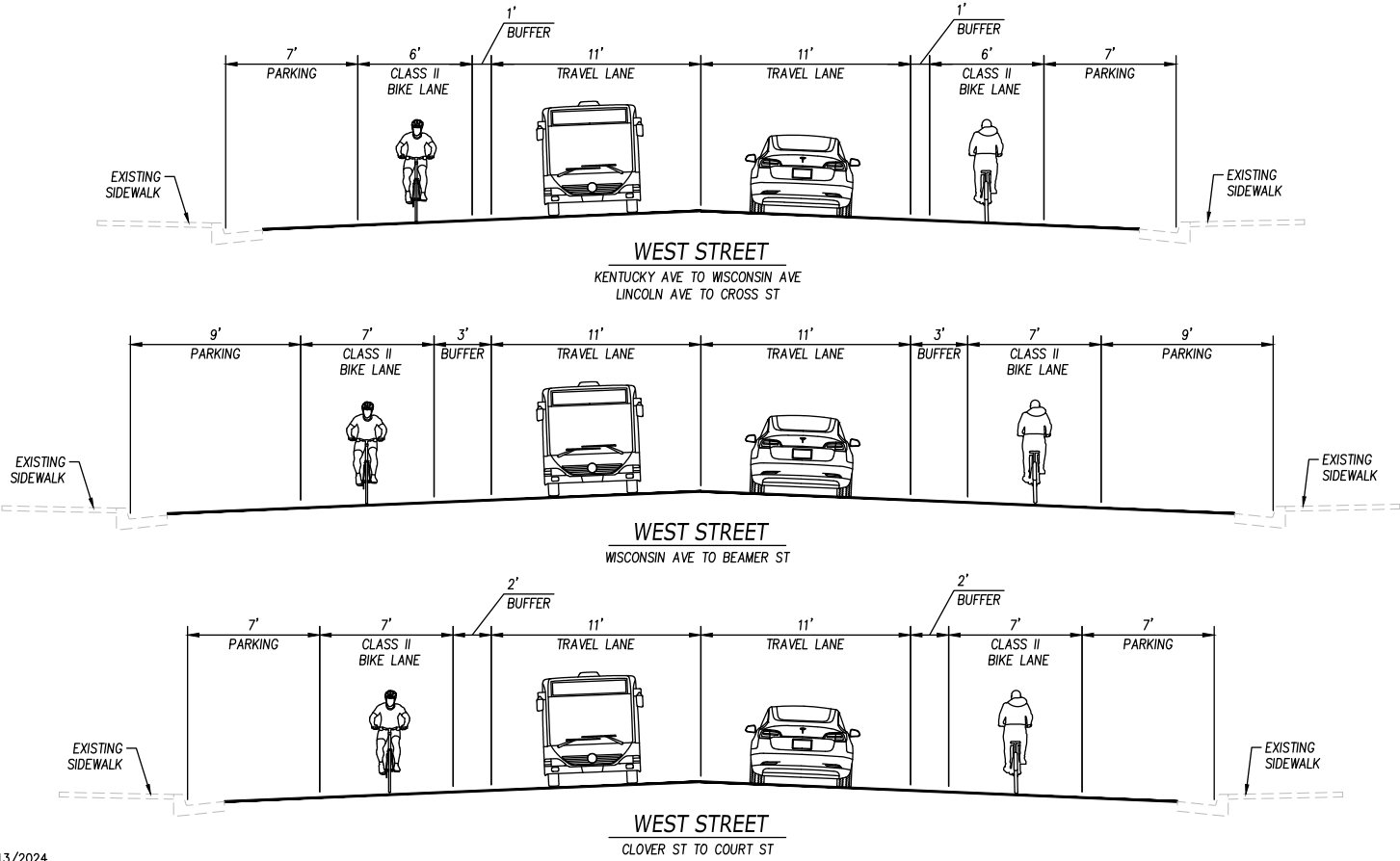
Sections of the project meet the following disadvantaged community criteria:

- Median Household Income: between Kentucky Avenue and Southwood Drive
- Free or Reduced Price Meals: Woodland Senior High School, Freeman Elementary School, and Lee Middle School
- SACOG Environmental Justice Areas: between Kentucky Avenue and Southwood Drive
- Federal Climate and Economic Justice Tool: between Main Street and Southwood Drive
- US DOT Equitable Transportation Community Disadvantaged Community Tool: between Kentucky Avenue and Beamer Street

These criteria are described and shown in maps in the Existing Conditions chapter of the ATP.



Typical Cross-Sections



13/13/2024

Source: Bennett Engineering Services, 2024

Cost Estimate

Item	Cost
Traffic Control	\$19,000
Storm Water	\$30,000
Buffered Bike Lane	\$157,000
Curb Extensions	\$184,000
Upgrade Traffic Signal	\$1,000,000
Mobilization	\$20,000
Contingency	\$324,000
BUDGETARY TOTAL	\$1,740,000

Source: Bennett Engineering Services, 2024

Applicable Funding Sources

Regional Programs:

- Metropolitan Transportation Improvement Program

State Grants:

- Active Transportation Program
- Local Streets and Roads Program
- Local Transportation Fund
- Road Maintenance and Rehabilitation Account & Highway Users Tax Account

Federal Grants:

- Congestion Mitigation and Air Quality Improvement Program
- Safe Streets and Roads for All (in conjunction with LRSP corridors)

Appendix H

Plan Conformance With

ATP Guidelines

Table H-1 identifies the page number of the plan or the specific appendix where each required element for active transportation plans, according to the California Transportation Commission 2023 Active Transportation Program Guidelines, is addressed in this ATP. (The Draft 2025 Active Transportation Program Guidelines published January 12, 2024, have only minor editorial changes from the 2023 Guidelines.)

Table H-1: Required Active Transportation Plan Elements

Item	Requirement	Pages
A	Mode Share: The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	Existing: 15 Increase: 55
B	Description of Land Use/Destinations: A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, major transit hubs, and other destinations. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Existing: 18-22, Appendix A Proposed: Figure C-1
C	Pedestrian Facilities: A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools.	Existing: 30-31 Proposed: 44-46
D	Bicycle Facilities: A map and description of existing and proposed bicycle transportation facilities including those at major transit hubs and those that serve public and private schools.	Existing: 32-34 Proposed: 45, 47
E	Bicycle Parking: A map and description of existing and proposed end-of-trip bicycle parking facilities. Include a description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments. Also include a map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Existing: 35 Proposed: 48
F	Wayfinding: A description of existing and proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Existing: 45 Proposed: 45
G	Non-Infrastructure: A description of existing and proposed bicycle and pedestrian education and encouragement programs conducted in the area included within the plan.	Existing: 49-50 Proposed: 49-50

Item	Requirement	Pages
H	Collision Analysis: The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Existing: 36-40 Goal: 55
I	Equity Analysis: Identify census tracts that are considered disadvantaged or low-income and identify bicycle and pedestrian needs of those disadvantaged or low-income residents, including lack connectivity to key destinations, mobility challenges, public health concerns, and safety issues.	Existing: 23-29 Needs: Appendix A
J	Community Engagement: A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	6, Appendix B
K	Coordination: A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, housing or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan, and local or regional housing plans or process improvements that are adopted or in development.	5, Appendix C
L	Prioritization: A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Projects: 44-47, 53-56 Programs: 49-50 Methodology: 52, Appendix E Timeline: 52
M	Funding: A description of future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated cost, revenue sources and potential funding for bicycle and pedestrian uses.	Costs: 53, Appendix E Revenue Sources: 54-55, Appendix F
N	Implementation: A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	52
O	Maintenance: A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	50
P	Resolution: A resolution showing adoption of the plan by the city, county, or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix I

Appendix I

Resolution Adopting the Plan

(Proposed draft resolution below will be replaced with final resolutions adopted by city council.)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND APPROVING THE WOODLAND ACTIVE TRANSPORTATION PLAN

WHEREAS, the Woodland Active Transportation Plan complies with the California Transportation Commission 2023 Active Transportation Program Guidelines; and

WHEREAS, the Woodland Active Transportation Plan is in compliance with the Woodland General Plan; and

WHEREAS, the Woodland Active Transportation Plan is an implementation tool to the Woodland General Plan Transportation and Circulation Element; and

WHEREAS, the Woodland Active Transportation Plan promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails, walkways, and bikeways that provides safe, convenient, and enjoyable connections to key destinations and neighborhoods in Woodland; and

WHEREAS, the Woodland Active Transportation Plan promotes pedestrian and bicyclist safety and collision reduction; and

WHEREAS, the Woodland Active Transportation Plan will improve the accessibility of funding for pedestrian and bicycle related-related improvements in [City Name]; and

WHEREAS, approval of the Woodland Active Transportation Plan meets eligibility requirements for Active Transportation Program funding.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Woodland hereby approves the Woodland Active Transportation Plan.

Woodland Active Transportation Plan

FINAL DRAFT
March 2024

Acknowledgments

City Council

Mayor Tania Garcia-Cadena

Mayor Pro Tempore Rich Lansburgh

Tom Stallard

Victoria Fernandez

Mayra Vega

City Staff

Clara Olmedo

Katie Wurzel

Sara Andreotti

Spencer Bowen

Consultants

FEHR  PEERS



Statement of Protection of Data from Discovery and Admissions

Under 23 U.S. Code § 409 and 23 U.S. Code § 148, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not 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 mentioned or addressed in such reports, surveys, schedules, lists, or data.

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Introduction

Walking, biking, and rolling by wheelchair or scooter are all components of active transportation. These human-powered modes of travel

- connect families to schools, parks, work, shopping, restaurants, bus stops, and other destinations without a car;
- improve physical and mental health, including reducing the incidence of disease and obesity;
- create a better environment by reducing air pollution and greenhouse gas emissions; and
- provide economical travel, especially when compared to owning and operating a car.

The City of Woodland is a city of about 60,000 people located in the Sacramento metropolitan area. Walking and bicycling are common on the city's network of roadways, sidewalks, and shared-use paths and enjoyed by many residents and visitors. The city's pedestrian-scale downtown enables comfortable walking to many destinations. Students can often walk or bike to neighborhood schools and parks.

However, walking and biking in some parts of Woodland can be challenging. As in most of California, the automobile is the primary mode of moving people to their destinations. Woodland is typical of many cities in that, outside its historic downtown, much of the city was developed in a suburban, automobile-

focused pattern, which frequently discourages walking and biking and using transit.

These local conditions and other emerging factors make Woodland a prime area for walking and biking improvements. City residents have expressed the desire for more, safe, and comfortable walking and biking facilities. Electric mobility devices such as e-bikes and scooters are increasing in popularity. Additionally, new laws and policies regarding reduction of vehicle miles traveled present an opportunity for synergy with active transportation.

This active transportation plan (ATP) is an important step toward making walking and biking safer, easier, and more enjoyable for everyone. The plan will help make the City eligible for new funding to create new trails, sidewalks, bike lanes, and other improvements for bicycling and walking. The plan will support applications for funding from the statewide Active Transportation Program and other sources of funding.

This plan meets all requirements for active transportation plans as specified by the California Transportation Commission's 2023 Active Transportation Program Guidelines. (The Draft 2025 Active Transportation Program Guidelines published January 12, 2024, have only minor editorial changes.) A summary of these requirements and where they are addressed within the plan is provided in Appendix H, Plan Conformance with ATP Guidelines.



Plan Goals

The goals for this plan were developed with consideration of other local and state plans and policies, desires of local residents, and emerging trends and opportunities in active transportation.

The Woodland General Plan, Woodland Climate Action Plan, and the Sacramento Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy each have goals supporting increases in bicycling and walking. The California Transportation Plan and the California State Bicycle and Pedestrian Plan also have specific goals and policies for increasing biking and walking that are also supported by this plan. Each of these plans is further described in Appendix C, Relevant Plans and Policies.

- 1 Develop facilities and programs to allow all people in Woodland to more easily and more safely get to where they need to go by walking and biking, including wheelchairs, scooters, and e-bikes.
- 2 Create a network of sidewalks and bikeways that connect residents to key destinations, especially local schools and parks.
- 3 Connect local facilities to a network of regional bikeways that allows people to travel between regional destinations.
- 4 Consider all members of community when selecting facilities and prioritizing transportation modes.
- 5 Support implementation of the General Plan, Regional Transportation Plan, and Local Road Safety Plan.
- 6 Meet the requirements of the California Transportation Commission ATP guidelines.
- 7 Support successful funding applications for walking and biking improvements.



Public Participation

Obtaining input from the residents of Woodland was an important part of the ATP development process. The public helped identify recommended improvements to the bicycling and walking facilities. Participation was solicited through the following:

- A booth at the Recreation Program Exposition (REXPO) in March 2023
- An online crowdsourced interactive map, live from March 2023 to November 2023, where the public could recommend improvements they would like to see and vote for improvements made by others
- A website hosted by the City to communicate information about the plan process throughout the project
- Office hours at a downtown coffee shop with City staff in March 2024 to solicit feedback from the community on the recommended pedestrian and bicycle improvements.

Appendix B, Public Participation, provides additional details on the public input received.

Active Transportation Facilities

Active transportation networks include several types of infrastructure. Walking facilities include sidewalks, crosswalks, and shared-use paths. Bicycling facilities, in order from lowest stress and most comfortable to highest stress and least comfortable, include shared-use paths, separated bikeways, bike lanes, and bike routes. Bike parking also supports bicycling networks.

These and other treatments are introduced in this chapter and described in detail in Appendix D, Walking and Biking Facilities Toolkit.

Sidewalks

Sidewalks are paved areas immediately adjacent to the vehicular right-of-way for the use of pedestrians. Unlike shared-use paths, they are directly adjacent to the main right-of-way. Sidewalks may be used by people riding bicycles unless prohibited. In Woodland, Municipal Code section 10.24.110 prohibits bicycle riding on sidewalks in the central traffic district, defined as all streets and portions of streets within the area bounded by Lincoln Avenue, East Street, Court Street, and Cottonwood Street. Other sidewalks in the city may also have bicycle riding prohibited as identified by signs.



Crosswalks

Crosswalks, which are street crossings for pedestrians, may be marked or unmarked. Marked crosswalks feature striping and other enhancements. These features may be used to raise awareness of the crossing and to delineate the best place to cross. There are two types of marked crosswalks:

- **Controlled crosswalks** are located with stop signs or traffic signals.
- **Uncontrolled crosswalks** are located without stop signs or traffic signals. Under California law, drivers are legally required to yield to pedestrians at uncontrolled crosswalks.

Additional features can be added to crosswalks to increase visibility on busy streets:

- **High-visibility crosswalk markings** add additional striping to the pavement.
- **Warning signage** improves visibility of crosswalks and increases the likelihood that a driver will yield to or stop for pedestrians.
- **Curb extensions** decrease the pedestrian crossing distance at intersections and improve the visibility of pedestrians waiting to cross the street.
- **Median refuge islands** allow pedestrians to cross one direction of traffic, then wait in the center of the street to cross the other direction of traffic.
- **Rectangular rapid flashing beacons** (RRFBs) allow the pedestrian to activate a flashing light when crossing.
- **Pedestrian hybrid beacons** (PHBs) require traffic to stop for pedestrians when activated, but allow vehicles to proceed with caution after the pedestrian crossing has been completed.

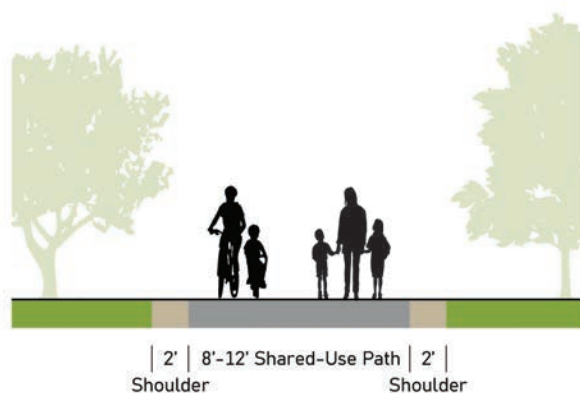
More features are described in Appendix D.



Shared-Use Paths

Shared-use paths, often referred to as Class I bike paths (as classified in Chapter 1000 of the Caltrans Highway Design Manual) or paved trails, are off-street facilities that provide exclusive use for non-motorized travel by bicyclists and pedestrians (Figure 1). Shared-use paths have minimal cross flow with motorists and are typically located along landscaped corridors. Shared-use paths can be utilized for both recreational and commute trips. These paths provide an important recreational amenity for bicyclists, pedestrians, dog walkers, runners, skaters, and those using other non-motorized forms of travel. They are frequently designed to offer a specific benefit to users, such as a connection not previously included in the bicycle or pedestrian network or traversing a barrier such as a freeway or river.

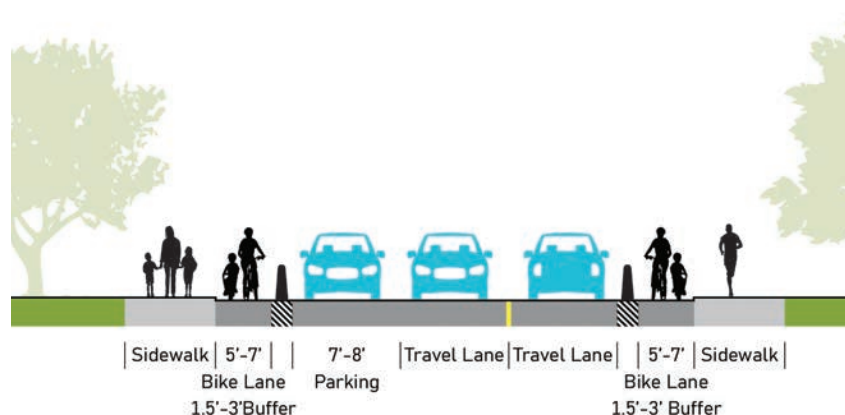
Figure 1: Shared-Use Path



Separated Bikeways

Separated bikeways, designated Class IV by Caltrans and also known as cycle tracks, are physically separated bicycle facilities that are distinct from the sidewalk and designed for exclusive use by bicyclists. They are located within the street right-of-way but provide bicyclists comfort similar to shared-use paths. The key feature of a separated bikeway is a vertical element that provides physical separation from motor vehicle traffic (Figure 2). Common vertical elements used for separation include vertical curbs, painted buffers with flexible posts, parked cars, landscaped area, large planters, or other fixed barriers. Separated bikeways may also be constructed by creating a bikeway at a height above the vehicular lanes. Separated bikeways can be either one-way or two-way, accommodating a single direction of travel or both.

Figure 2: Separated Bikeway

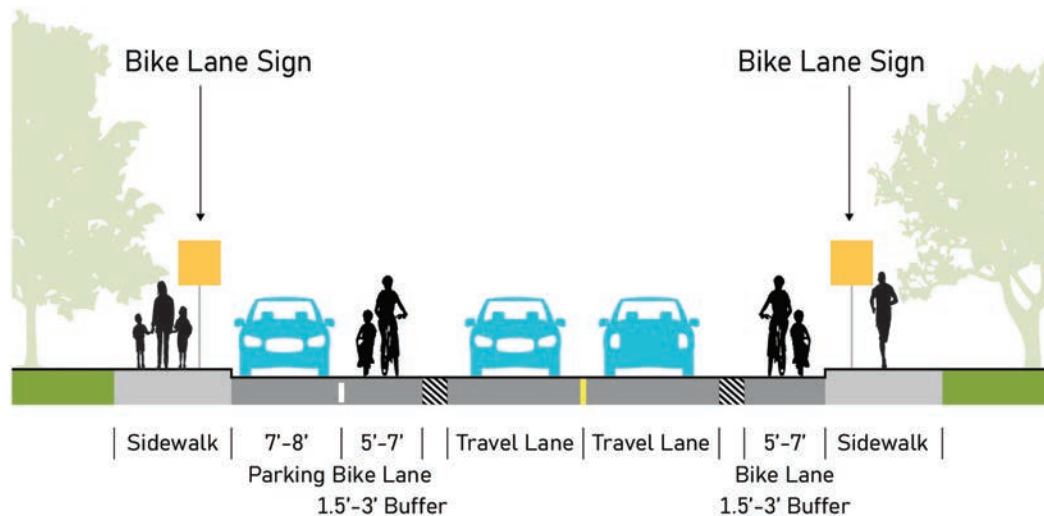


Bike Lanes

Bike lanes, designated Class II by Caltrans, are on-street facilities that use striping, stencils, and signage to denote preferential or exclusive use by bicyclists. Bikes lanes are contiguous with motor vehicle travel lanes. Bike lanes provide adequate space for comfortable riding and alert drivers about the predictable movements of bicyclists.

Buffered bike lanes are similar to bike lanes but have an additional painted section of pavement that provides space between bike and motor vehicle travel lanes (Figure 3). The total bike lane width encompasses the buffer and the bike lane width.

Figure 3: Buffered Bike Lane



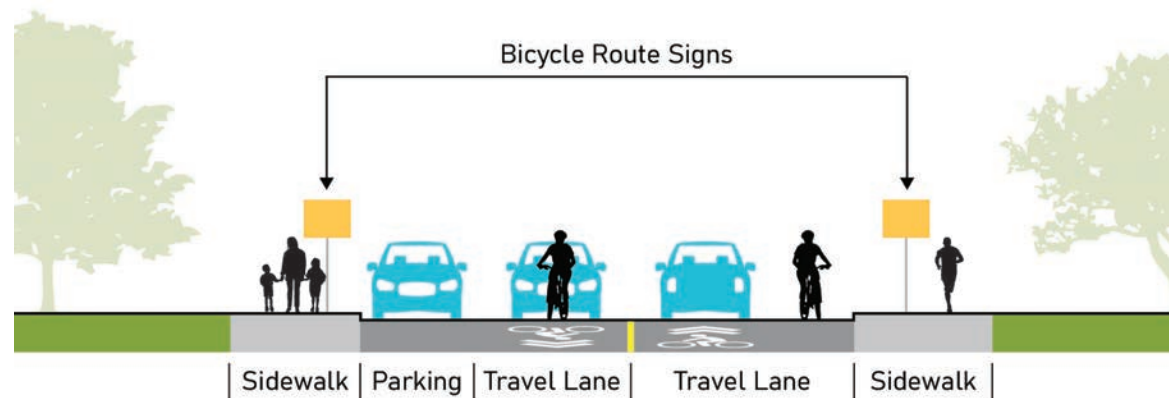
Bike Routes

Bike routes, designated Class III by Caltrans, are streets with signs and optional pavement markings where bicyclists travel on the shoulder or share a lane with motor vehicles (Figure 4). Bike routes are utilized on low-speed and low-volume streets to connect bike lanes or paths along corridors that do not provide enough space for dedicated lanes. Shoulders are preferable but not required on streets with bike routes. In addition to alerting motorists to the presence of bicyclists, bike routes help bike riders find their way to other bikeways or regional destinations like schools and parks.

Bicycle boulevards are enhanced bike routes that are intentionally located on low-volume, low-speed local streets and include other features designed to make a low-stress, comfortable, attractive bikeway that prioritizes bicycle travel. These features include shared lane markings, wayfinding signs, and traffic calming features, including at crossings with higher volume arterials. Physical and non-physical measures such as signs, pavement markings, speed bumps, and low or reduced vehicle speeds are utilized to discourage through trips by motor vehicles and create safe, convenient bicycle access.

Sharrows, or shared-lane markings, are a common bike route pavement marking that alerts drivers that bicyclists are sharing the road and facilitate wayfinding through neighborhoods.

Figure 4: Bike Route



Bicycle Parking

Bicycle parking encourages ridership by supporting the final stage of a bicycle trip. Locations with high ridership are excellent candidates for bicycle parking, including civic, residential, commercial, and office spaces. At these locations, both short-term and long-term parking should be accommodated.

Short-term bicycle parking is temporary bicycle parking intended for visitors. Bicycle racks are a common form of short-term parking. Bicycle racks in front of stores and other destinations allow patrons to park their bike for short periods. Bike parking should be located in well-lit areas to discourage theft. Installing permanent bicycle racks near main entrances also helps bicyclists feel welcome

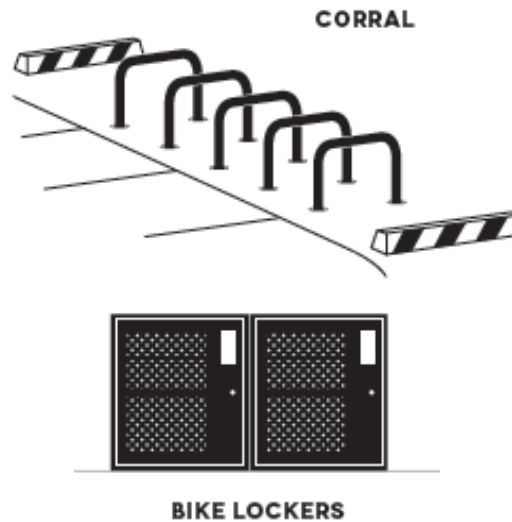


Source: Meena Rugh, *The California Aggie*.

and encourages them to ride their bicycle again on a return trip. Bicycle racks that allow at least two points of contact, such as the wheel and frame, provide the most protection against theft and accidental damage.

Woodland Municipal Code section 10.24.100 states that when a bike rack is provided, no person shall park a bicycle, except in such rack, on an adjacent street or sidewalk within a distance of 100 feet from such rack.

Long-term bicycle parking is intended for employees, students, commuters, and residents to protect bicycles for extended periods. Long-term facilities are more secure than short-term bicycle parking and should fully protect bicycles from theft and weather.

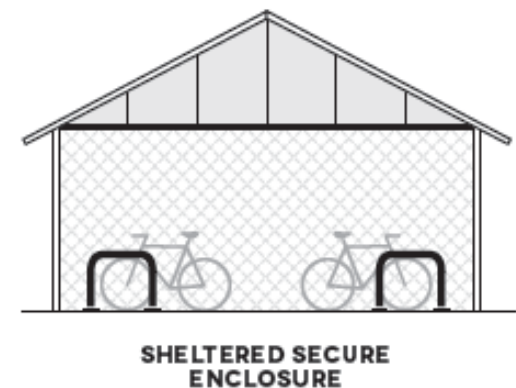


Source: APBP, *Essentials of Bike Parking: Selecting and Installing Bike Parking that Works* (2015).

Long-term bicycle parking includes bike lockers, bike cages, and bike rooms:

- Bike lockers are outdoor enclosures that accommodate one or two bicycles and are usually leased on a monthly basis or paid short-term use.
- Bike cages are fully enclosed, roofed shelters that house racks of bicycle parking, typically found at schools.
- Bicycle rooms are found inside office or residential buildings, and provide secure indoor parking. Bicycle rooms may feature amenities such as bike pumps and quick-fix tools for employees and residents.

The Association of Pedestrian and Bicycle Professionals (APBP) *Essentials of Bike Parking: Selecting and Installing Bike Parking that Works* (2015) provides guidance for planning and installing bike parking facilities that are effective and secure.





Traffic Calming

Traffic calming devices include a wide range of design treatments capable of reducing vehicle speeds and thus improving the safety and comfort of the transportation network for all users. Reducing vehicle speeds makes travel safer for both bicycles and pedestrians. Traffic calming devices may employ vertical deflection, as with speed bumps, or horizontal deflection as with curb extensions.

Narrowing traffic calming devices are a sub-category of horizontal deflection traffic calming devices. Wider roads are associated with greater crash rates and higher impact speeds. Narrowing roadways often leads to decreased vehicle speeds and improves safety.

Restriping narrower travel lanes for vehicle traffic can reduce motor vehicle speed. In many locations, interior traffic lanes can be narrowed to 10 feet or less to encourage lower speeds. Narrow lanes can make room in the roadway right-of-way for painted medians, center turn lanes, bicycle lanes, or parking.

Emerging Trends and Opportunities

New technologies and changes in California regulations that have emerged in the last several years are supporting expanded use of active transportation.

Electric bikes and scooters are two expanding technologies that provide both new opportunities and challenges. These devices can be partially or fully powered but also share facilities with other users. There is a range of types of e-bikes, scooters, and other devices. State law governs where these devices may be used but also allows local jurisdictions to enact more restrictive rules on where they may be used. A review of these devices and regulations governing their use is included in Appendix D.

Vehicle miles traveled (VMT) has become the standard for measuring transportation impacts under the California Environmental Quality Act since the implementation of California Senate Bill 743. Walking and biking, including using electric bikes and scooters, helps reduce VMT directly. Walking and biking also support greater use of transit, further reducing VMT. The Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, released by the California Air Pollution Control Officers Association, is a good guide for estimating these reductions.



Existing Conditions

Woodland's flat topography and relatively low rainfall are suitable for walking and biking, as are the city's mild winter temperatures. However, summer temperatures are often hot and more challenging for walking and biking.

Woodland is generally suburban in character of land use. The estimated population as of 2022 was 61,230, according to the U.S. Census Bureau (2022). Most residences are single-family homes. Most retail development is in shopping centers, though some traditional retail exists in the city's walkable downtown. While most of the city has been developed with sidewalks, there are gaps in some industrial areas. Additionally, curb ramps at some intersections are missing or do not meet current standards. Many newer areas have dedicated bicycling facilities, though many older areas of the city do not.

Transportation Modes

Mobility and accessibility are important aspects of the City of Woodland's small-town character. The city 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 U.S. Census Bureau 2022 American Community Survey (ACS) 5-Year Estimates, about 86 percent of City of Woodland residents commute by car, truck, or van, resulting in approximately 25,630 trips to work

by vehicle per day. As shown in Table 1, The share of workers that walk to work in the City of Woodland is about 0.8 percent and the share of those that bike to work is about 0.6 percent. Additionally, about 1.3 percent of workers use public transportation to get to work and about 10 percent of workers in Woodland work from home. Although these shares are comparable to statewide averages, note that city values may be higher or lower due to ACS margins of error.

Note that these statistics only include workers who walk or ride every day, not those who do so occasionally. Reliable data on non-commute trips, including trips to school, trips for shopping, and recreational trips is not readily available and not included in these estimates. Thus, the total number of biking and walking trips is likely greater than shown.

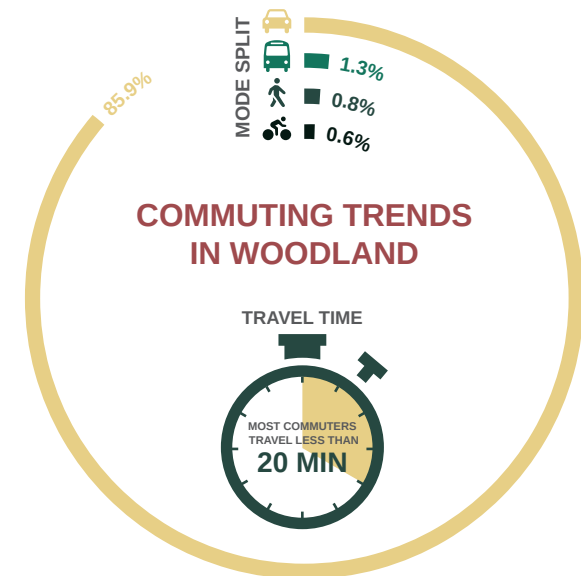


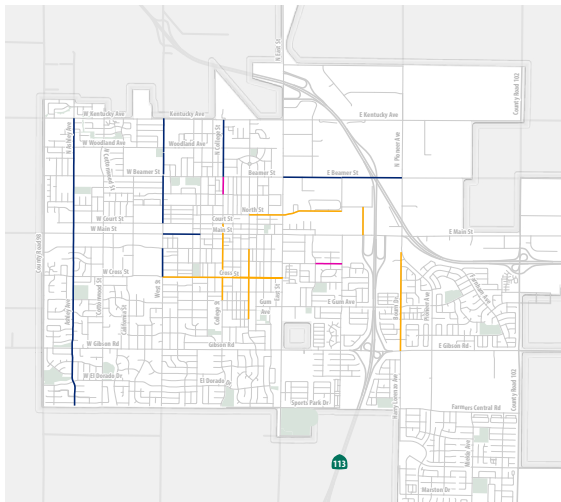
Table 1. Trips to Work by Walking and Bicycling

Location	Commuters	Walking		Bicycling	
		Trips	Share	Trips	Share
Woodland	29,842	239	0.8%	179	0.6%
Yolo County	100,577	2,012	2.0%	5,532	5.5%
California	18,353,469	440,483	2.4%	128,474	0.7%

Note: Numbers and shares are estimates. Actual numbers may be lower or higher. Workers aged 16 years and older.
Sources: U.S. Census 2018 -2022 American Community Survey, 2023; Fehr & Peers, 2024.

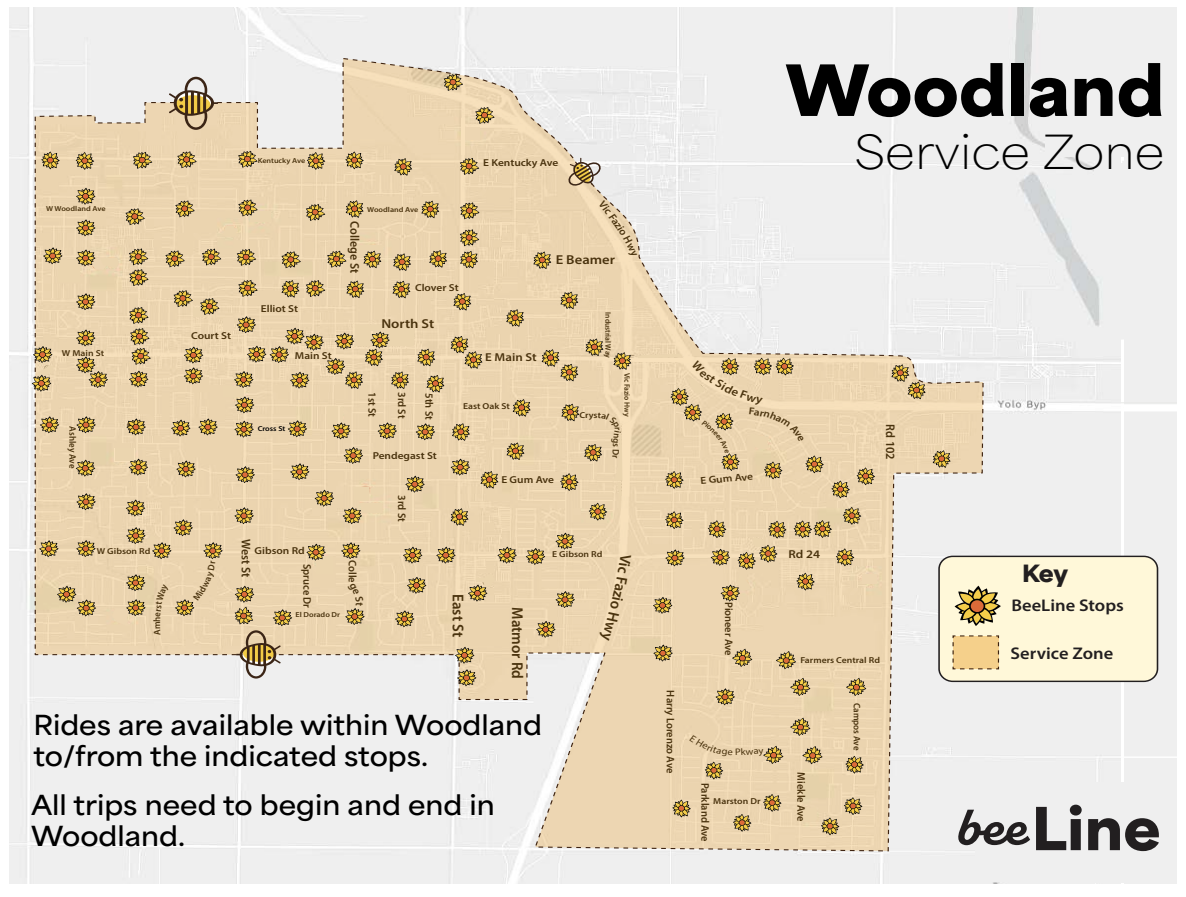
Transit Connections

The Yolo Transportation District (YoloTD) 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/42B have the highest ridership, with service between Woodland, Davis, the Sacramento International Airport, and downtown Sacramento. Morning and afternoon express routes, such as Routes 45, 45X, and 46, serve commuters traveling between Woodland and downtown Sacramento. All buses have bike racks that can accommodate up to three bikes at a time. Figure 5 shows the bus stops and bus routes in Woodland.



YoloBus also offers door-to-door ADA para-transit service. This service complements and operates within the same times and service area as the fixed-route bus service.

YoloBus began operating its on-demand ride-share service, BeeLine, in 2023. This service uses small vehicles for short trips within Woodland. Riders can select their pick-up and drop-off points through a mobile app.



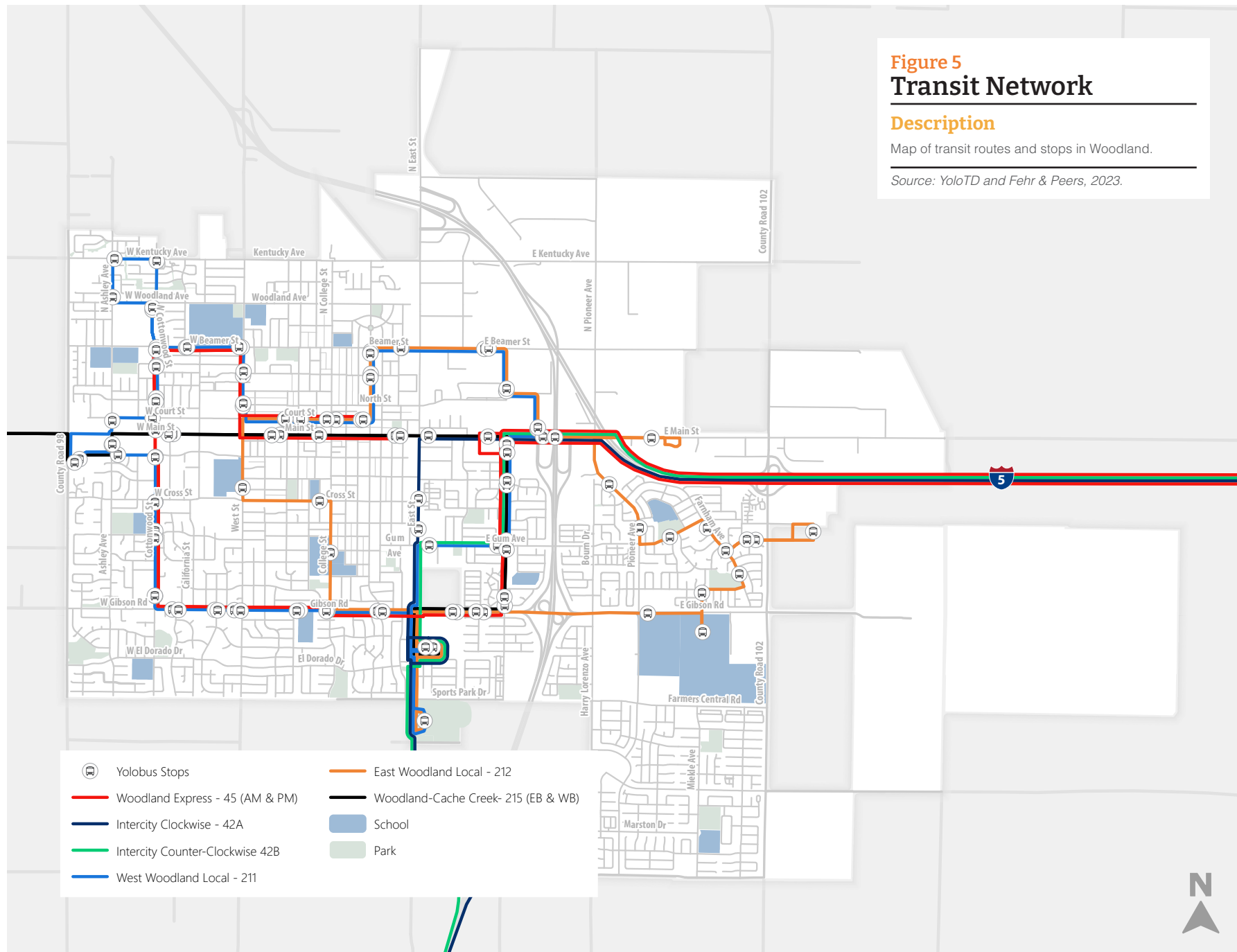
Source: <https://yolobus.com/beeline/>

Figure 5 Transit Network

Description

Map of transit routes and stops in Woodland.

Source: YoloTD and Fehr & Peers, 2023.





Roadway Infrastructure and Vehicle Volumes

Figure 6 shows traffic controls related to biking and walking, including traffic signals, flashing beacons, speed feedback signs, and speed humps. The city also has multiple railways and many railroad crossings.

Figure 7 shows posted speed limits and Figure 8 shows daily traffic volumes on arterials in Woodland.

Key Destinations and Land Use

Figure 9 shows key destinations for bicyclists and pedestrians in Woodland. Important destinations include the following:

- Schools
- Parks
- Public buildings, including libraries, post offices, city halls, and county offices
- Retail areas
- Hospitals and medical facilities
- Senior centers and senior housing

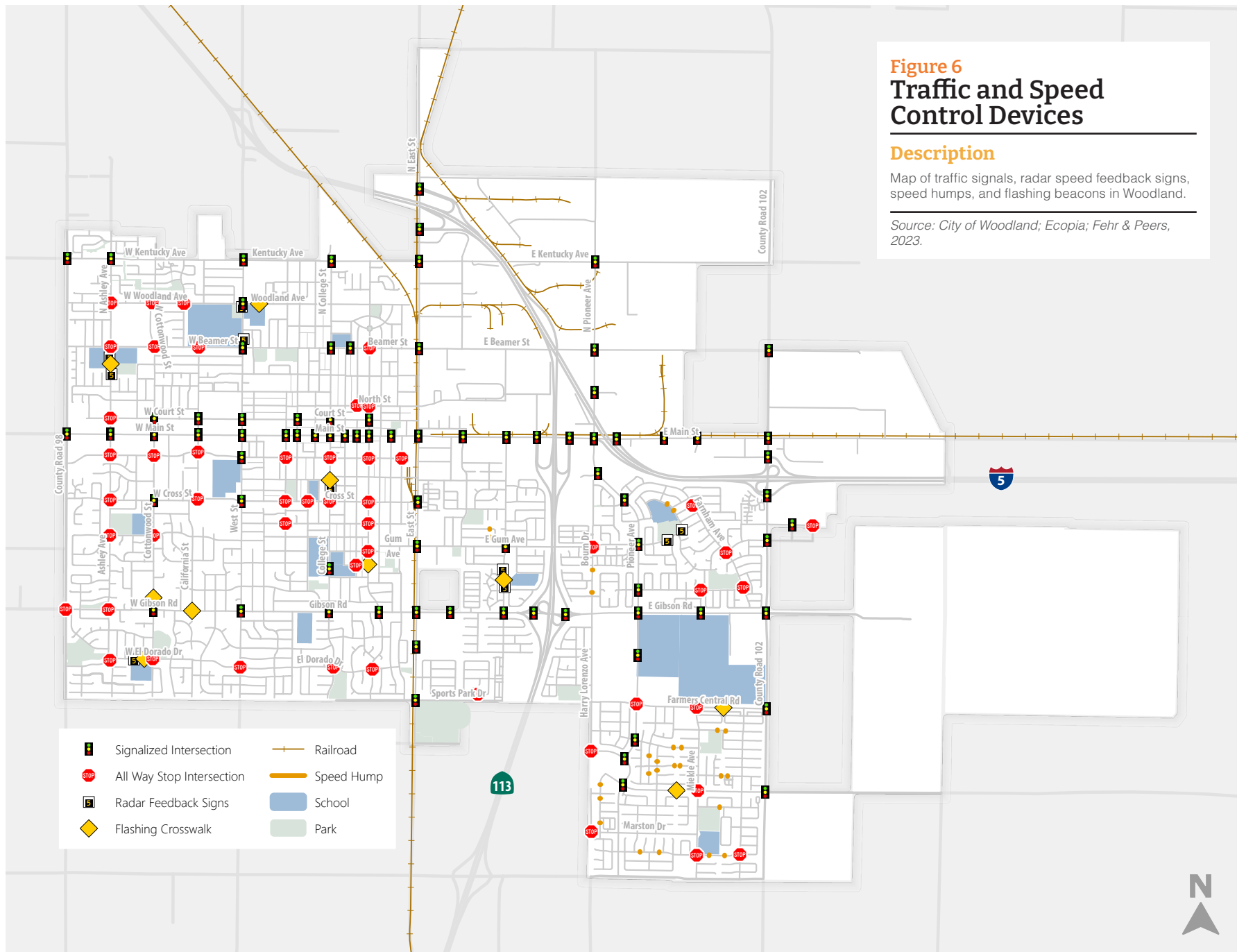
Current zoning maps identifying residential, commercial, and industrial areas are included in Appendix A, Existing Conditions Supporting Data.

Figure 6
Traffic and Speed Control Devices

Description

Map of traffic signals, radar speed feedback signs, speed humps, and flashing beacons in Woodland.

Source: City of Woodland; Ecopia; Fehr & Peers, 2023.



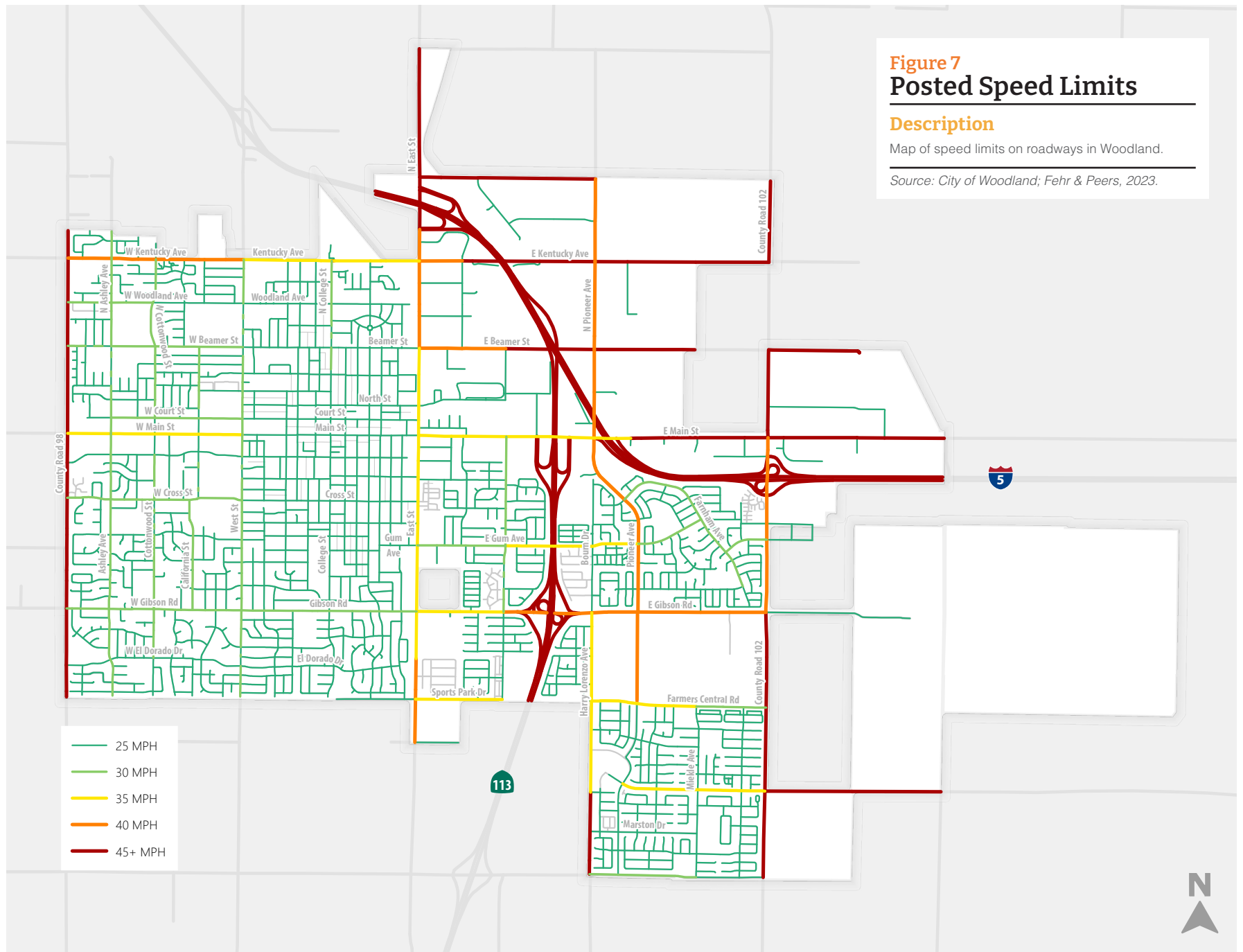


Figure 8 Traffic Volumes

Description

Map of estimated average daily traffic volumes on arterials and collectors in Woodland.

Source: City of Woodland; Fehr & Peers, 2023.

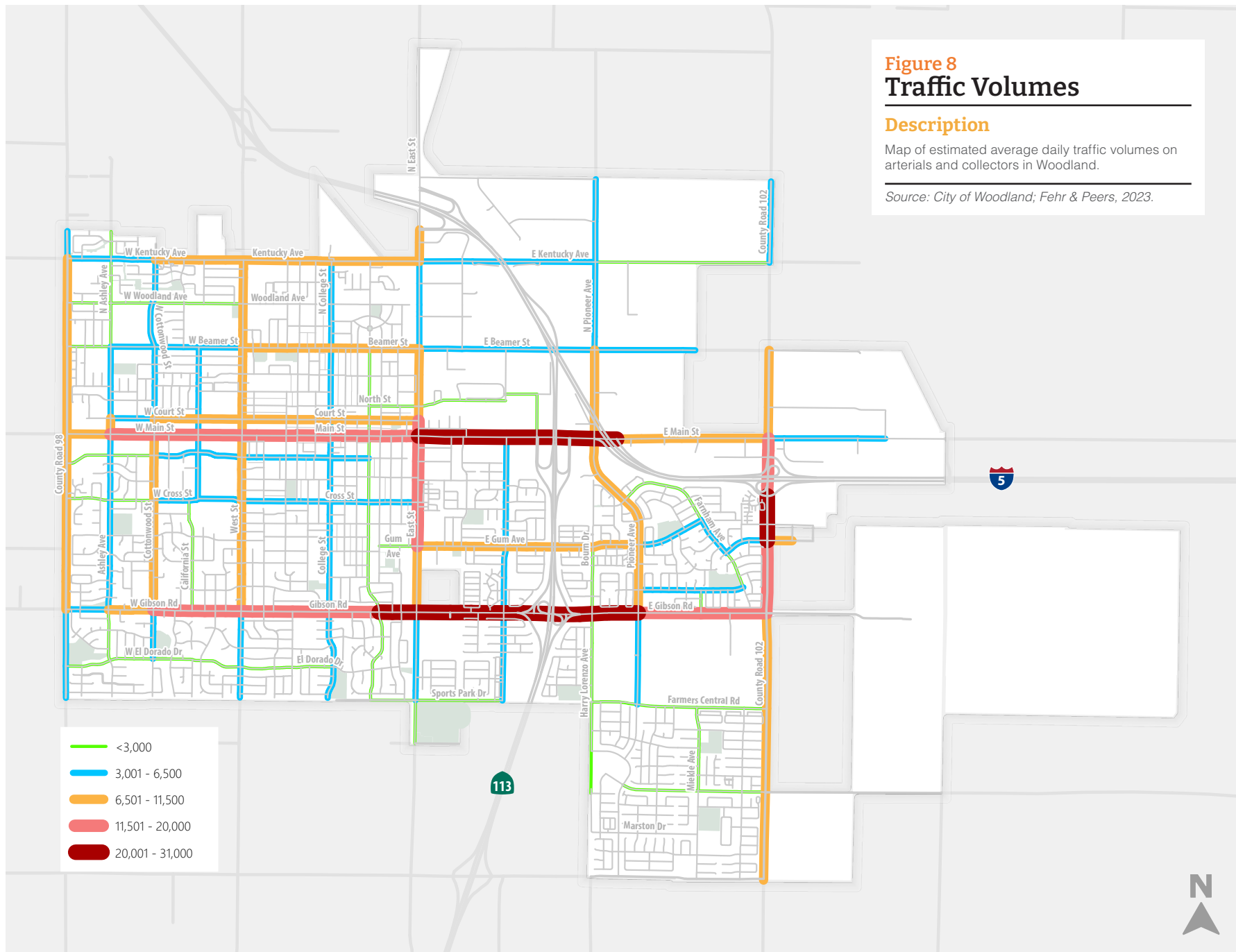
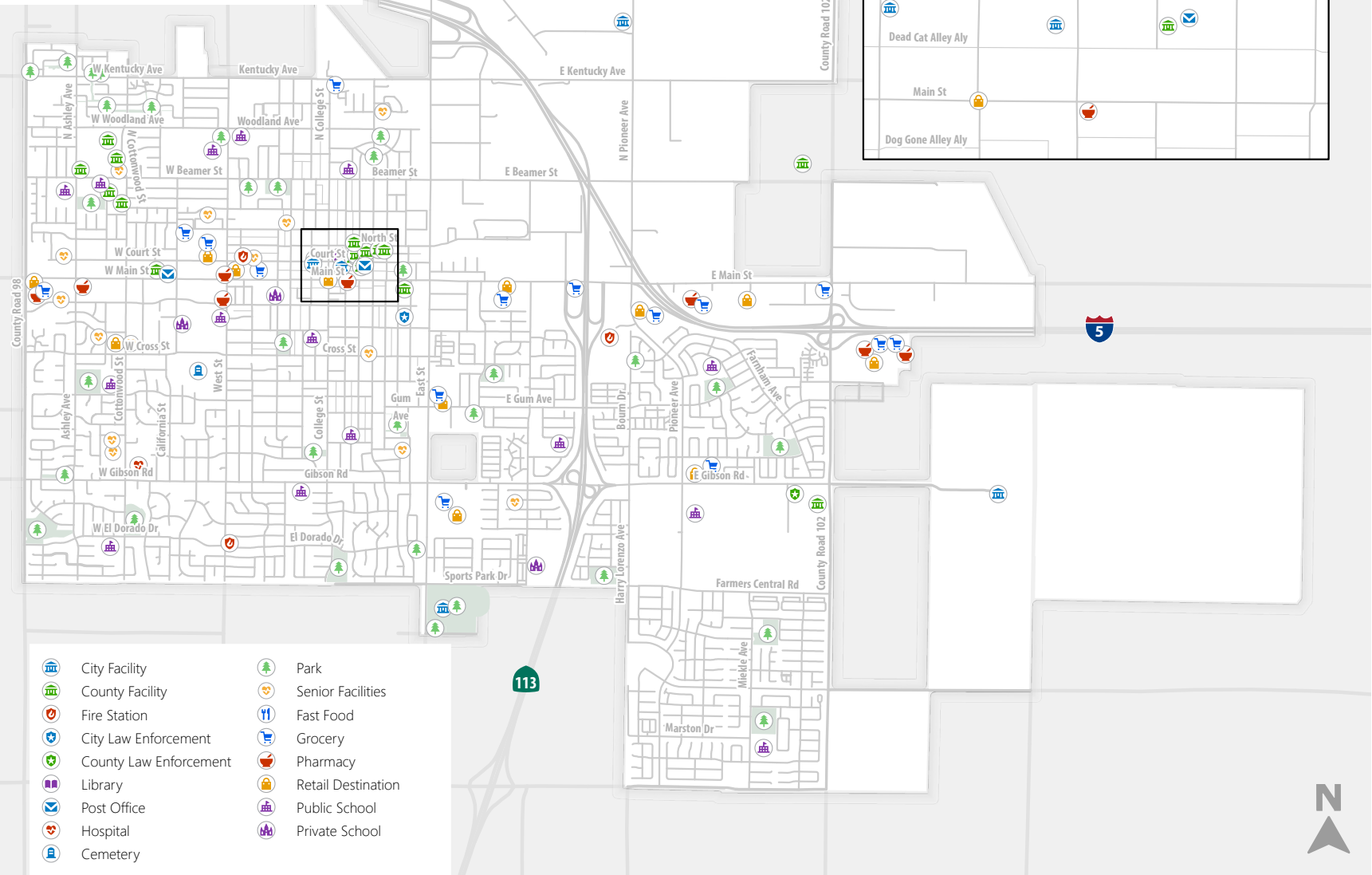


Figure 9 Key Destinations

Description

Map of Woodland's key destinations.

Source: Fehr & Peers, 2023.



Disadvantaged Communities

Service to disadvantaged and underserved communities, often referred to as environmental justice communities, is a key factor in many grant funding programs such as California's Active Transportation Program. This plan presents a variety of different indicators of disadvantaged communities:

Household median income – Census tracts with median household income less than 80 percent of the statewide median, or \$73,524 based on the 2018-2022 American Community Survey (ACS) (Figure 10).

Free and reduced price meal (FRPM) eligibility – The share of students at a school who are eligible for subsidized meals, based on the 2022-2023 school year. Schools with at least 75 percent eligible are considered disadvantaged by the ATP guidelines. Eight schools in Woodland are considered disadvantaged by this criterion (Figure 11).

CalEnviroScreen 4.0 score percentile – A measure of environmental health by census tract. Inputs include socioeconomic factors, population characteristics, pollution factors, and environmental factors. Tracts with higher percentiles are more disadvantaged. The worst scoring 25 percent are considered disadvantaged by the ATP guidelines. No areas of Woodland are considered disadvantaged by this criterion.

California Healthy Places Index – A measure of the community conditions shaping health outcomes. Factors include economics, education, transportation, social, neighborhood, housing, clean environment, and healthcare access. Census tracts in the worst scoring 25 percent are considered disadvantaged by the ATP guidelines. No areas of Woodland are considered disadvantaged by this criterion.

SACOG Environmental Justice Areas – Environmental justice areas identified by the Sacramento Council of Governments as having concentrations of low income, and/or high minority and/or qualification of an "other vulnerability" and/or within the CalEnviroScreen 3.0 identified areas (Figure 12).

Federal Climate and Economic Justice Screening Tool (CEJST) – Launched by the White House Council on Environmental Quality (CEQ). Federal agencies are currently implementing the Justice40 Initiative, which seeks to deliver 40 percent of the overall benefits of federal climate, clean energy, affordable and sustainable housing, clean water, and other investments to disadvantaged communities that are marginalized, underserved, and overburdened by pollution. Communities are considered disadvantaged if they are in a census tract that meets the threshold for at least one of the tool's eight categories of burden and corresponding economic indicator (Figure 13).

US DOT Equitable Transportation Community (ETC) Explorer Tool – A measure of the cumulative burden communities experience, as a result of underinvestment in transportation, in the following five components: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability. It is designed to complement the CEJST by providing users deeper insight into the transportation disadvantage component of CEJST. Census tracts scoring in the worst 25 percent are considered to be disadvantaged by the Active Transportation Program. By this definition, northern areas of Woodland are considered disadvantaged (Figure 14).

Zero Automobile Households – The percentage of households that do not have a vehicle (and are more likely to be dependent on walking, biking, and transit to meet their transportation needs) by census tract according to the 2018-2022 ACS (Figure 15).

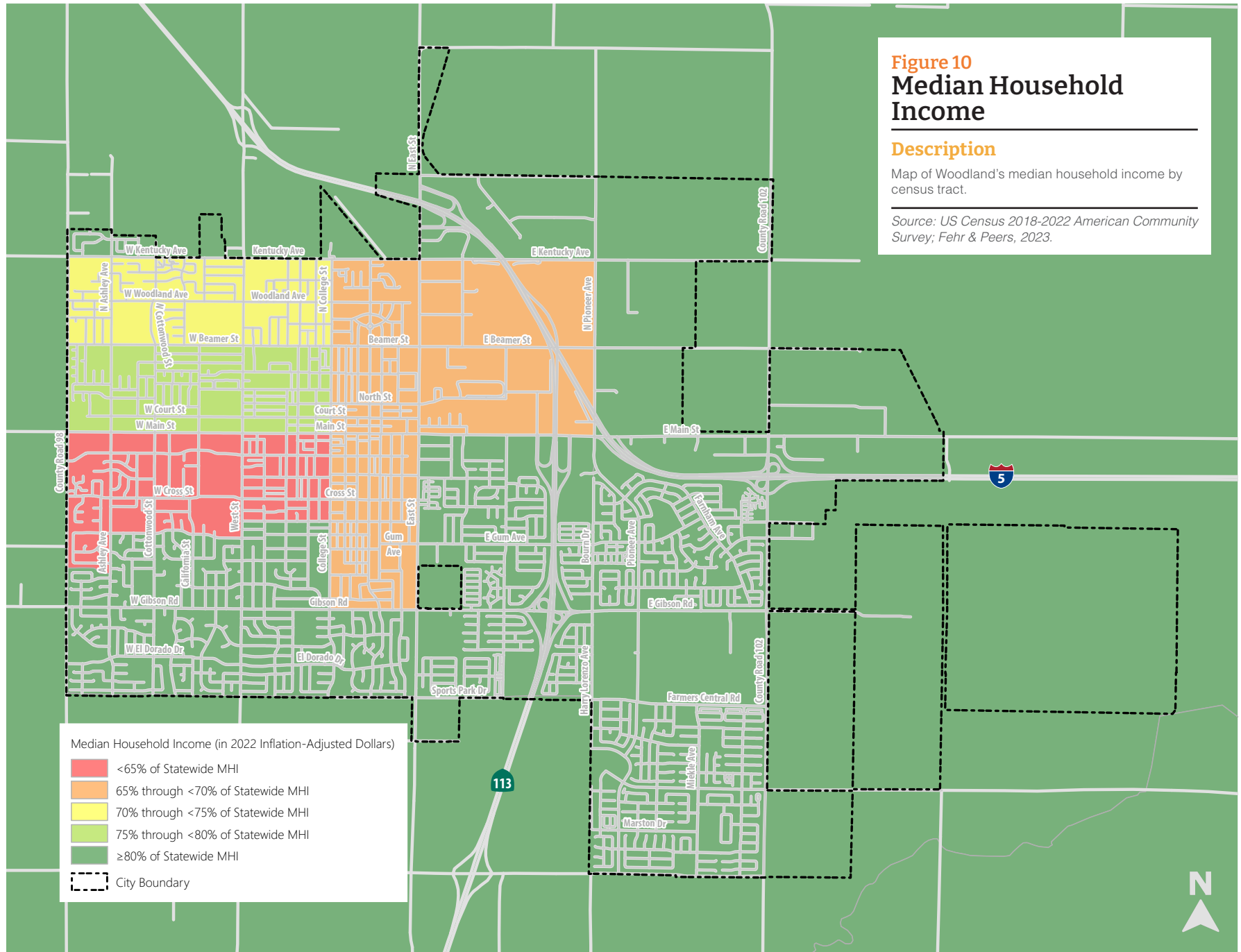
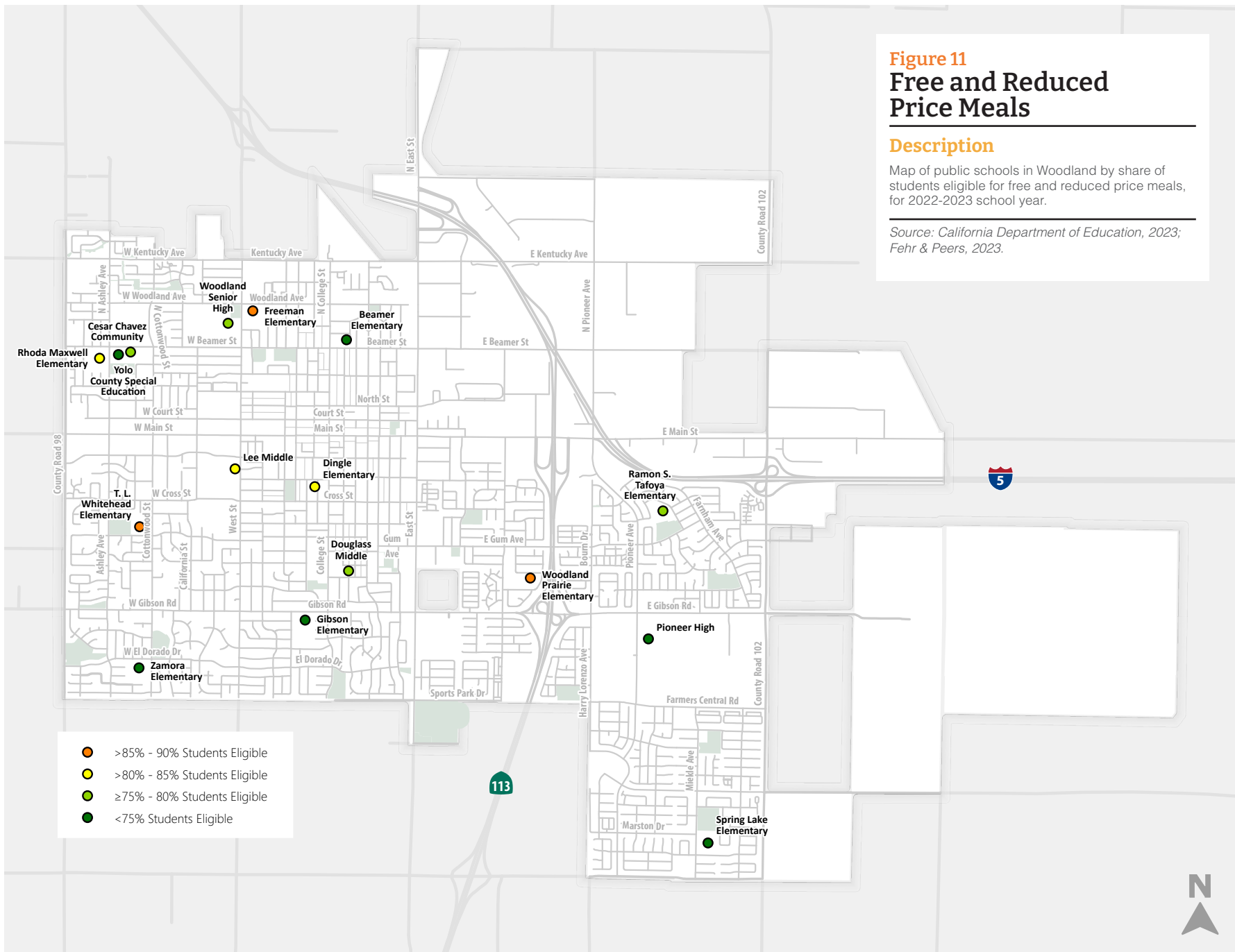


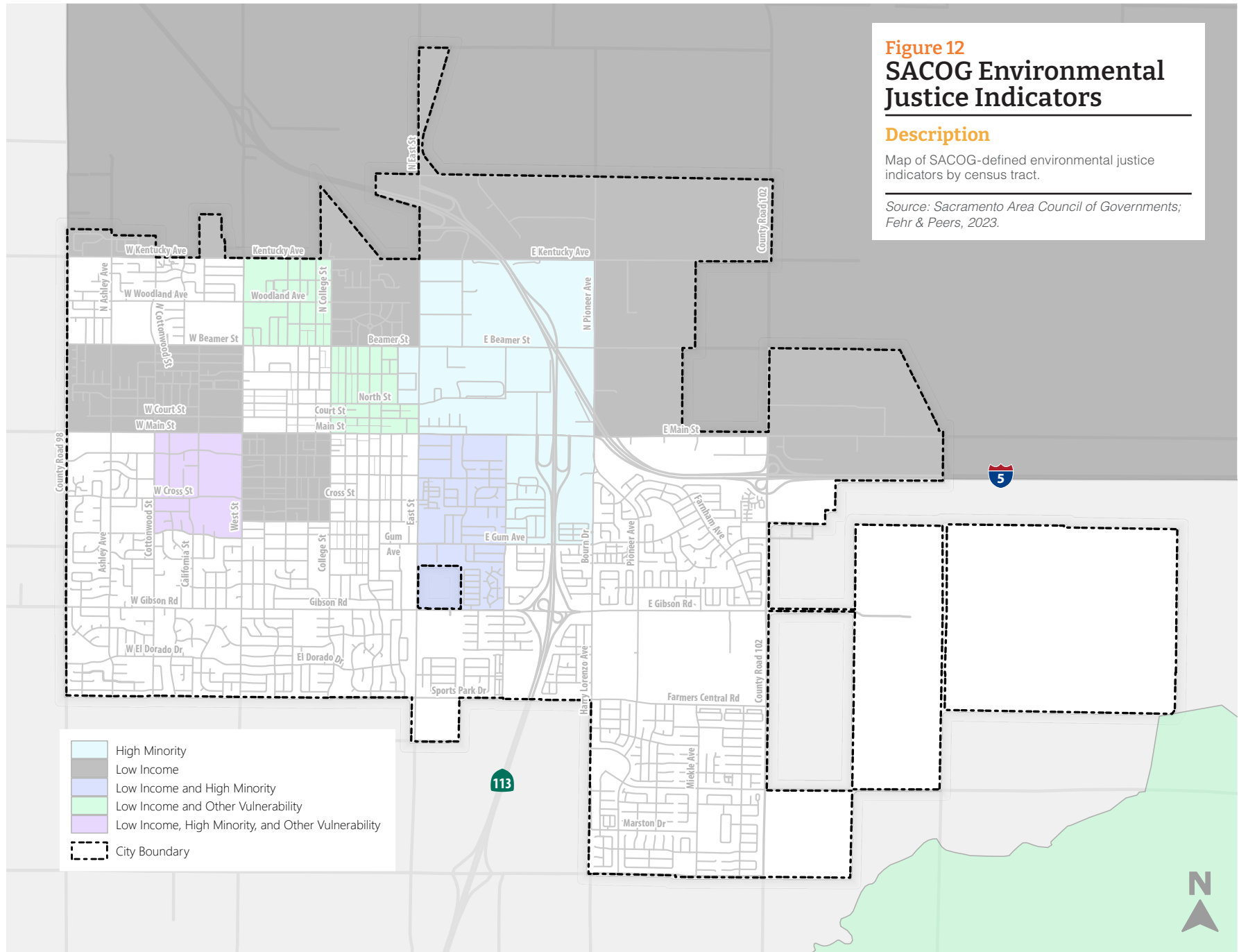
Figure 11
Free and Reduced Price Meals

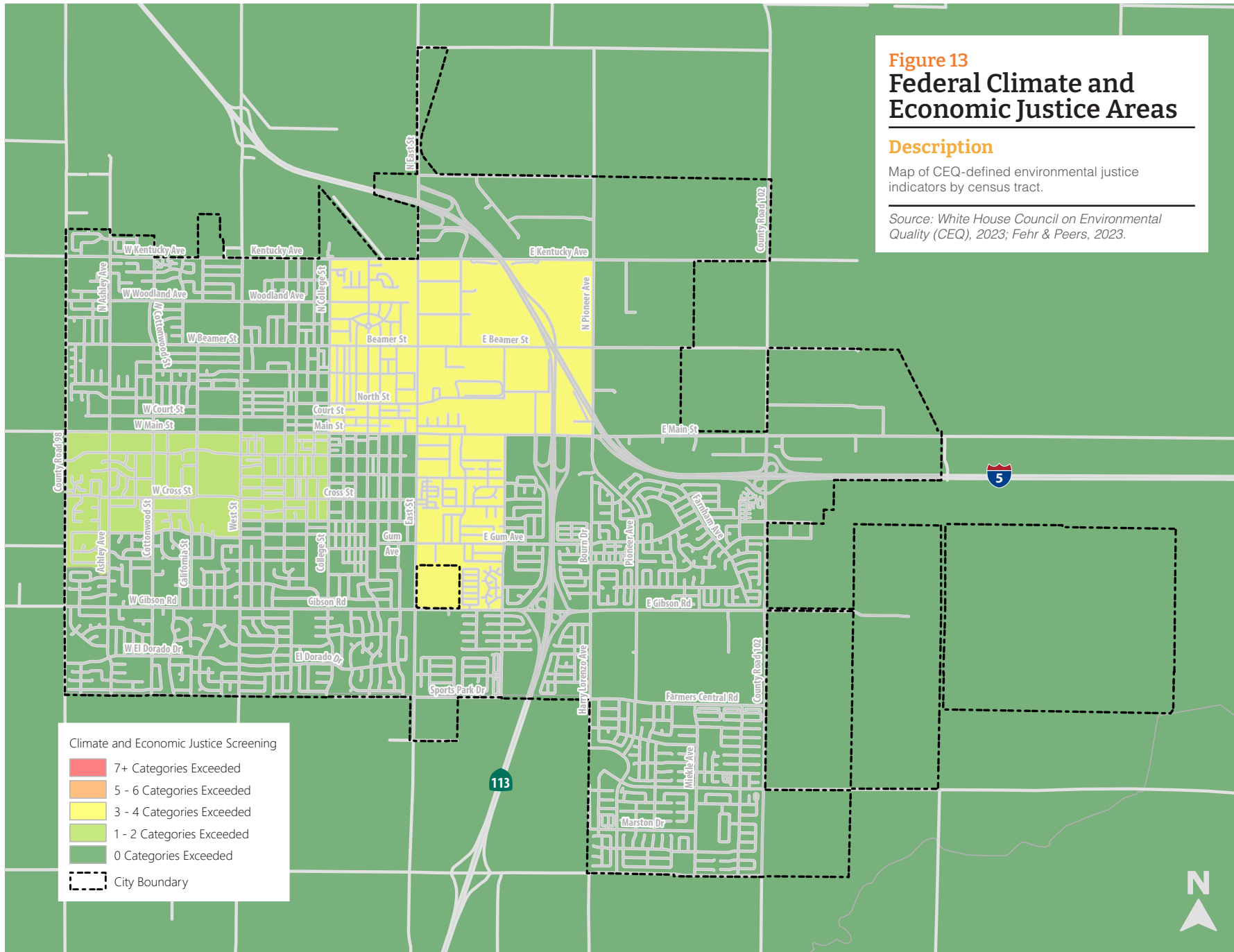
Description

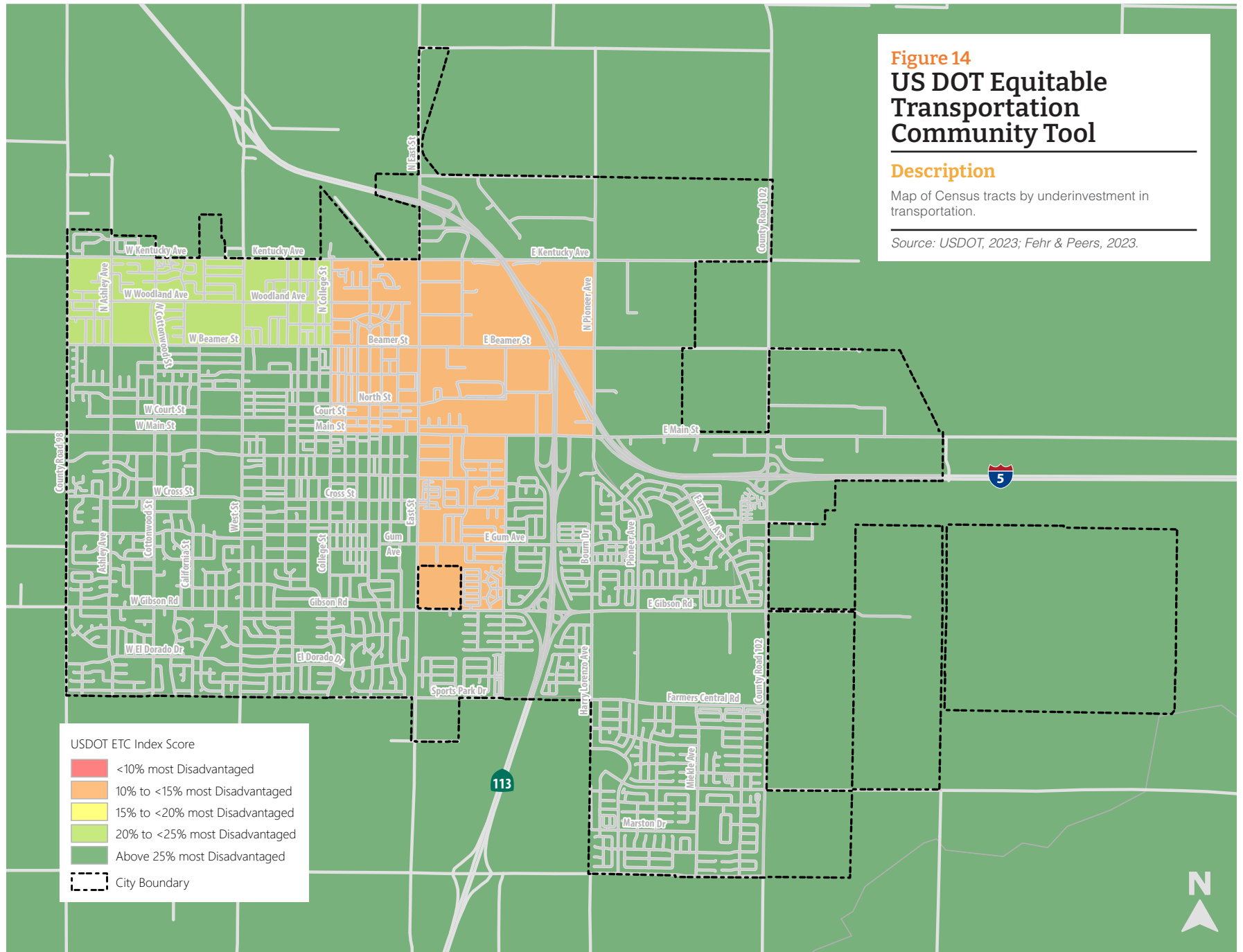
Map of public schools in Woodland by share of students eligible for free and reduced price meals, for 2022-2023 school year.

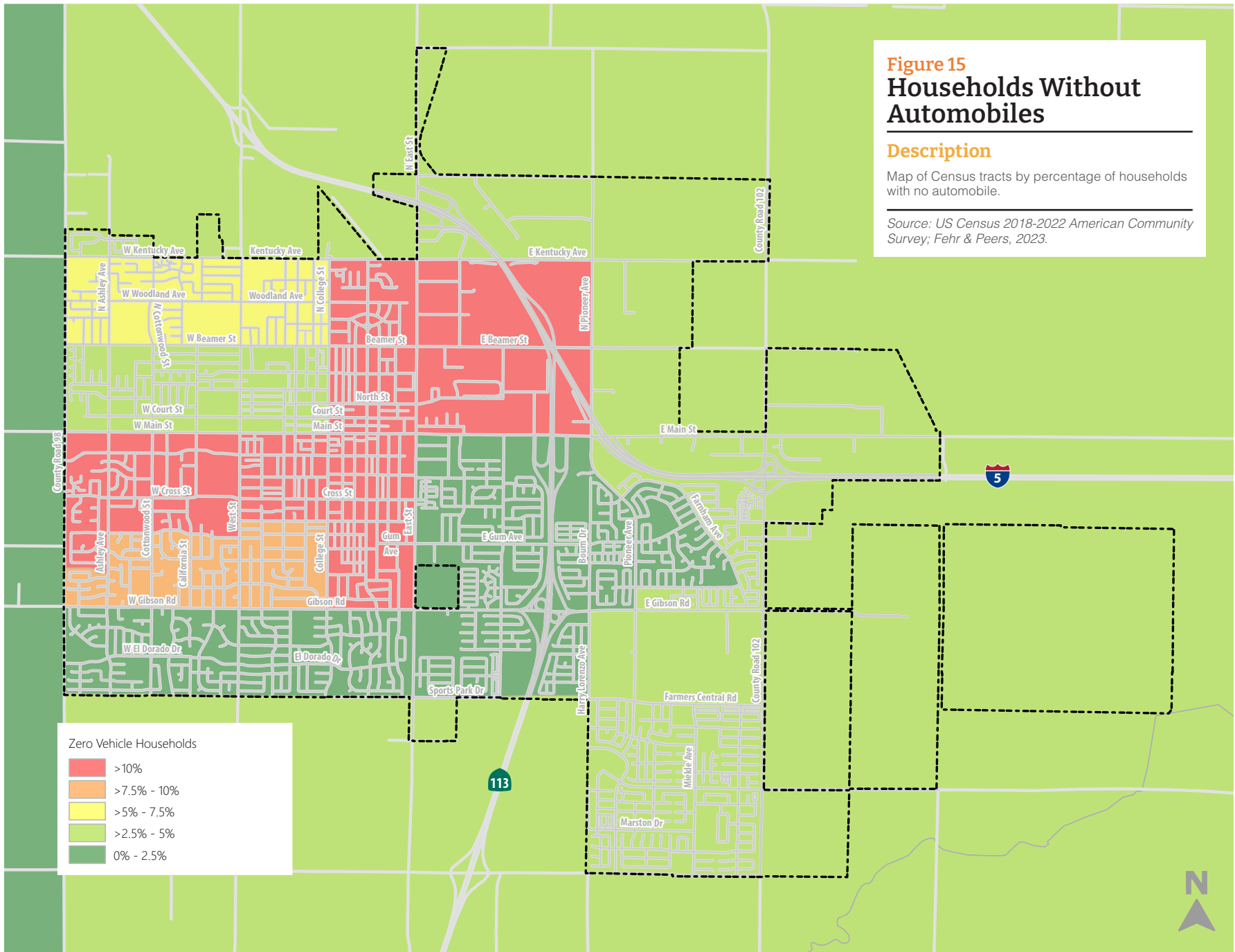
Source: California Department of Education, 2023; Fehr & Peers, 2023.











Active Transportation Infrastructure

Currently there are 17.0 miles of shared-use paths, 45.4 miles of streets with bicycle lanes, 11.7 miles of streets with bicycle routes, and 308 miles of sidewalks within Woodland.

Walking 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.

Figure 16 shows existing crosswalks, sidewalks, and sidewalk gaps within the city. Sidewalks are present on the majority of roadways within the city. Most arterials, collectors, and residential streets have sidewalks on both sides of the street. A few exceptions are segments of East Street and Main Street adjacent to the railroad tracks, connections on Oak Street and Cross Street, and some undeveloped and industrial lots.

Some of these segments are in industrial areas with low income according to the SACOG criteria. However, residential neighborhoods in these areas generally have sidewalks.

Some principal arterials where development is ongoing, especially those on the periphery of the city, 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 shared-use path that accesses the Woodland Community & Senior Center. Shared-use paths are also present within the Spring Lake community and on E. Main Street.

Destination accessibility via walk time analysis was performed for the city's two middle schools, downtown Woodland, and city parks, as shown in Appendix A.

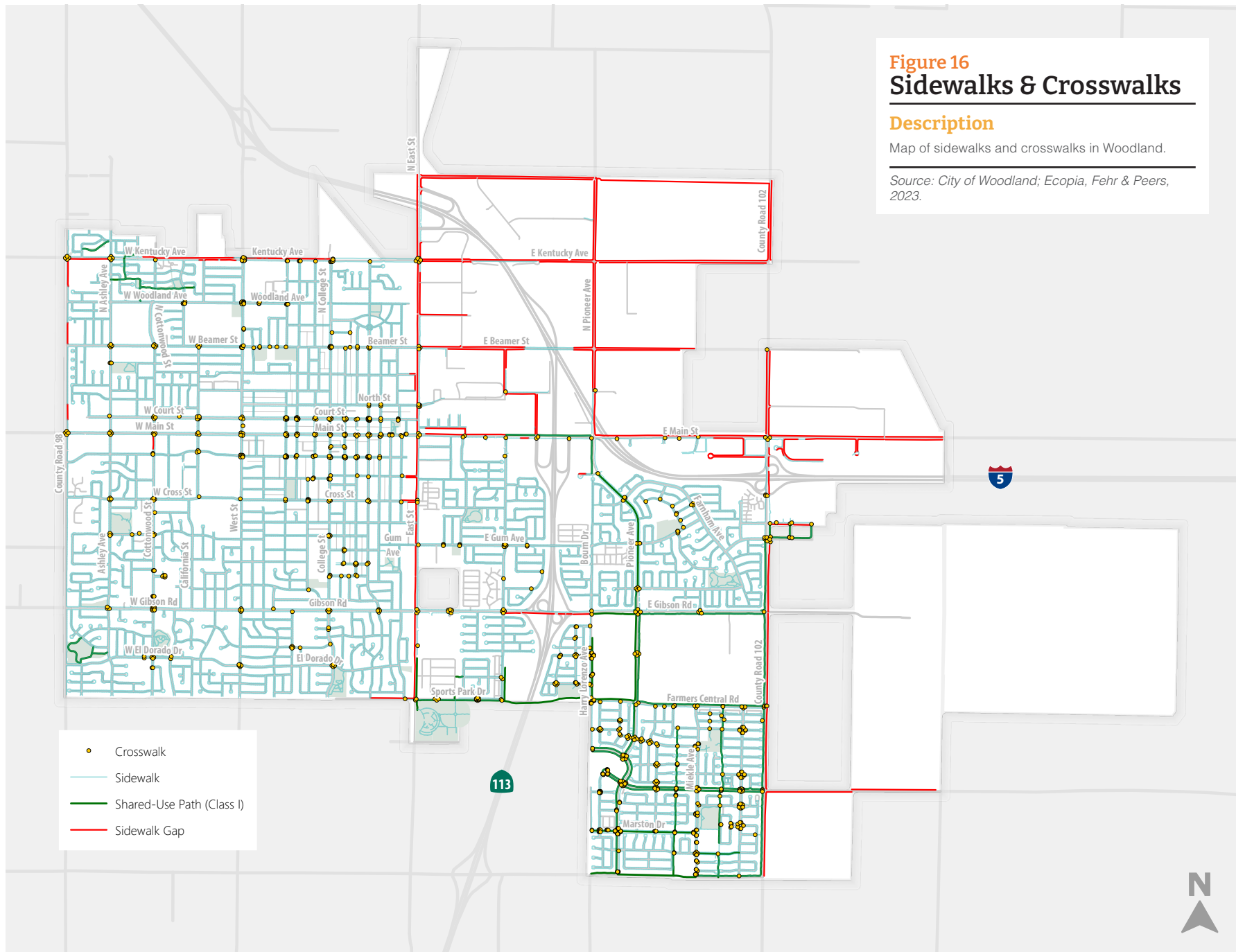


Figure 16 Sidewalks & Crosswalks

Description

Map of sidewalks and crosswalks in Woodland.

Source: City of Woodland; Ecopia, Fehr & Peers, 2023.



Bicycle Facilities

Many roadways have on-street bike lanes (Class II) or are signed as bicycle routes (Class III). Figure 17 shows existing bikeways within the city. Figure 18 shows the Woodland Bike Loop, a set of recreational and transportation bikeways promoted within the city. The Woodland Bike Loop was recently updated to include the newly constructed pedestrian overcrossing of SR 113 and other changes based on public input.

Key observations about these routes include the following:

- Central areas of the city, particularly along Main Street and East Street and the neighborhoods adjacent to them, have fewer bike facilities. These areas frequently have Class III bike routes only or no marked bicycling facilities. East Street between Main Street and Gibson Road is a notable gap in the network with speed limits of 35 mph or more, making it particularly uncomfortable for bicycling. The 2023 Woodland Local Road Safety Plan (LRSP) proposed a road diet on this segment of East Street.
- The western and southern areas of the city are served by Class I shared-use paths and Class II bike lanes.
- Beamer Street and West Street are other arterials with sections of Class III bike routes.

- The Gibson Road overcrossing of State Route (SR) 113, controlled by Caltrans, is an important gap in the network. Eastbound Gibson Road is particularly problematic where the shoulder disappears for the northbound SR 113 on-ramp; an injury collision occurred at this location in 2015. The speed limit on this segment is 40 mph.
- Two existing Class II bike routes pass under freeways: the Beamer Street undercrossing of I-5 and SR 113, and the Pioneer Avenue undercrossing of I-5. These routes, controlled by Caltrans, have speed limits of 45 mph or more and are likely to be uncomfortable to use, deterring bicycling.

When the existing and under construction bicycle network was compared to the disadvantaged community indicators, the following conclusions were noted:

- The areas around Dingle Elementary School and Woodland Prairie Elementary School, two of the schools which meet the FRPM criterion, are less served than other neighborhoods.
- The lowest income area of Woodland is less served than most other neighborhoods in the city.
- Some areas meeting the SACOG high minority and/or low-income criteria are less served.

- Areas exceeding thresholds in three of the Federal Climate and Economic Justice Screening Tool categories are less served.

Figure 19 shows known locations of bike parking within the city. This is not all bike parking; other locations exist but were not mapped.

Destination accessibility via walk time analysis was performed for the city's two middle schools, downtown Woodland, and city parks, as shown in Appendix A.

Source: City of Woodland; Ecopia; Fehr & Peers, 2023.



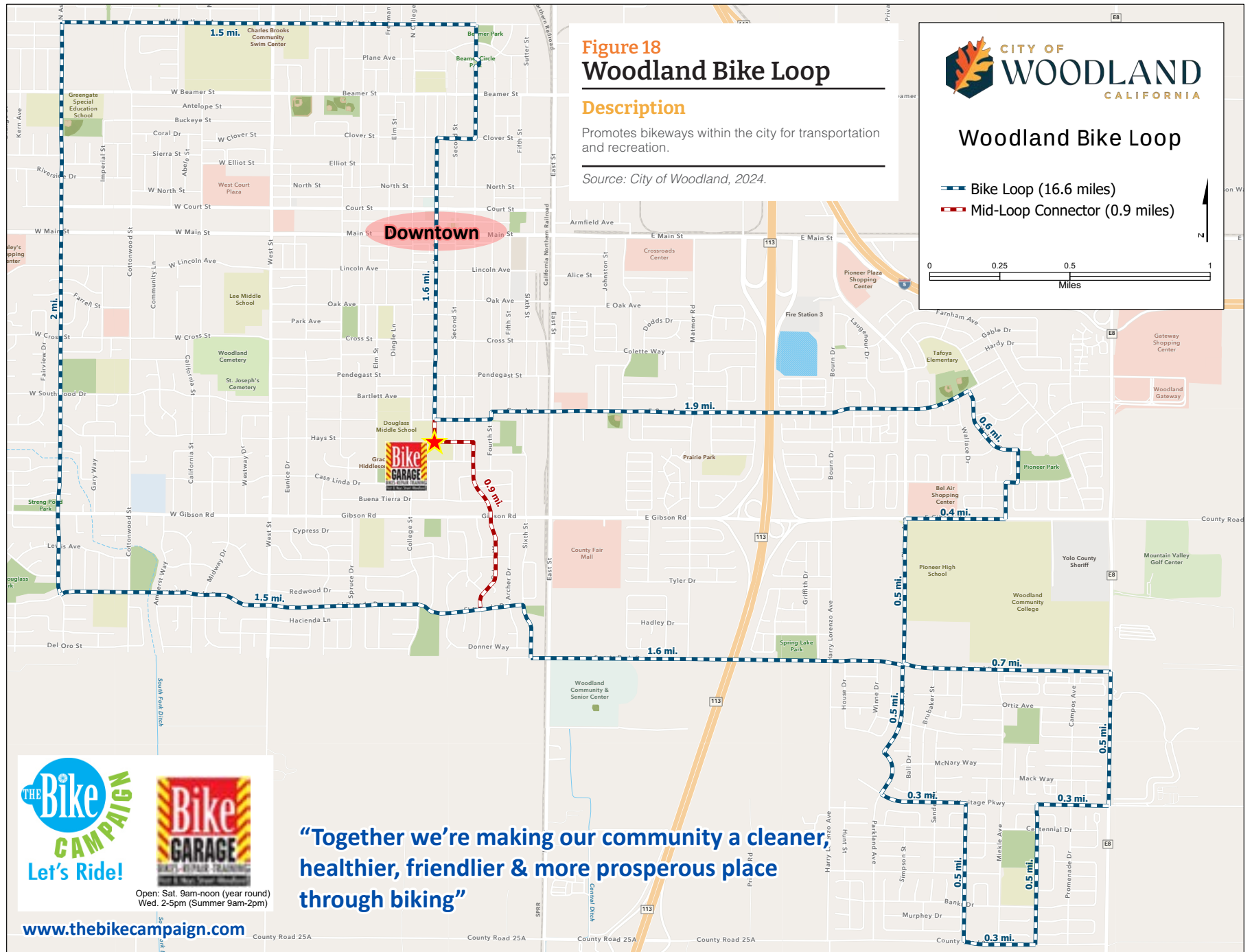
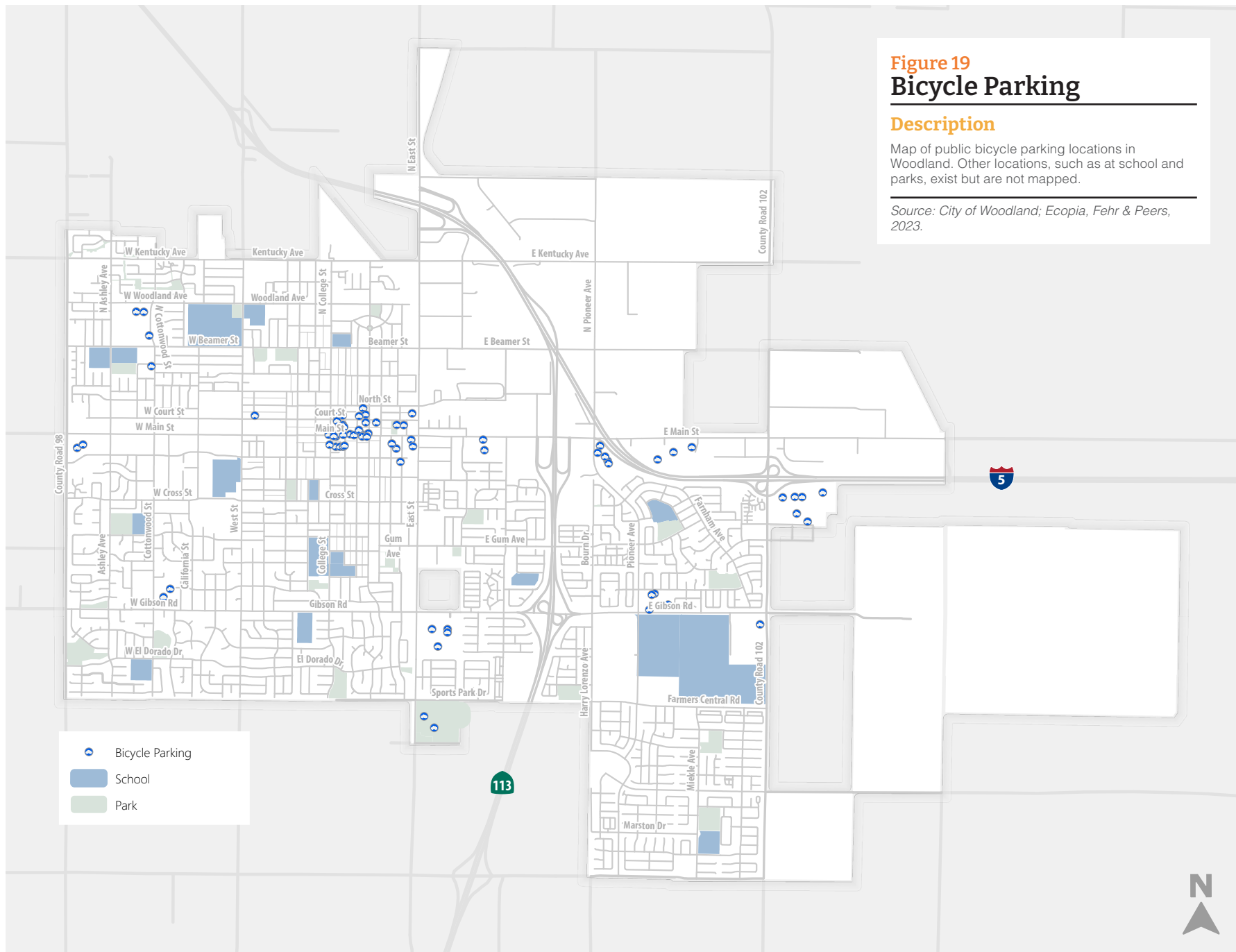


Figure 19 Bicycle Parking

Description

Map of public bicycle parking locations in Woodland. Other locations, such as at school and parks, exist but are not mapped.

Source: City of Woodland; Ecopia, Fehr & Peers, 2023.



Collisions

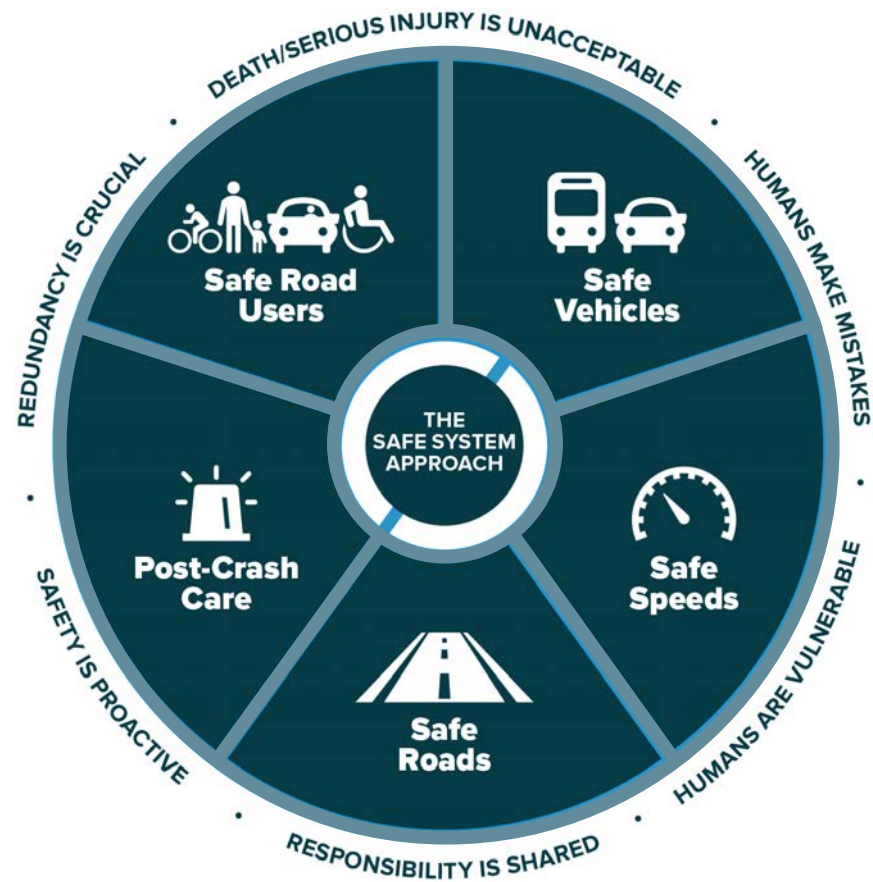
As described in the Woodland LRSP, the City of Woodland has a vision to eliminate fatalities and serious injuries on its roadways by 2050. The LRSP as well as safety considerations for this active transportation plan are based upon the Safe System approach. The Safe System approach acknowledges that 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 and exhibiting due care and proper behavior on the transportation system, 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.

In a Safe System, roadway system designers provide safe roadways by using engineering standards, guidance from organizations such as Caltrans and the American Association of State Highway and Transportation Officials (AASHTO), and engineering judgment to create context-sensitive safety solutions.

To evaluate walking and biking safety, collisions from 2009 to 2020 involving people walking or biking as collected for the LRSP were reviewed. Further details of this analysis are included in Appendix C.

Of collisions involving a pedestrian, 35 percent were pedestrian violations and thus considered to be the fault of the pedestrian. Most other collisions, 57 percent, were the fault of the driver. Another 8 percent of collisions had no clearly stated primary collision factor (PCF).



Of collisions involving a bicycle, most PCFs (62 percent) could be either the fault of the bicyclist or driver, as bicycles are generally treated as motor vehicles, so fault is not directly clear from the stated PCF. However, 24 percent were related to riding on the wrong side of the road or were pedestrian violations, and thus more likely the fault of the bicyclist, while 8 percent were related to unsafe speed or unsafe starting or backing, thus more likely the fault of the driver. Another 6 percent of collisions had no clearly stated PCF.

Table 2 and Chart 1 summarize these collisions by year. As shown in the table, though collisions involving people walking or biking are a small share (less than 5 percent combined) of all collisions, they are a much larger share of collisions in which a person is killed or severely injured (KSI) (nearly 45 percent). Similarly, though a relatively low number of people (18) were killed during this period, two-thirds of them were pedestrians. When reviewed by year, no clear trends were evident.

Table 2. Collisions Involving Pedestrians and Bicyclists, 2009-2020

Year	All Collisions	Pedestrian		Bicyclist	
		Number	Share	Number	Share
2009	385	10	2.6%	13	3.4%
2010	433	14	3.2%	9	2.1%
2011	519	9	1.7%	13	2.5%
2012	419	9	2.1%	11	2.6%
2013	424	12	2.8%	9	2.1%
2014	459	15	3.3%	10	2.2%
2015	480	9	1.9%	14	2.9%
2016	445	10	2.2%	14	3.1%
2017	323	4	1.2%	10	3.1%
2018	465	16	3.4%	16	3.4%
2019	626	10	1.6%	16	2.6%
2020	473	7	1.5%	8	1.7%
Total	5,451	125	2.3%	143	2.6%

Source: UC Berkeley SafeTREC; SWITRS; Fehr & Peers, 2023.

Chart 1. Collisions Involving Pedestrians and Bicyclists, 2009-2020





Table 3. Location of Collisions Involving Pedestrians, 2009-2020

Location	Share
Crossing In Crosswalk at Intersection	48.0%
Crossing Not in Crosswalk	32.0%
In Road	13.6%
Not in Road	3.2%
Crossing In Crosswalk Not at Intersection	2.4%
Unknown	0.8%

Source: UC Berkeley SafeTREC; SWITRS; Fehr & Peers, 2023.

Figure 20 shows locations of collisions involving people who were walking. Table 3 shows the reported location of collisions, based on collision data. Nearly half of pedestrian collisions occurred while the pedestrian was crossing in a crosswalk.

The largest collision concentrations included the following:

- Intersections of Main Street and East Street and Main Street and 6th Street. The LRSP proposed high-visibility crosswalks and advance stop bars at crosswalks on Main Street and red and yellow signal timing adjustments.
- Intersection of East Street and Gum Avenue. The LRSP proposed red and yellow signal timing adjustments at this location.
- SR 113 ramp intersections at Main Street. The LRSP proposed red and yellow signal timing adjustments at these locations.
- Intersection of Main Street and West Street. The LRSP proposed red and yellow signal timing adjustments at this location.

Figure 21 shows locations of collisions involving people who were biking. The largest collision concentrations included the following:

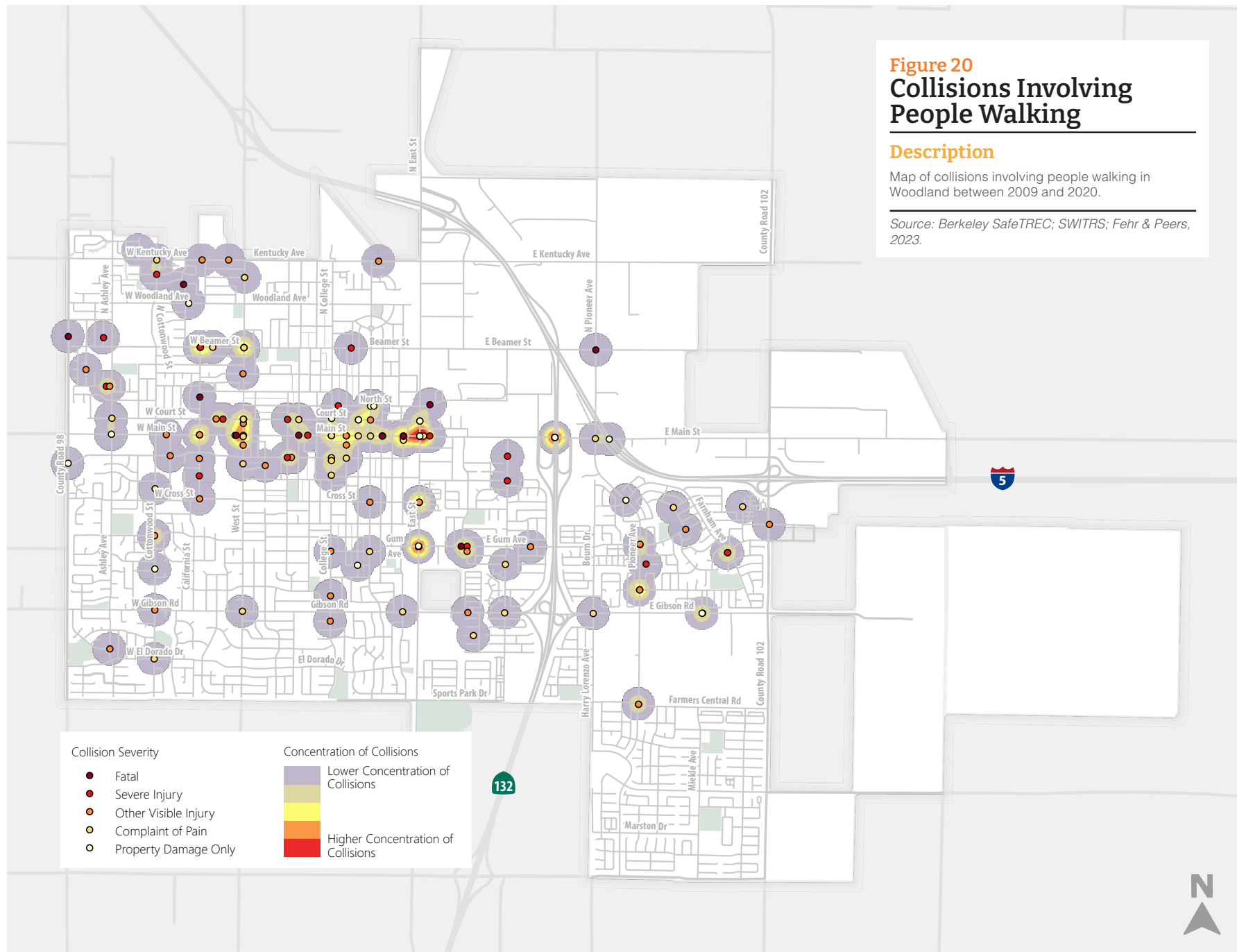
- East Street between North Street/ Lemen Avenue and Main Street had a concentration of collisions. The LRSP also proposes a road diet on East Street and red and yellow signal timing adjustments for this segment.
- Main Street passes through downtown and is a connection to destinations throughout the city, and consequently has high traffic volumes and the most collisions. Collisions were particularly concentrated between Matmor Road and Pioneer Avenue including the vicinity of the SR 113 ramp intersections. The LRSP proposed a road diet between West Street and Walnut Street. It also proposed retiming all signals to consider bicycle movements and redesign northbound approaches at Thomas Street, Matmor Road, and Pioneer Avenue to help get bicycles to the north side of Main Street.

Figure 20 Collisions Involving People Walking

Description

Map of collisions involving people walking in Woodland between 2009 and 2020.

Source: Berkeley SafeTREC; SWITRS; Fehr & Peers, 2023.





Level of Traffic Stress

Traffic stress is the discomfort and unease that a person riding a bicycle may feel due to vehicle traffic, roadway conditions, facility design, and other factors. Level of traffic stress (LTS) was analyzed for both biking and walking along major corridors in the city. High vehicle speeds make conditions uncomfortable for both pedestrians and bicyclists on many streets. Reducing vehicle speeds can increase comfort on many corridors; where that is not feasible, parallel routes for pedestrians and bicyclists on quieter streets can provide alternatives for pedestrians and bicyclists.

Walking

People walking vary in confidence. Some people who walk are comfortable walking close to busy traffic on narrow sidewalks, while others will only walk if there is greater separation from rapidly traveling vehicles. Factors affecting walking comfort include the following:

- Usable sidewalk width
- Frequency of driveways
- Lighting
- Street trees and landscaping
- Sidewalk quality
- Speed of traffic
- Number of vehicles
- Number of vehicle travel lanes

Using these factors, a pedestrian level of traffic stress (PLTS) score can be assigned from 1 to 4 for each roadway segment, with 1 being the least stressful and 4 being the most stressful.

Pedestrian level of traffic stress on streets and at signalized intersections in the city is shown in Figure 21. High speed limits (40 mph or more) create uncomfortable PLTS 4 conditions on many streets within the city. Lack of sidewalks, narrow sidewalks, and frequent curb cuts also worsen pedestrian conditions on a number of streets. Due to these conditions, no facilities achieved PLTS 1 or 2, the lowest stress levels.

Biking

People who bicycle vary in experience, skill, ability, and confidence. Some are comfortable riding in traffic and value bicycling facilities and routes that are direct and limit unnecessary delay. These cyclists more comfortably utilize facilities that share the roadway with automobiles or have limited bicycle infrastructure. Other people with less confidence bicycling and lower or developing bicycle skills, such as children and older adult riders, may need more separation from traffic to feel comfortable enough to ride. Different bicycle types (such as trailers for children, cargo bicycles, or adult tricycles) also require more space in bicycle facilities. For these reasons, facilities should be designed to accommodate less skilled riders and a wide

variety of bicycle types, especially in heavily traveled areas.

Research has correlated these different types of bicycle riders with the LTS that they are willing to experience while cycling. Metrics have been developed to quantify the LTS that a typical rider may experience so that new bicycle facilities can be targeted to reduce this stress. Factors influencing LTS include the following:

- Number of travel lanes
- Speed of traffic
- Number of vehicles
- Presence of bike lanes
- Width of bike lanes
- Presence of physical barrier

Using these factors, a bicyclist level of traffic stress (BLTS) score can be assigned from 1 to 4 for each roadway segment, with 1 being the least stressful and 4 being the most stressful.

Bicyclist level of traffic stress on streets in the city is shown in Figure 22. High posted speed limits (40 mph or more) were the primary factor resulting in BLTS 4 conditions on many corridors with bike lanes, including Beamer Road and Pioneer Avenue. On corridors without bike lanes, bicyclist stress is high at even lower speeds (25 mph or more). Due to these conditions, no arterials achieved BLTS 1, the lowest stress level.

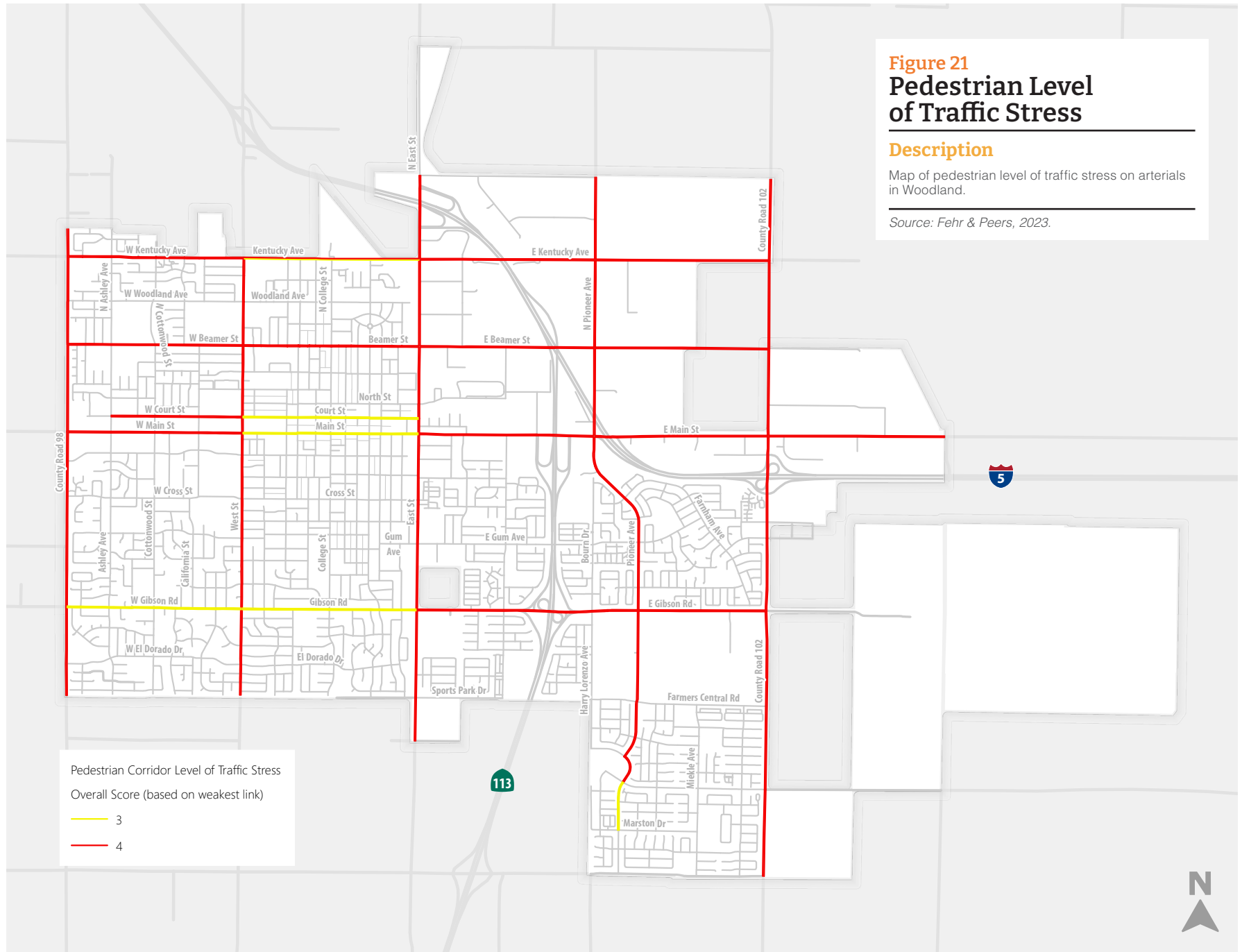
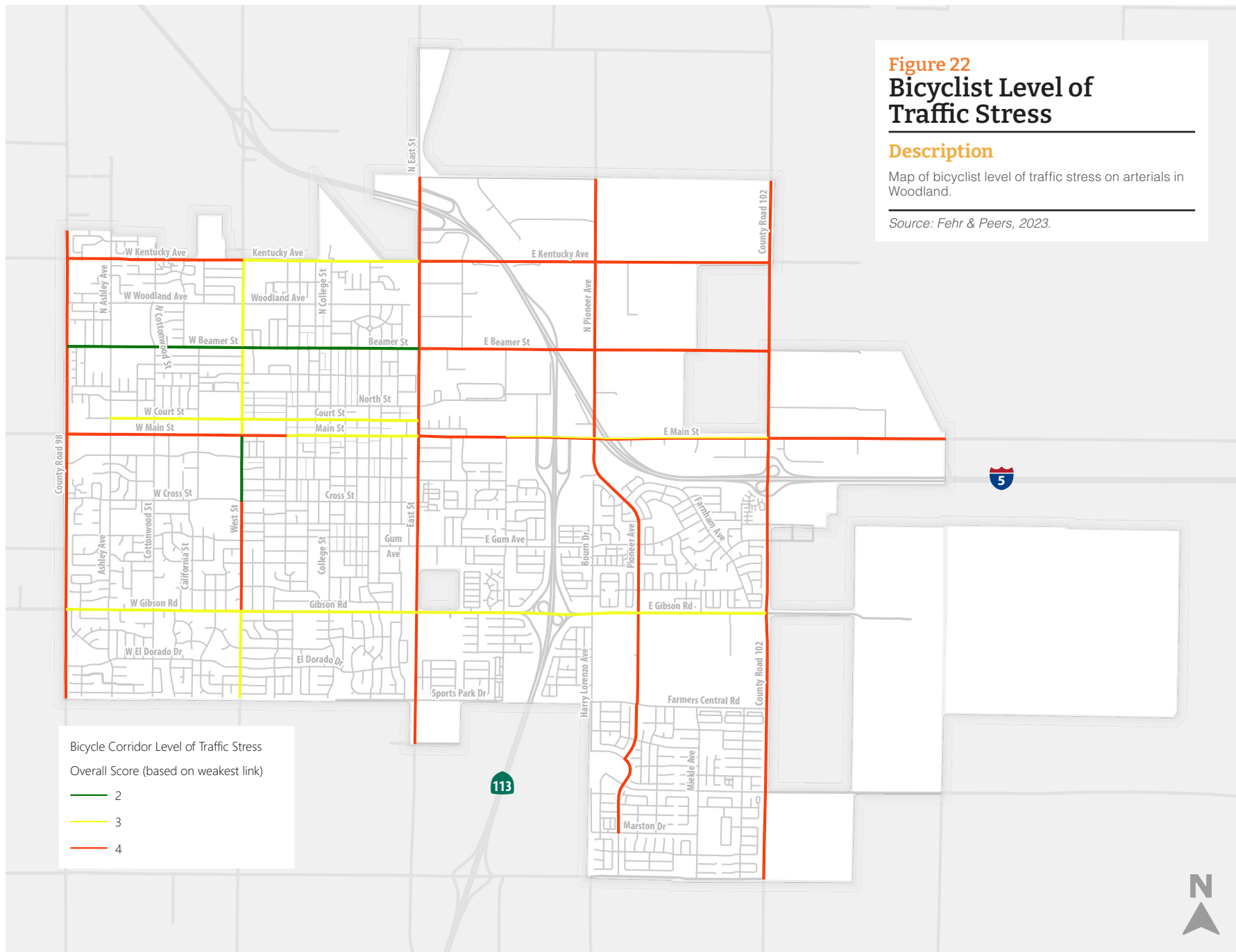


Figure 22
Bicyclist Level of
Traffic Stress

Description

Map of bicyclist level of traffic stress on arterials in Woodland.

Source: Fehr & Peers, 2023.



Planned Networks & Programs

This chapter discusses the planned bicycle networks, pedestrian networks, and supporting facilities and programs for the City of Woodland. The plan was developed to improve connectivity to key destinations, close gaps in the existing networks, and enhance the safety and comfort of pedestrians and bicyclists. Planned facilities were developed based on the following:

- Previous bicycle and pedestrian plans
- Local general plans and community plans
- Discussion and input from the public
- Connectivity to key destinations, especially schools, parks, and civic buildings
- Collision history
- Discussions with jurisdiction staff and stakeholders

Pedestrian & Bicycle Networks

Planned walking and biking facilities are summarized in Table 4 and presented in Figure 23 and Figure 24. These pedestrian and bicycle networks are the long-term vision of the active transportation facilities for the city. The networks include sidewalks, crosswalks, shared-use paths, separated bikeways, bike lanes, and bike routes. The proposed networks are designed to connect neighborhoods to key destinations and to serve as recreational assets. Appendix E includes a list of these network improvements, including locations and extents, lengths, high-level estimated costs, and priorities.

Table 4. Summary of Planned Walking and Biking Facilities

Location	Existing (miles)	Planned (miles)	Total (miles)
Sidewalk	308.0	9.6	317.6
Shared-Use Path (Class I)	17.0	9.9	26.9
Bike Lane (Class II)*	42.9	9.8	52.7
Buffered Bike Lane (Class II)*	2.6	11.1	13.7
Bike Route (Class III)*	11.7	9.7	21.4

**Distance measured by centerline*

Source: City of Woodland, 2023; Fehr & Peers, 2023.

Crossing Improvements

Several crossing improvement projects are included to increase pedestrian comfort and safety, as shown in Figure 23. The decision to install a marked crosswalk or other crosswalk enhancement should be based on engineering judgment/study, and other necessary considerations as appropriate. Some of these considerations include the following:

- Pedestrian travel demand. Demand should include both existing demand and latent demand, the increase in pedestrians that would result from the improvement.
- Service of a facility or use that generates higher pedestrian travel or serves a vulnerable population (e.g., children, elderly, persons with disabilities). This may include schools, hospitals, senior centers, recreation/community centers, libraries, parks, or trails.
- Sight distance requirements, using appropriate stopping sight distance guidance from AASHTO's A Policy on Geometric Design for Highways and Streets or Caltrans' Highway Design Manual.
- Distance to nearest marked crossing.
- Guidance of the California Manual on Uniform Traffic Control Devices (MUTCD).

- Depending on the characteristics of a specific location, a marked crosswalk alone may not be sufficient to ensure efficient function for all users and maintain pedestrian safety. FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations provides information on how to select the most appropriate treatment for a specific location. That guide and other resources should be used as appropriate by the designer when the recommendations of this plan are implemented.

Appendix D provides additional guidance on selecting crosswalk improvements



Supporting Facilities

Wayfinding

Wayfinding signage can be used on both bicycle and pedestrian facilities to direct users to connecting facilities and key destinations. Good wayfinding signs can also encourage pedestrians and bicyclists to visit local businesses. These signs provide the most value at trail junctions and at intersections of key bicycling and walking routes. The city has existing wayfinding signage that provides directions to key destinations. Chapter 9B of the California MUTCD provides guidance on sign design and installation. These standard signs and the city's existing signs may be augmented by signs depicting distances in miles to encourage walking and bicycling. As discussed in the Introduction, Class III bike routes designations and signage can also be used to assist with wayfinding on roadways without other marked bike facilities.

Pavement markings can also be used to identify and highlight notable active transportation routes. The Davis Bike Loop is an example of a facility that uses pavement markings to provide wayfinding cues and promote use of the Loop. The city is developing pavement markings and signs specifically for the **Woodland Bike Loop** (see Figure 18). The city was awarded about \$10,000 from Yolo Solano Air Quality Management District for improved Bike Loop wayfinding and promotion.



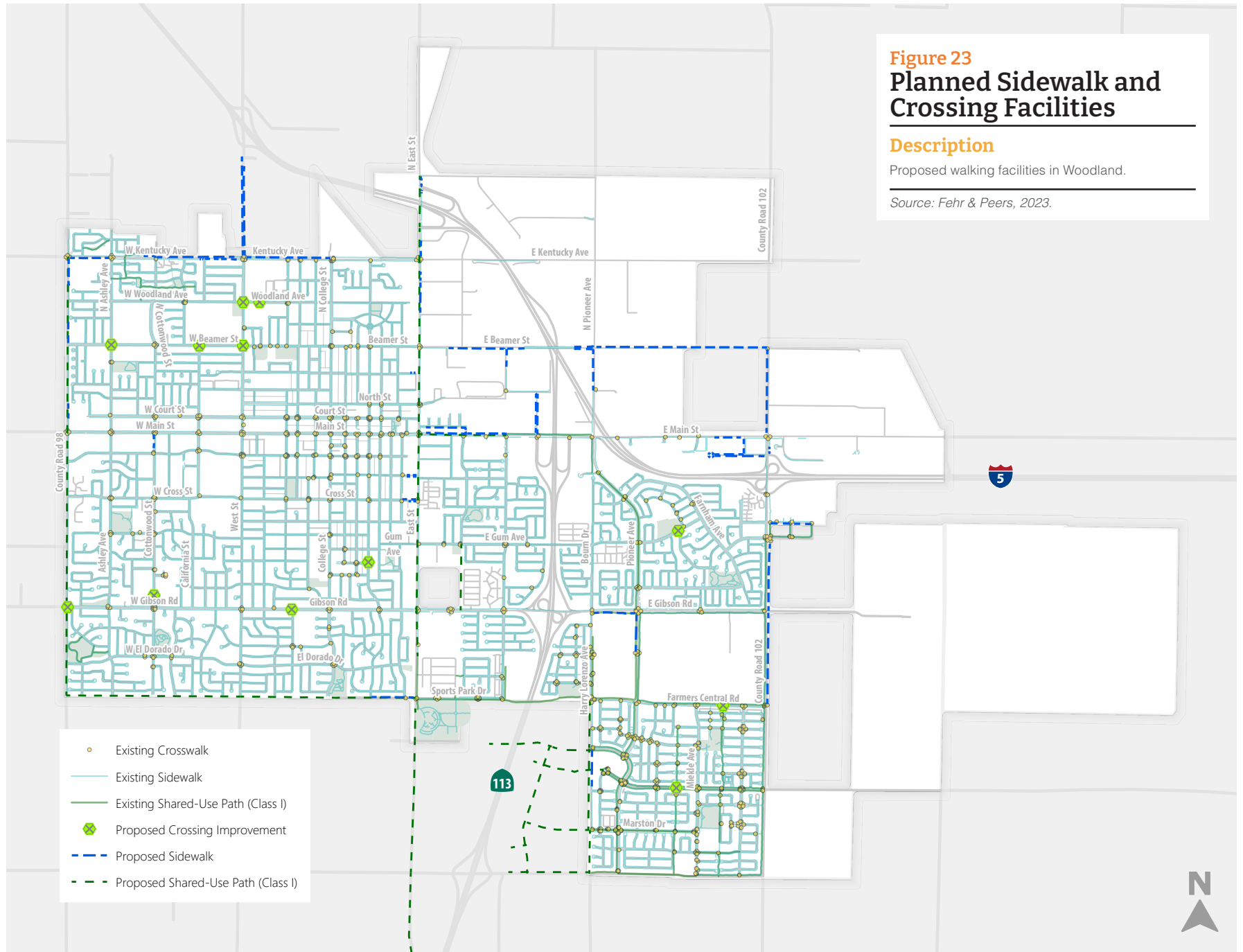
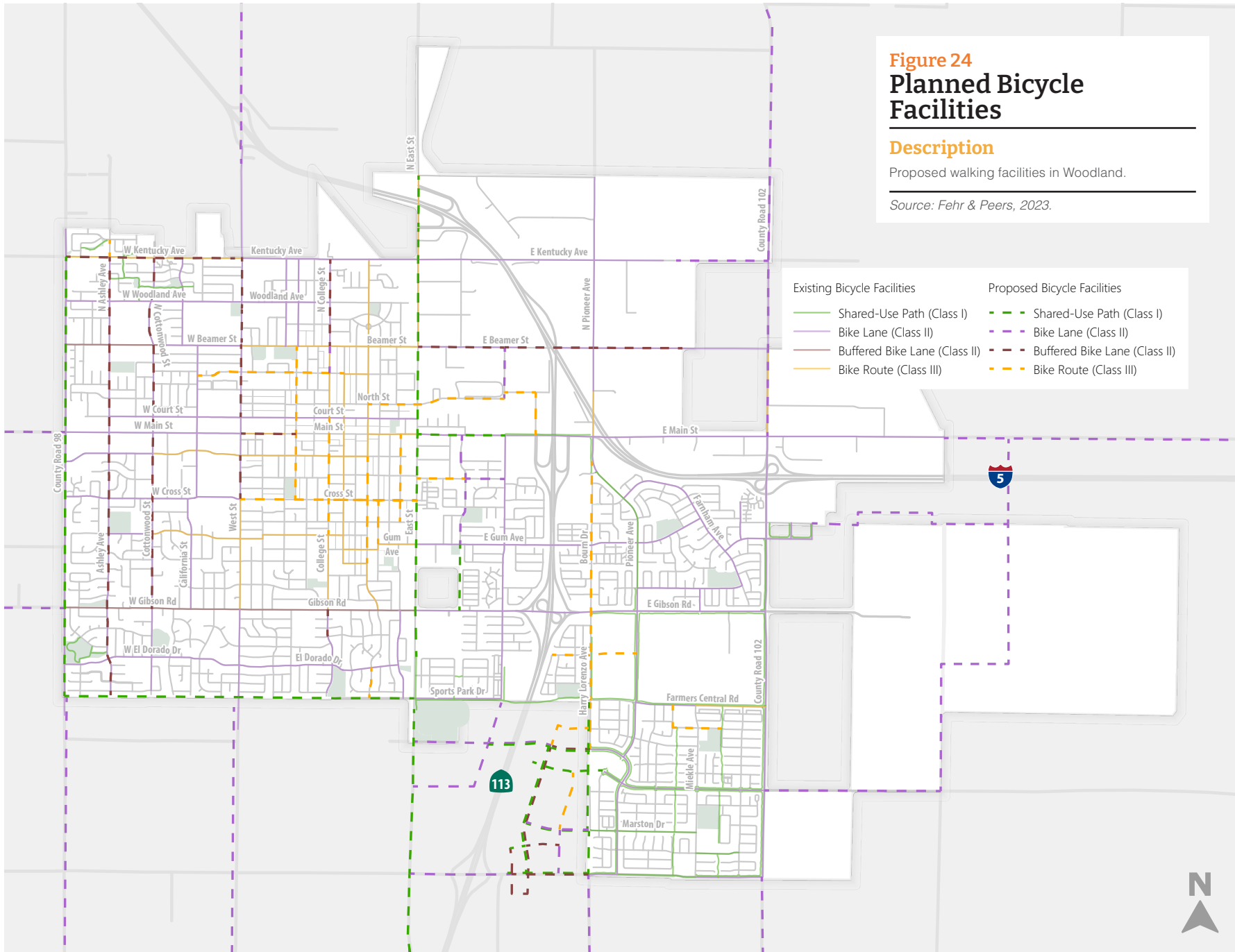


Figure 24 Planned Bicycle Facilities

Description

Proposed walking facilities in Woodland.

Source: Fehr & Peers, 2023.





Lighting

Sufficient lighting on walking and biking facilities reduces the fear of crime and prevents collisions that occur due to decreased visibility. Pedestrian walkways should have lighting that allows people to identify faces from a distance of about 30 feet.

Traffic Calming

Additional traffic calming measures can be considered in tandem with the network recommendations. Calming traffic has the co-benefit of enhancing perceptions of safety and enhancing comfort walking or bicycling.

Bicycle Parking

New bicycle parking should meet the standards discussed in the Introduction. Both short- and long-term bicycle parking should be supplied where appropriate, such as at schools, parks, grocery stores, and other key destinations. Business owners should be encouraged to work with the City to provide bicycle parking in visible areas in commercial districts to entice riders to stop and frequent local businesses.

Non-Infrastructure Programs

Several improvements to other supporting programs are also recommended for Woodland. The California Office of Traffic Safety provides grants for education, encouragement, and enforcement efforts aimed at improving pedestrian and bicyclist safety. Appendix F, Funding Sources, provides more details on this and other grants.

Education & Encouragement

The City has supported several efforts to encourage walking and biking. Prior to the Covid-19 pandemic, the Woodland Police Department provided bike safety programs to kids. These programs involved bike skills training at local elementary schools, teaching kids to ride bikes in a safe, supportive, and fun environment to make them life-long riders.

The City has also partnered with bicycle advocacy groups to promote community bike rides such as the 4th of July bike parade on Main Street. These groups also collaborated on the Woodland Bike Map that promotes preferred bike routes. In addition, the City closes Main Street to vehicular traffic throughout the year to hold events such as Movies on Main Street, car shows, Dinner on Main Street, a Christmas parade, the Honey Festival, and other events that promote walking and biking to downtown.

Programs such as walking school buses and biking school buses (also known as bike trains), programs where kids and families walk or bike to school in groups, are other good opportunities for neighborhood schools to encourage walking.



Walking School Bus in Washington D.C.

(Source: <https://ggwash.org/view/90958/how-and-why-to-start-a-walking-school-bus>)

The events described above encourage active engagement for adults. Adding activities for bike to work events and increasing the number of casual walking events could expand this effort.

Enforcement

At the beginning of the school year, the police department partners with local schools to monitor driver compliance with speed limits and yielding at crosswalks.

Reports of speeding near school zones was a frequent concern heard from the community throughout the plan process. Continuing enforcement efforts periodically throughout the school year, and expanding to other places frequented by pedestrians, can further help pedestrians and bicyclists. Periodic enforcement actions along trails can also help alleviate concerns about personal safety along trails.

Pedestrian and Bicyclist Counts

Active transportation count data has not been routinely collected within the city. Creating a citywide program to count bicyclists and pedestrians using on-street facilities as well as shared-use paths would allow the collection of data to support future grant applications and direct future improvement efforts. Bicycle and pedestrian counts, frequently included as part of traffic counts that are often performed when developing roadway improvements, could be collected centrally.

Maintenance

The City does not have formal policies for maintaining existing bicycle and pedestrian facilities. However, street sweeping is done regularly and also on request. Bicycle lanes are restriped when they become worn or during concurrent pavement treatment or repairs on City streets. Crosswalks are restriped in summer prior to the start of the school year as necessary.

More formal policies would help assure that regular maintenance is used to keep facilities accessible and safe. Implementing a formal maintenance policy that addresses both incidental and periodic maintenance for pedestrian and bicycle facilities would systematize existing good practices, ensuring that they carry forward, and address other ongoing or periodic maintenance issues. A regular program of vegetation maintenance would reduce issues on bikeways, sidewalks, and trails.

Sidewalk maintenance is frequently the responsibility of the property owner. Adding or increasing assistance or advisory programs for sidewalk and vegetation maintenance would also help improve pedestrian conditions.

Homelessness and Active Transportation

Transportation infrastructure, including bicycle facilities and trails, is sometimes the site of temporary encampments and shelter locations for those experiencing homelessness. This situation can lead to concerns regarding

accessibility and personal safety on paths and trails. At the same time, a lack of access to affordable transportation options is often a challenge to upward mobility within vulnerable populations.

While homelessness is a multi-faceted issue, a few approaches can assist with addressing concerns and removing transportation as a barrier to upward mobility. Transitional and temporary housing locations, when possible, should be located near service providers to allow bicycling and walking as a viable access option. In Woodland, community partners that provide on-site services at the Fourth and Hope Yolo Wayfarer Center include City of Woodland, County of Yolo Health and Human Services Agency, Legal Services of Northern California, Empower Yolo, CommuniCare, Elica Health Centers, and University of California at Davis. The recommended networks for Woodland include connections to the Yolo Wayfarer Center at 1901 E. Beamer Street.

Programs that repair or refurbish used bicycles for donation can aid in providing transportation to work and services. The Bike Garage in Woodland provides such services. Partnerships can be cultivated or continued with appropriate agencies and community-based organizations, such as those mentioned above.



Implementation

Implementation of the planned pedestrian and bicycle networks is anticipated to occur:

- through active transportation projects pursued to implement this plan;
- in conjunction with adjacent land development projects; and
- in conjunction with maintenance and capacity enhancement projects, such as slurry seals, pavement reconstruction, roadway widening, or sidewalk rehabilitation projects.

Implementation requires years to complete. Priority projects will be targeted for completion in the next five to ten years. Implementation of each project is dependent upon availability and acquisition of funding; projects requiring land acquisition or utility relocation require extra time to implement. Improvements associated with work on adjacent roadways or development of adjacent land uses provides opportunities for implementation relatively easily or at lower cost than if implemented separately. In these cases, lower priority improvements may be implemented before higher-priority improvements, depending on the location of these land development and roadway projects. Implementation of each project is also dependent on detailed feasibility and design studies based on local conditions.

Completion of projects in this plan will be reported by staff to the City Council and on the City's website. The City of Woodland will periodically update this plan to reflect evolving needs and progress toward completion.

Prioritization

The projects identified to create these networks were prioritized based on several criteria;

- Proximity to key destinations, including schools, parks, medical facilities, and activity centers
- Collision locations
- Disadvantaged community indicators
- Population density
- Judgment of City staff

These projects and further explanation of the prioritization process are in Appendix E, Project Priorities and Cost Estimates. Lists of projects with priority status are also provided in Appendix E.

Several of the projects in the project lists were grouped into priority corridors, which will be the focus of near-term implementation. Each group of projects will contribute to growing the backbone network of pedestrian and bicycle facilities for the city and fulfill needs in the bicycle and pedestrian networks. Appendix G, Project Fact Sheets, provides summaries, costs, and information to support applications for project funding.



Costs

The estimated costs to implement each type of facility are provided in Appendix E and summarized in Table 5. If utilities must be relocated or land acquired to implement any of these facilities, costs will increase. However, many of these facilities may be implemented during development of adjacent land uses or in conjunction with other projects. Therefore, some of these costs will not be directly borne by the City.

Project cost estimates are based on local unit cost estimates. These estimates were developed based on relevant project experience in the area. Estimate assumptions for each bikeway type are described in Appendix E. Note that these cost estimates are high-level, therefore more detailed study and design of individual project will be required to refine them.

Table 5. Project Cost Estimates

Location	Cost per mile	High Priority Projects	All Projects
Sidewalk	\$2,270,400	\$2,092,400	\$21,873,800
Shared-Use Path (Class I)	\$2,085,600	\$5,226,500	\$20,713,500
Bike Lane (Class II)*	\$168,960	\$63,600	\$1,657,300
Buffered Bike Lane (Class II)*	\$179,520	\$1,158,000	\$1,910,500
Bike Route (Class III)*	\$55,440	\$231,000	\$535,200
Crossing Improvements		\$219,500	\$478,500

**Distance measured by centerline*

Source: City of Woodland, 2024; Fehr & Peers, 2024.





Funding

Federal, state, regional, county, and local organizations provide funding for pedestrian and bicycle projects and programs. A summary of funding sources is provided in Appendix F.

The following funding sources are recommended as the most applicable for the projects in this plan:

Regional

- SACOG Regional Active Transportation Program
- SACOG Engage, Empower, Implement
- (SACOG also supports regional distribution of funds from several state and federal programs listed below)

State

- Active Transportation Program
- Highway Safety Improvement Program
- Local Partnership Program
- California Department of Parks & Recreation Recreational Trails Program

Federal

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program
- Congestion Mitigation and Air Quality (CMAQ) Improvement Program
- Surface Transportation Block Grant (STBG) Program
- Reconnecting Communities: Highways to Boulevards
- Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Programs
- Safe Streets and Roads for All (SS4A) Grant Program
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant Program

In addition to these funding programs, local developer fees may be considered. These local fees from land development projects can provide match funding or full implementation of projects where there is a nexus to the project.

Potential Outcomes

Following implementation of the planned networks and supporting programs, substantial improvements may be achieved in active transportation use and safety of pedestrians and bicyclists.

By increasing the facilities available to users, mode share may increase. Usage may be expected to be similar to cities with comparable characteristics. For example, Sacramento currently has a 3.0 percent walking mode share and a 1.5 percent bicycling mode share. Davis, a college town just seven miles south of Woodland with even more developed infrastructure, has a walking mode share of 2.8 percent and a bicycling mode share of 10.6 percent. Though no single city is exactly comparable, these comparisons provide reasonable targets to achieve by implementing the ATP. Achieving comparable mode shares in Woodland would result in large trip increases, as shown in Table 6.

As discussed in the Existing Conditions chapter, because these numbers are based on commute trips and do not include shopping, school, or recreational trips, or commuters who only walk or bike to work part time, the actual number of future trips is likely to be higher than these estimates.

By implementing this plan, pedestrian and bicyclist safety will be improved and the number of collisions involving pedestrians and bicyclists will also be reduced. A 50 percent or greater reduction in injuries and fatalities is a reasonable expectation if all aspects of this plan, including supporting programs, are implemented. In addition to these direct health improvements due to collision reduction, implementation will also support increased physical activity, which will improve community health by reducing incidence of heart disease, high blood pressure, Type 2 diabetes, mental illness, and obesity.

Table 6. Future Trips to Work by Walking and Bicycling

Mode	Current Trips	Current Share	Future Trips	Future Share
Walking	239	0.8%	836	2.8%
Biking	179	0.6%	3,163	10.6%

*Note: Workers aged 16 years and older.
Sources: U.S. Census 2018 -2022 American Community Survey, 2023; Fehr & Peers, 2024.*





TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: March 19, 2024
ITEM #: G.13
SUBJECT: Fiscal Year 2023/24 Mid-Year Budget Update

Recommendation for Action: Staff recommends that the City Council receive a mid-year update on the Fiscal Year 2023/24 Budget.

Staff Contact:

Kim McKinney, Administrative Services Director, (530) 661-5849, kim.mckinney@cityofwoodland.gov

Fiscal Impact:

This informational item represents the Citywide revenue and expenditure results through the first six months of fiscal year 2023/24, as well as updated General Fund projections through the end of the fiscal year.

Discussion:

Attached to this report is an analysis of the results for the first half of fiscal year 2023/24 (FY2023/24) for all City funds, as well as a discussion specifically of the General Fund. In addition to showing actual activity for the year, this report includes projected revenue and expenditure results through the remainder of the fiscal year for the General Fund. Each year following the adoption of the budget, items are identified that may require a correction or unanticipated needs arise. Proposed budget adjustments are presented to the City Council in a separate report.

The following represents selected highlights from the attached mid-year budget report. More detailed discussion of year-to-date activity and projected results are included in the attachment to this report.

- Revenues across all City funds total \$67.5 million, or 34% of the budget, through December 31, 2023. Although we are halfway through the fiscal year, many of the City's large revenue sources, such as property taxes and other assessments, are not received until the second half of the year.
- Expenditures for all funds total \$93.5 million, or 33% of the amended budget, through the second quarter of FY2023/24.
- General Fund revenues total \$13.06 million, or 20% of the amended budget. Based on information available, staff is projecting that revenues will exceed the amended budget by close to \$600,000.
 - Assessed value is slightly higher than anticipated during preparation of the FY2023/24 budget, and as a result, property tax and motor vehicle in-lieu revenues are trending higher than the budget.
 - Sales tax revenues overall are expected to fall short of the budget by \$336,315. However, included in this number are better than expected revenues from both Measure R and Measure F sales tax measures, which do not remain in the General Fund. The local sales tax that remains and General Fund revenues is projected to be under budget by almost \$700,000.
 - Other revenue categories anticipated to exceed budget includes revenues from Licenses and Permits, franchise fees, and reimbursements for fire strike teams.
 - TOT revenues are projected to be under budget by close to \$285,000.

- General Fund expenditures total \$26.47 million through the second quarter of FY2023/24. Staff is projecting the expenditures to end the year in excess of the amended budget by \$239,265.
 - Savings in the personnel category of expenditure resulted from vacancies throughout the year, particularly in the Police Department. Some of these savings are offset by overages in overtime costs necessary to backfill vacancies, as well as overtime for fire staff deployed on strike teams throughout the state.
 - Non-discretionary expenditures are projected to exceed budget due to continued increases in gas and electricity costs, primarily from several rate increases implemented by PG&E.
 - Sales taxes related to Measures F and R are collected in the General Fund and then transferred out as an expense so the money can be spent in the respective funds in accordance with approved spending plans. Because the FY2023/24 revenues are expected to exceed budget, the related transfer expenses will also be in excess of the approved budget.

A detailed discussion of the fiscal year 2024/25 budget, General Fund forecast and reserve balances will be included in the spring budget workshop, in April leading to the FY2024/25 Preliminary/Adopted budget in June.

Conclusion:

Staff recommends that the City Council receive a mid-year update on the Fiscal Year 2023/24 Budget.

Prepared by: Kim McKinney, Administrative Services Director



Ken Hiatt
City Manager

Attachments:

1. Attachment A - Midyear Budget Update FY24

ATTACHMENT A

ALL FUNDS REVENUES AND EXPENDITURES

Table 1 – All Funds Revenues

FY2023/24 Revenues						
	Original Budget		Amended Budget		Year-to Date Actuals	%
General Fund	\$	65,416,234	\$	65,416,234	\$ 13,063,435	20%
Special Revenue	\$	20,044,324	\$	20,569,084	\$ 7,954,707	39%
Debt Service	\$	1,547,854	\$	1,547,854	\$ -	0%
Development/Capital	\$	16,820,392	\$	16,820,392	\$ 4,828,314	29%
Spring Lake	\$	9,235,232	\$	9,235,232	\$ 3,978,137	43%
Enterprise Funds	\$	54,429,452	\$	54,494,452	\$ 28,203,706	52%
Internal Service	\$	23,077,318	\$	23,411,155	\$ 9,345,413	40%
Successor Agency	\$	900,000	\$	900,000	\$ -	0%
Agency (Assessments)	\$	5,623,155	\$	5,623,155	\$ 139,453	2%
Total All Funds	\$	197,093,961	\$	198,017,558	\$ 67,513,164	34%

- All Funds revenues through the first half of fiscal year 2023/24 are \$67.5 million, or 34% of the amended budget.
- General Fund revenues are \$13.06 million or 20% of the amended budget, with many of the City’s major tax revenues yet to be collected during the current fiscal year.
- Special Revenue funds (for the most part) are grant funds that are reimbursed to the City as projects make progress, or special assessments with revenues that are received with property tax installments in January and May. Because of this, collection of revenues typically occurs in the later part of each fiscal year.
- Revenues in Debt Service funds come from transfers from other funds, which are typically recorded at the end of the year.
- Development/Capital revenues are \$4.8 million or 29% of the amended budget through December 31, 2023. All of the revenues received to date are related to Development Impact fees collected. Measure F funds are also included in the Development/Capital Projects fund category, but sales tax revenues associated with Measure F have not yet been and transferred to this fund.

- Spring Lake revenues are \$3.98 million or 43% of the amended budget. All of the revenues received are related to Spring Lake Infrastructure Fees collected from development activity.
- Enterprise Fund revenues of \$28.2 million are tracking as projected and consistent with respective fee studies.
- Internal Service Fund revenues are \$9.3 million or 40% of the amended budget. These revenues are primarily generated through charges to other funds throughout the year, with some large transfers typically completed later in the fiscal year.
- Successor Agency revenues are typically received in installments during the year, with revenues based on payments for approved obligations each year.
- Agency funds are primarily pass-through special assessment funds with revenues received with property taxes in January and May each year. The revenue collected year-to-date is related to interest income earned on bond reserve funds.

Table 2 – All Funds Expenditures by Fund Type

FY2023/24 Expenditures				
	Original Budget	Amended Budget	Year-to Date Actuals	%
Internal Service	\$21,994,668	\$24,501,641	\$11,627,966	47%
General Fund	\$67,687,159	\$77,246,481	\$26,471,422	34%
Enterprise Funds	\$62,526,753	\$89,997,833	\$21,285,775	24%
Special Revenue	\$19,671,551	\$28,813,077	\$12,460,415	43%
Development/Capital	\$10,469,272	\$25,584,566	\$6,212,583	24%
Successor Agency	\$923,882	\$923,882	\$3,000	0%
Spring Lake	\$15,199,767	\$24,625,622	\$9,853,439	40%
Debt Service	\$1,550,346	\$1,550,346	\$772,673	50%
Agency	\$6,823,993	\$6,856,118	\$4,828,204	70%
Total All Funds	\$206,847,391	\$280,099,566	\$93,515,477	33%

- Through the first half of FY2023/24, All Funds expenditures totaled \$93.5 million, or 33% of the amended budget. General Fund expenditures totaled \$26.47 million, or 34% of the amended budget.

- Operating expenditures appear to be tracking within budget for all fund types.
- Internal Service funds reflect expenditures of \$11.6 million, or 47% of the amended budget, which is consistent with expected trends for the year.
- Enterprise funds expenditures are \$21.3 million or 24% of the amended budget after six months of activity. This low percentage is due primarily to \$8.7 million in budgeted depreciation that is not recorded until the end of the fiscal year, \$13.2 million in debt service expenditures that generally occur in mid-fiscal year, and \$33.8 million in capital project expenses that are yet to be incurred due to timing and project schedules (see CIP Chart below).
- Special Revenue funds are at \$12.46 million or 43% of the amended budget. Of the amended budget \$2.06 million in Project Homekey grant funds for construction of homes at the East Beamer Way campus remain unspent; \$700,000 in funds available for First Time Homebuyer loans remain unspent, and \$2.4 million in expenditures for capital projects are remaining (see CIP Chart below).
- Development/Capital funds are at \$6.2 million or 24% of the amended budget. The low percentage for the year results from significant available budget for capital projects that will be completed later in the year. Please refer to the CIP Chart below for details.
- Spring Lake funds are at \$9.85 million or 40% of the amended budget. Spring Lake funds include capital projects and developer reimbursements that vary in timing of expenditures. The majority of the expenditures for the fiscal year are for reimbursements to developers for infrastructure projects completed, submitted and approved.
- Debt Service fund expenditures are \$769,803 or 50% of the amended budget with other scheduled debt payments due later in the year.
- Agency funds reflect expenditures totaling \$4.8 million or of 70% of the amended budget due to debt service payments made on certain bonds during the first quarter, with remaining payments scheduled later in the year.

CIP Chart

		Project Name	Amended Budget	Year-to-Date	Balance	Percent
				Expenditures		Spent
Internal Service Funds	2109	Enterprise System Replacement	\$ 716,852	\$ 94,943	\$ 621,909	13%
Enterprise Funds	0821	Annual Sewer Repair and Replacement	\$ 4,896,480	\$ 19,491	\$ 4,876,989	0%
	0822	Preliminary Odor Abatement	\$ 174,934	\$ -	\$ 174,934	0%
	0915	FloodSAFE Yolo/Cache Creek Feasibility	\$ 169,463	\$ 132,470	\$ 36,993	78%
	0923	Water System Replacement Repairs	\$ 970,911	\$ 29,753	\$ 941,158	3%
	1011	Treatment Plant Exp-Biosolids	\$ 507,131	\$ -	\$ 507,131	0%
	1305	East Main St. Improvement Project	\$ 60,487	\$ -	\$ 60,487	0%
	1402	Wastewater Asset Replacement	\$ 3,665,747	\$ 179,766	\$ 3,485,981	5%
	1403	Replacement of Orangeberg Sewer Laterals	\$ 1,515,560	\$ 11,051	\$ 1,504,509	1%
	1415	Large Diameter Wastewater Pipeline Repair/Replace.	\$ 1,946,000	\$ -	\$ 1,946,000	0%
	1705	ASR Wells #31	\$ 5,508,967	\$ 1,624	\$ 5,507,343	0%
	1707	Recycled Water Master Plan	\$ 296,048	\$ 32,030	\$ 264,018	11%
	1716	West Woodland Safe Routes to School	\$ 130,063	\$ -	\$ 130,063	0%
	1905	Matmor & Gum Rehabilitation	\$ 199,257	\$ 168,714	\$ 30,543	85%
	2001	Gibson Road Bicycle/Pedestrian Mobility	\$ 220,955	\$ -	\$ 220,955	0%
	2006	Storm Drainage Outfall Channel Outlet	\$ 2,684,305	\$ 2,015,373	\$ 668,932	75%
	2008	Gibson Road Rehabilitation-CR98 to West St.	\$ 236,625	\$ 34,826	\$ 201,799	15%
	2013	WPCF Pond #11 Biosolids Removal	\$ 139,112	\$ -	\$ 139,112	0%
	2014	2021 Sewer/Water Repair & Replacement	\$ 195,117	\$ -	\$ 195,117	0%
	2101	2022 Water & Sewer Repair and Replacement	\$ 907,680	\$ 193	\$ 907,487	0%
	2102	Groundwater Monitoring Wells	\$ 1,540,501	\$ -	\$ 1,540,501	0%
	2202	E Main Pump Station Emergency Generator	\$ 310,000	\$ -	\$ 310,000	0%
	2203	Water Meter Replacement	\$ 200,000	\$ -	\$ 200,000	0%
	2204	2023 Water & Sewer Replacement Project	\$ 1,586,866	\$ 1,186,588	\$ 400,278	75%
	2205	E. Gibson Trunk Sewer Repairs	\$ 1,000,000	\$ -	\$ 1,000,000	0%
	2208	North Canal Pump Station Pipe Rehabilitation	\$ 329,035	\$ 108,752	\$ 220,283	33%
	2216	LCC Flood Risk Reduction	\$ 3,291,652	\$ 186,523	\$ 3,105,129	6%
	2302	2024 Water & Sewer Replacement	\$ 3,892,951	\$ 54,170	\$ 3,838,781	1%
	2303	Sewer System Hydraulic Model Update	\$ 90,000	\$ -	\$ 90,000	0%
	2304	Spring Lake Lift Station Pump Replacement	\$ 401,563	\$ 233	\$ 401,330	0%
Special Revenue Funds	0707	Zoning Ordinance and CEQA	\$ 126,511	\$ 50,540	\$ 75,971	40%
	1305	East Main St. Improvement Project	\$ 374,960	\$ 314,017	\$ 60,943	84%
	1905	Matmor & Gum Rehabilitation	\$ 2,415,953	\$ 2,045,622	\$ 370,331	85%
	2001	Gibson Road Bicycle/Pedestrian Mobility	\$ 440,000	\$ -	\$ 440,000	0%
	2008	Gibson Road Rehabilitation-CR98 to West St.	\$ 629,403	\$ 92,634	\$ 536,769	15%
	2201	ADA Improvements	\$ 140,425	\$ 115,233	\$ 25,192	82%
	2214	East & Main Street Signal Project	\$ 158,450	\$ -	\$ 158,450	0%
	2215	Pedestrian Crossing Improvement Project	\$ 250,000	\$ -	\$ 250,000	0%
	2217	Active Transportation Plan	\$ 82,440	\$ 30,675	\$ 51,765	37%
	2308	2023 ADA Improvements	\$ 192,118	\$ 46,997	\$ 145,121	24%
	2403	2024 ADA Improvements	\$ 200,000	\$ -	\$ 200,000	0%
	2407	South Canal Storm Ditch Widening	\$ 120,000	\$ 99,870	\$ 20,130	83%
Development/ Capital Funds	0614	Annual In-House Road Program Support	\$ 1,065,851	\$ 230,952	\$ 834,899	22%
	1305	East Main St. Improvement Project	\$ 75,800	\$ -	\$ 75,800	0%
	1602	New Traffic Signal-Freeway Drive/East Main Street	\$ 450,000	\$ -	\$ 450,000	0%
	1702	New Traffic Signal-Kentucky Avenue/Cottonwood Road	\$ 449,727	\$ -	\$ 449,727	0%
	1716	W. Main St. Bicycle/Pedestrian Mobility and Safety	\$ 137,295	\$ -	\$ 137,295	0%
	1722	Sports Park Drive Pedestrian Overcrossing	\$ 763,641	\$ 297,376	\$ 466,265	39%
	1905	Matmor & Gum Rehabilitation	\$ 1,915,715	\$ 1,622,064	\$ 293,651	85%
	1906	Traffic Calming Program	\$ 165,466	\$ 173,858	\$ (8,392)	105%
	1918	Southeast Area Pool Project	\$ 4,413,133	\$ 723,615	\$ 3,689,518	16%
	2001	Gibson Road Bicycle/Pedestrian Mobility	\$ 1,061,790	\$ 226,551	\$ 835,239	21%
	2004	E. Gibson/Harry Lorenzo/Bourn Traffic Signal	\$ 1,290,000	\$ -	\$ 1,290,000	0%
	2008	Gibson Road Rehabilitation-CR98 to West St.	\$ 560,133	\$ 82,439	\$ 477,694	15%
	2109	Enterprise System Replacement	\$ 204,658	\$ 27,106	\$ 177,552	13%
	2114	SR 113/CR 25 Ultimate Interchange Modifications	\$ 178,450	\$ 687	\$ 177,763	0%
	2301	2023 Road Maintenance	\$ 1,049,764	\$ 48,156	\$ 1,001,608	5%
	2306	E. Gibson Road-Matmor Road Signal Modifications	\$ 550,000	\$ -	\$ -	0%
	2307	New Traffic Signal - CR102 & Kentucky Ave.	\$ 525,000	\$ -	\$ 525,000	0%
Spring Lake Funds	1901	Gibson Landscape Pioneer/Harry Lorenzo	\$ 400,000		\$ 400,000	0%
	1913	Gibson Road Interchange Modification	\$ 2,246,012	\$ 45,857	\$ 2,200,155	2%
	2003	Spring Lake Park N1, Phase 2	\$ 4,076,646	\$ 3,279,078	\$ 797,568	80%
	2107	Storm Drain Channel South of Woodland Christian	\$ 400,000	\$ -	\$ 400,000	0%
	2114	SR113/County Road 25A Ultimate Interchange Mods.	\$ 1,567,082	\$ 21,031	\$ 1,546,051	1%
	2405	CR25A (Parkland to Meikle)	\$ 134,636	\$ 122,820	\$ 11,816	91%
	2407	South Canal Storm Ditch Widening	\$ 460,000	\$ 382,834	\$ 77,166	83%

Table 3 – All Funds Expenditures by Department

FY2023/24 Expenditures					
	Original Budget	Amended Budget	Year-to Date Actuals	%	
Administrative Services	\$ 24,809,031	\$ 26,673,995	\$ 13,193,789	49%	
Community Development	\$ 8,957,167	\$ 10,424,443	\$ 3,988,604	38%	
Community Services	\$ 13,411,372	\$ 23,931,458	\$ 7,656,688	32%	
Police	\$ 27,422,156	\$ 29,101,297	\$ 12,225,555	42%	
Fire	\$ 15,253,344	\$ 15,962,482	\$ 6,979,860	44%	
Library	\$ 2,952,730	\$ 3,170,962	\$ 1,257,832	40%	
Public Works	\$ 34,072,406	\$ 35,436,790	\$ 11,582,518	33%	
Capital Improvements	\$ 16,528,504	\$ 70,245,616	\$ 15,951,594	23%	
Non-Departmental	\$ 63,440,681	\$ 65,152,523	\$ 20,679,037	32%	
Total All Departments	\$ 206,847,391	\$ 280,099,566	\$ 93,515,477	33%	

- At the end of the first half of fiscal year 2023/24, all departments appear to be tracking closely to budget.
- Administrative Services expenditures can be front-loaded in a fiscal year due mostly to insurance premiums that are paid at the beginning of the fiscal year.
- Public Works is trending lower than other departments. This low percentage is due mostly to \$9.7 million in budgeted depreciation that is not recorded until the end of the fiscal year.
- Capital Improvements have long-term, multi-year budgets. The City implemented new financial software in April 2023 and the process for automatically carrying forward budgets for capital projects is not currently working as designed. There is significant budget unspent from FY2022/23 that will carry over to FY2023/24 within the next month. Because of the low “Amended Budget” number for Capital Improvements in the chart above, YTD expenditures appear to be trending high. Please refer to CIP Chart above for detailed analysis.
- Non-Departmental budgets include mostly debt service payments and inter-fund transfers. The debt service payments are due periodically throughout the year, and the transfers are generally recorded at fiscal year-end, when operating results are known.

GENERAL FUND REVENUES AND EXPENDITURES

Table 4 – General Fund Revenues

FY2023/24 General Fund Revenues							
	Original Budget	Amended Budget	Year-to Date			FY2023/24	Difference
			Actuals	%		Projection	Favorable (Unfavorable)
Property Tax	\$ 16,325,332	\$ 16,325,332	\$ -	0%		\$ 16,480,261	\$ 154,929
Sales Tax							
Bradley Burns	\$ 17,671,881	\$ 17,671,881	\$ 4,319,386	24%		\$ 16,972,985	\$ (698,896)
Measure F	\$ 7,668,515	\$ 7,668,515	\$ 1,908,060	25%		\$ 7,909,336	\$ 240,821
Measure R	\$ 3,802,017	\$ 3,802,017	\$ 946,675	25%		\$ 3,923,776	\$ 121,759
Other Taxes (TOT)	\$ 1,999,485	\$ 1,999,485	\$ 597,624	30%		\$ 1,715,000	\$ (284,485)
Franchise Fees	\$ 2,835,501	\$ 2,835,501	\$ 809,258	29%		\$ 3,141,160	\$ 305,659
Licenses/Permits	\$ 2,447,144	\$ 2,447,144	\$ 1,662,032	68%		\$ 2,675,500	\$ 228,356
Fines/Forfeitures	\$ 218,890	\$ 218,890	\$ 61,510	28%		\$ 227,250	\$ 8,360
Service Charges	\$ 768,223	\$ 768,223	\$ 449,663	59%		\$ 699,848	\$ (68,375)
Motor Vehicle In Lieu	\$ 6,750,972	\$ 6,750,972	\$ -	0%		\$ 7,100,537	\$ 349,565
Intergovernmental	\$ 311,151	\$ 311,151	\$ 30,342	10%		\$ 283,723	\$ (27,428)
Lease/Interest Income	\$ 636,888	\$ 636,888	\$ 83,475	13%		\$ 655,446	\$ 18,558
Miscellaneous	\$ 3,980,235	\$ 3,980,235	\$ 2,195,410	55%		\$ 4,230,641	\$ 250,406
Transfers	\$ -	\$ -	\$ -	0%			\$ -
Total General Fund	\$ 65,416,234	\$ 65,416,234	\$ 13,063,435	20%		\$ 66,015,463	\$ 599,229

- Through the end of the first two quarters of FY2023/24, General Fund revenues are \$13.06 million or 20% of the amended budget. Based on information available, staff is projecting that revenues will exceed the amended budget by close to \$600k by fiscal year end.
- The City receives its first installment of property tax payments in January 2024. Information received from Yolo County indicates that the total assessed value increased by 5.7% from the prior year; the FY2023/24 budget assumed a 4.5% growth factor. The City will likely receive an increase that is closer to 5%, as the City also has to factor in adjustments related to appeals to valuation assessments. The better than anticipated growth in assessed value also has a positive impact on Motor Vehicle In Lieu revenues.
- The Sales Tax category of revenues includes all expected receipts from the Bradley Burns (1% local portion of the statewide rate), Measure F (1/2 cent local sales tax), and Measure R (1/4 cent local sales tax). Measures F and R have their own respective Council approved spending plans and funds, but the revenue is first received in the General Fund and then transferred to these other funds for ultimate use on programs and projects.
 - Bradley Burns sales tax revenues, which remain in the General Fund, are expected to fall short of the budget by almost \$700k. The City works with a consultant that

provides detailed reviews and forecasts for sales tax revenues. Based on the most recent data, sales tax revenues are declining in a number of categories throughout the City, with the largest impact coming from reduced car sales, decreasing gas prices/sales, reduction in sales of construction related supplies and overall general retail weakening.

- Measure F revenues are projected to exceed the budget by \$240,821. These revenues are transferred out to a separate fund (1507) at the end of the fiscal year for use in the approved spending plan.
 - Measure R revenues are projected to exceed budget by \$121,759. These revenues are also transferred out of the General Fund to a separate fund (1102) at the end of the fiscal year for use in the approved spending plan.
 - The transfer of the Measures F and R revenues out of the General Fund are recorded as an expense; because these revenues are expected to exceed the original budget, the related expenditures will also increase in the same amounts.
- Other Taxes, which consists mostly of Transient Occupancy Tax (TOT) revenues, is anticipated to be under the original budget estimate by \$284,485. This shortfall is due almost entirely to one hotel that has not been reporting or remitting the required TOT revenues. Staff has been working to collect these revenues and utilizing options available to compel payment; but given the challenges associated and ongoing delinquency, the revenue forecast has been adjusted and is not expecting collection within the fiscal year.
- Franchise Fee revenues are expected to exceed budget by \$305,659. This variance is due mostly to higher revenues for both PG&E and Waste Management; since the franchise fee is based on a percent of their revenues, the associated contribution to the City also increases.
- Licenses and Permit revenue is projected to end the year with \$228,356 in excess of the amended budget. This favorable variance is due to continued strong building permit related activity in the City.
- The Motor Vehicle In-Lieu revenues are received in conjunction with the City's property tax revenues, which do not get distributed until January and May. These revenues trend in line with changes to assessed value, therefore the annual change will be consistent with the property tax information noted above.
- Miscellaneous revenues are projected to exceed budget by \$250,406. This additional revenue is related to reimbursements the City received for Fire operations staff that assisted with various strike team activities throughout the year. This revenue is offset by additional overtime costs incurred, which are also discussed in this report.

Table 5 – General Fund Expenditures by Category

FY2023/24 General Fund Expenditures							
	Original Budget	Amended Budget	Year-to Date Actuals	%	Projections	Variance Favorable (Unfavorable)	
Personnel	\$ 37,820,114	\$ 37,823,614	\$ 17,350,353	46%	\$ 37,500,427	\$ 323,187	
Supplies & Services	\$ 8,259,521	\$ 13,211,127	\$ 4,760,307	36%	\$ 13,262,998	\$ (51,871)	
Education & Training	\$ 326,866	\$ 330,857	\$ 124,214	38%	\$ 351,857	\$ (21,000)	
Capital Expenditures	\$ -	\$ 398,118	\$ 172,026	43%	\$ 398,118	\$ -	
Non-Discretionary	\$ 8,175,831	\$ 8,236,921	\$ 4,064,522	49%	\$ 8,363,921	\$ (127,000)	
Operating Transfers	\$ 13,104,827	\$ 17,245,844	\$ -	0%	\$ 17,608,425	\$ (362,581)	
Total All Categories	\$ 67,687,159	\$ 77,246,481	\$ 26,471,422	34%	\$ 77,485,746	\$ (239,265)	

- Through the second quarter of FY2023/24, General Fund expenditures (not including encumbrances) total \$26.47 million or 34% of the amended budget.
- Personnel costs are at 46% of the amended budget through the first six months of activity. Staff is projecting that personnel costs through the end of the fiscal year will come in under the amended budget by \$323,187. These savings result from various staff vacancies throughout the year, partially offset by increased overtime costs needed to backfill the vacancies; some of the overtime is reimbursable.
- Supplies and Services total \$4.76 million or 36% of the amended budget through the second quarter of operations, however, expenses within this category can and typically do fluctuate with timing. Staff is projecting to be over the amended budget by \$51,871 in this category due primarily due to necessary adjustments to department budgets to account for items that were unanticipated during the budget process. These adjustments are proposed for appropriations under a separate Council item.
- Education and Training expenses total \$124,214 through the first half of the year, with projected costs exceeding budget by \$21,000 due to a membership fee for the City that was omitted during the budget process and will be proposed for correction under a separate Council item.
- Non-discretionary expenses are currently at \$4.06 million or 49% of amended budget through the first six months of activity. Examples of items included in this category are utilities, contributions for vehicle replacement and maintenance costs, technology

services support, and indirect costs (City overhead). Staff is projecting to exceed the amended budget by \$127,000 due to increased cost of gas and power (PG&E).

- Operating Transfers consist primarily of the transfer of Measure F and Measure R sales taxes received to the capital projects fund, transfer of funds set aside for the Southeast Area Pool project, as well as the annual subsidy for the Storm Drain and Cemetery operations and the annual contribution to pre-fund other post-employment benefits. Fund transfers are typically recorded toward the end of the fiscal year, when more accurate information is available regarding required transfer amount. The projected overage of \$362,581 in this category is due to better-than-expected revenues for both Measures F and R, which will be transferred out of the General Fund as an expense.

Table 6 – General Fund Expenditures by Department

FY2023/24 General Fund Expenditures						
	Original Budget	Amended Budget	Year-to Date Actuals	%	Projections	Variance Favorable (Unfavorable)
Administrative Services	\$ 4,298,624	\$ 5,315,505	\$ 2,773,616	52%	\$ 5,351,912	\$ (36,407)
Community Development	\$ 3,848,939	\$ 5,224,211	\$ 1,787,678	34%	\$ 5,082,900	\$ 141,311
Community Services	\$ 6,004,522	\$ 10,669,962	\$ 3,061,918	29%	\$ 10,912,462	\$ (242,500)
Police	\$ 24,178,103	\$ 24,448,887	\$ 10,632,275	43%	\$ 23,427,883	\$ 1,021,004
Fire	\$ 13,888,845	\$ 14,314,145	\$ 6,516,287	46%	\$ 14,576,426	\$ (262,281)
Library	\$ 1,700,733	\$ 1,906,865	\$ 848,649	45%	\$ 2,082,119	\$ (175,254)
Public Works	\$ 778,873	\$ 780,954	\$ 388,868	50%	\$ 724,240	\$ 56,714
Non-Departmental	\$ 12,988,520	\$ 14,585,952	\$ 462,131	3%	\$ 15,327,804	\$ (741,852)
Total All Departments	\$ 67,687,159	\$ 77,246,481	\$ 26,471,422	34%	\$ 77,485,746	\$ (239,265)

- General Fund expenditures by department for the first six months of operations are \$26.47 million, or 34% of the amended budget. Year-to-date actuals show most departments are spending in line with their budgets, however, FY2023/24 end-of-year projections indicate citywide expenditures exceeding the amended budget by \$196,163. Some of these overages will be addressed with proposed budget additions or corrections under a different Council report, and some of these overages are partially offset by additional revenues, as discussed herein.
- Administrative Services is expected to exceed the amended budget by \$36,407 mostly due to payment of a citywide membership fee that was omitted from the budget, as well as some overages in the personnel category for unanticipated leave payouts for employees who terminated employment with the City.

- Community Development is expected to be under the amended budget by approximately \$141,311. This is due to a salary savings as a result of staff turnover, as well as from staff charging time directly to projects outside the General Fund. These savings are partially offset by anticipated additional contract service costs to assist with plan check work load as well as to begin the process of updating the City fees associated with the recently adopted Zoning Code.
- Community Services is expected exceed the amended budget by \$242,500. These expenditure overages are primarily due to adjustments to expenses for temporary program staffing and to account for increased utility costs resulting from rate increases with PG&E. Proposed budget additions or corrections to address these items will be presented under a separate Council report.
- Police is expected to underspend their budget by \$1.02 million. This is almost entirely as a result salary and benefit savings resulting from both staff vacancies and long-term injuries. Although some of the vacancy savings are offset by increased overtime costs necessary to backfill shifts, the overall result is expected to be a savings for the department.
- Fire is expected to exceed the amended budget by \$262,281. Some of this expense overage is due to Strike Team, Urban Search and Rescue (USAR), and operations overtime. Strike Team and USAR activities account for \$171,906 of this overtime expense. The amounts are reimbursed by the Federal government, and staff will be including mid-year corrections to account for these expenses. The remaining over-budget amount is due to a position over-hire as a result of an expected vacancy; and overtime incurred to cover staff vacancies resulting from work related injuries.
- Library is expected to exceed the amended budget by \$175,254. Staff is projecting personnel costs to exceed budget for both permanent and temporary staff.
- Public Works is expected to end the fiscal year with savings of \$56,714. Staff is projecting savings as a result of full-time vacancies, partially offset by additional costs for utility and unanticipated facility related costs.
- During development of the budget, staff assumed overall savings will occur in the Personnel category as a result of vacancies throughout the year. These savings were reflected as negative budgets in the Non-Departmental category. Because there are minimal actual expenditures to offset these budgeted savings, year-end results appear to be over budget. However, any savings that might be realized would be included within each department category. Finally, transfers to other funds are included in this category,

and due to the expected increase in Measure F and Measure R sales tax revenues, the related transfer of that money to the separate fund will also be increased.



TO: THE HONORABLE MAYOR AND CITY COUNCIL
AGENDA: City Council Regular Meeting
DATE: March 19, 2024
ITEM #: G.14
SUBJECT: Fiscal Year 2023/24 Mid-Year Budget Adjustments

Recommendation for Action: Staff recommends that the City Council adopt Resolution No. _____, authorizing amendments to the Fiscal Year 2023/24 budget totaling \$5,246,284.

Staff Contact:

Kim McKinney, Administrative Services Director, (530) 661-5849, kim.mckinney@cityofwoodland.gov

Fiscal Impact:

The recommended action will authorize corrections and supplemental budget appropriations of \$5,246,284 to support operational expenditures across a variety of city funds. These proposed budget amendments, by fund, are detailed in Attachment A and summarized in the Resolution.

Background:

On June 20, 2023, the City Council adopted the fiscal year 2023/24 (FY2023/24) budget totaling \$206,847,391 in appropriations in support of citywide operations, capital improvement projects, and expenses related to the Woodland Finance Authority and the Successor Agency to the Woodland Redevelopment Agency. During the first six months of FY23/24, the City Council approved \$73,252,175 in budget amendments, which included prior fiscal year carryovers (operations and capital projects), Capital Improvement additional appropriations, and other staff requested budget augmentations and corrections.

Included as a separate item on the agenda, the City Council is receiving the FY2023/24 Mid-Year Report, representing revenue and expenditure results through the first six months of the fiscal year, along with updated projections for the remainder of FY2023/24. In conjunction with the midyear budget update, staff is requesting that the City Council authorize, by resolution, amendments to the FY2023/24 budget across various funds, as detailed in the attachment and highlighted briefly herein.

Discussion:

Staff is requesting formal action for supplemental FY2023/24 budget appropriations totaling \$5,246,284. The requested appropriations are funded through a mixture of new or increased revenues, available dedicated reserves, or use of unassigned fund balances from various funds.

Of the \$5,246,284 in requested appropriations, staff expects \$729,646 in offsetting revenue, for a total net impact of \$4,513,338.

The following is a discussion, by fund, of the recommended budget adjustments:

General Fund

Utilities Costs - \$122,000; due to increasing gas and electricity rates with PG&E, an adjustment to the budget for City parks and facilities is necessary.

Strike Team and Urban Search and Rescue Overtime- \$171,906; When the City deploys Fire personnel to assist with wildfire strike teams/urban search and rescue throughout the State, the overtime and equipment related costs the City incurs as a result of these efforts need to be added to

the budget, and they are reimbursed by the State and/or Federal government.

Fire Training Prop - \$43,707; the Fire Department received a grant from Yocha De He to build a stand-alone training prop at Fire Station 3. The grant funds need to be appropriated to allow for the project to be completed.

Measures F & R Revenue Transfer - \$362,581; An increased appropriation is required from the General Fund to account for the transfer of projected additional sales tax revenues to the Measure F and Measure R funds.

Measure R - \$24,674; Additional funds are necessary for the Library and Community Services Department to cover increased costs for temporary staff related to increasing minimum wage costs and expanded programming available.

State Grants Fund - \$50,000; The City received a grant through SB379 to assist with implementation of the new licensing and permitting software.

Police Grants Fund - \$102,197; Due to staff vacancies and long-term injuries, the Police Department has needed to backfill shifts through overtime. Adjustment is net of assumed vacancy savings, as appropriate.

Supplemental Law Enforcement Services Fund (SLESF) - \$10,702; Due to staff vacancies and long-term injuries, the Police Department has needed to backfill shifts through overtime. Adjustment is net of assumed vacancy savings, as appropriate.

Prop 172 Fund

Overtime - \$63,617; Due to staff vacancies and long-term injuries, the Police Department has needed to backfill shifts through overtime. Adjustment is net of assumed vacancy savings, as appropriate.

Police Supplies/Services - \$55,467; Additional funds are necessary to cover costs related to background and assessment costs for hiring and promotion in the department, special investigations and various other equipment.

Gibson Ranch Lighting & Landscaping District - \$44,930; due to increasing PG&E rates, an adjustment to the budget for city parks, traffic signals and streetlights is necessary. Additional costs for temporary staffing are also proposed to assist with increased needs for small tree care, and costs related to a negotiated increase in the landscape maintenance contract that was omitted from the budget process.

North Park Lighting & Landscaping District - \$3,517; due to increasing PG&E rates, an adjustment to the budget for city parks, traffic signals and streetlights is necessary. Additional costs related to a negotiated increase in the landscape maintenance contract that was omitted from the budget process.

Spring Lake Lighting & Landscaping District

Temporary Staff - \$30,000; Due to increased minimum wage costs, completion of park expansion and installation of new landscaping, additional funds for temporary staff are needed.

Utilities - \$83,000; Due to increasing PG&E rates, an adjustment to the budget for city parks, traffic signals and streetlights is necessary.

Sidewalk Maintenance - \$50,000; Funds needed to cover increased costs in materials for sidewalk

shaving and replacement within the District.

Sports Park Maintenance CFD

Utilities/Landscape - \$15,388; due to increasing PG&E rates, an adjustment to the budget for City parks and facilities is necessary. Additional costs related to a negotiated increase in the landscape maintenance contract that was omitted from the budget process.

Fence Installation - \$20,000; A fence is necessary to protect city equipment at the Sports Park.

Gateway Lighting & Landscaping District - \$7,470; Due to increasing PG&E rates, an adjustment to the budget for City traffic signals and streetlights is necessary. Additional costs related to a negotiated increase in the landscape maintenance contract that was omitted from the budget process are also needed.

Prudler Maintenance CFD - \$3,300; Annual administration costs for the newly formed Prudler Maintenance CFD were omitted from the budget and need to be included.

Measure F

Downtown Parking Lot Rehab - \$575,000; Funds were set aside in the Measure F spending plan to rehabilitate the parking lot south of the Hotel Woodland in downtown. To allow design for the project to begin, appropriation of the set aside is necessary.

Road Repair Supplies - \$75,000; Due to petroleum-based product cost increases and the rise in contract labor costs, additional appropriations are needed to allow continued repairs on roads and sidewalks through the end of the fiscal year.

Library Trust Fund - \$61,452; The Library received grant funds to implement Lunch at the Library, as well as donations for new books for the bookmobile. Appropriation of those grants and donations is required to allow them for use.

Transportation Development Act (TDA) Funds - \$9,200; Additional funding is required to complete required commercial license training for staff and to cover increased costs for laundry services for staff uniforms.

Gas Tax Fund - \$93,200; Due to increasing PG&E rates, an adjustment to the budget for City traffic signals and streetlights is necessary. Additional costs for laundry services for staff uniforms in the Road Division is also needed.

Successor Agency - \$145,930; This adjustment is to allocate funds approved through the annual ROPS process to fully pay off the outstanding Casa del Sol CalHFA loan.

Recreation Enterprise Fund - \$40,000; With an increase in contract class registration, the amount needed to pay contractors has increased, and additional funds for temporary staff are also required.

Equipment Maintenance Fund

Fuel - \$212,000; Additional appropriations are necessary to cover the increased cost of fuel for the City's fleet. Overages in previous years were covered by other savings that are no longer available.

Depreciation - \$178,183; Certain funds are required to record an annual depreciation expense, which is a way to allocate the cost of vehicles/equipment, buildings, projects and infrastructure over the longer-term life of the asset. Based on current calculations of the City's asset values, adjustments to depreciation are necessary.

Facility Reserve Fund - \$5,812; Certain funds are required to record an annual depreciation expense, which is a way to allocate the cost of vehicles/equipment, buildings, projects and infrastructure over the longer-term life of the asset. Based on current calculations of the City's asset values, adjustments to depreciation are necessary.

Equipment Lease Fund - \$626,348; Adjustments to approved lease payment schedules are needed. These costs are recovered through budgetary allocations to other City funds, which were already included in the approved budget.

Technology Services Fund - \$25,108; Certain funds are required to record an annual depreciation expense, which is a way to allocate the cost of vehicles/equipment, buildings, projects and infrastructure over the longer-term life of the asset. Based on current calculations of the City's asset values, adjustments to depreciation are necessary.

Self Insurance Program Fund - \$106,000; The final cost for the premiums the City pays for Worker's Comp and Liability insurance were higher than anticipated during the budget development process; this adjustment will update for actual premiums paid.

Water Enterprise Fund

Utilities - \$165,000; The cost per kilowatt-hour of electricity continues to increase, and additional budget is required as the City is already spending more than budgeted.

Water Compliance Sampling - The cost for compliance sampling by consultants has increased for the water system.

Depreciation - \$707,810; Certain funds are required to record an annual depreciation expense, which is a way to allocate the cost of vehicles/equipment, buildings, projects and infrastructure over the longer-term life of the asset. Based on current calculations of the City's asset values, adjustments to depreciation are necessary.

Laundry - \$7,250; Additional costs for laundry services for staff uniforms are needed.

Debt Service - (\$100,000); Budget allocated to debt that was refunded is no longer required and can be removed from the fund appropriations.

Sewer Enterprise Fund

Utilities - \$700,000; The cost per kilowatt-hour of electricity continues to increase, and additional budget is required as the City is already spending more than budgeted. The Water Pollution Control Facility (WPCF) uses a significant amount of electricity to power the 24/7 operations. This line item has been under-budgeted for the last two years, but other savings are no longer available to make up the difference in the shortfall.

Equipment Replacement - \$154,000; Several pieces of equipment require replacement at the Water Pollution Control Facility to maintain proper operations and disposal; this includes replacement of a grinder, grit pump and WAS/Scum pump.

Depreciation - \$171,186; Certain funds are required to record an annual depreciation expense, which is a way to allocate the cost of vehicles/equipment, buildings, projects and infrastructure over the longer-term life of the asset. Based on current calculations of the City's asset values, adjustments to depreciation are necessary.

Laundry - \$7,000; Additional costs for laundry services for staff uniforms are needed.

Storm Drain Enterprise Fund - \$3,000; The City leases the property for the pump station located on County Road 102 from Sierra Railroad; the annual property lease payment increased this year and was not captured in the original budget.

Conclusion:

Staff recommends that the City Council adopt Resolution No. _____, authorizing amendments to the Fiscal Year 2023/24 budget totaling \$5,246,284.

Prepared by: Kim McKinney, Administrative Services Director

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. FY24 Mid-Year Amendments Budget Resolution
2. Exhibit A - FY24 Mid-Year Budget Adjustments

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WOODLAND
APPROVING AMENDMENTS TO THE FISCAL YEAR 2023-2024 ANNUAL BUDGET**

WHEREAS, a balanced annual budget for the City of Woodland was prepared for fiscal year 2023-2024 and adopted by the City Council on June 20, 2023; and

WHEREAS, the adopted budget also included the fiscal year 2023-2024 budgets for the Woodland Finance Authority and the Successor Agency to the former Woodland Redevelopment Agency; and

WHEREAS, the budget for Capital Improvement Plan for fiscal year 2023-2024 was also prepared; and

WHEREAS, a revised annual budget has been prepared for fiscal year 2023-2024; and

WHEREAS, all appropriations for the prior fiscal year shall lapse at the end of fiscal year 2023-2024 and any remaining amounts shall be credited against their respective fund balances, except for:

- a. Any unexpended but encumbered amounts for specific orders outstanding at the end of the Fiscal Year, and
- b. Any appropriations for incomplete capital projects at the end of fiscal year 2023-2024; and

WHEREAS, for these exceptions, such carry-overs may be made without further City Council action,

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF WOODLAND HEREBY RESOLVES:

Section 1. The 2023-2024 Annual Revised Budget is hereby amended to include supplemental appropriations totaling \$5,246,284 as shown in Exhibit A and summarized below:

Fund	Fund Name	Budget Adjustment	Revenues	Net Impact
1101	General Fund	\$ 700,194	\$ 578,194	\$ 122,000
1102	Measure R	24,674	-	24,674
1325	State Grants	50,000	50,000	-
1340	Police Grants (COPS)	102,197	-	102,197
1352	SLESF	10,702	-	10,702
1353	PROP 172	119,084	-	119,084
1354	Gas Tax	93,200	-	93,200
1354	TDA	9,200	-	9,200
1381	Gibson Ranch L&L	44,930	-	44,930
1383	North Park L&L	3,517	-	3,517
1389	Spring Lake L&L	163,000	-	163,000
1391	Sports Park O&M CFD	35,388	-	35,388
1392	Gateway L&L	7,470	-	7,470
1393	Prudler Maintenance CFD	3,300	3,300	-
1507	Measure F	650,000	-	650,000
1522	Successor Agency	145,930	-	145,930
1917	Library Trust Fund	61,452	61,452	-
2010	Equipment Maintenance	392,533	-	392,533
2011	Facility Reserves	5,812	-	5,812
2014	Vehicle-Equipment Leases	626,348	-	626,348
2015	Technology Services	25,108	-	25,108
2091	Self Insurance Program	106,000	-	106,000
2210	Water Enterprise	791,060	-	791,060
2220	Sewer Enterprise	1,032,186	-	1,032,186
2221	Storm Drain Enterprise	3,000	-	3,000
2253	Recreation Enterprise	40,000	40,000	-
		\$ 5,246,284	\$ 732,946	\$ 4,513,338

Section 2. Appropriations are hereby made at the individual fund level. The City Manager and Finance Officer are authorized to make budgetary transfers within an individual fund, so long as total appropriations for such fund remain unchanged. Interfund loans and/or transfers necessary to support fund level appropriations are hereby approved and authorized. Any changes to total fund level appropriations require further Council action.

Section 3. The City Manager and Finance Officer are hereby authorized to implement this resolution, including issuing the 2023-2024 Revised Budget, together with any non-substantive corrections to the preliminary budget adopted by this Council.

PASSED AND ADOPTED by the City Council of the City of Woodland at a regular meeting of the City Council held on the 19th day of March, 2024, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Tania Garcia Cadena, Mayor

ATTEST:

Ana B. Gonzalez, City Clerk

FISCAL YEAR 2023/24 CITYWIDE MID-YEAR ADJUSTMENTS

Department	Fund	Description	Justification	Amount Requested	Offsetting Revenue	Net Impact
Administration	Prudler Maintenance CFD	Annual admin for CFD	To appropriate annual admin costs for the maintenance CFD	\$ 3,300	\$ 3,300	\$ -
Community Development	State Grants	SB379 Grant	Grant to assist with Energov/EPL implementation	\$ 50,000	\$ 50,000	\$ -
Community Development	Measure F	Downtown Parking Lot Rehab	Appropriate funds set-aside in the Measure F spending plan to rehabilitation of the parking lot south of Hotel Woodland	\$ 575,000	\$ -	\$ 575,000
Community Services	General Fund	Utilities	Increased cost of utilities related to PG&E rate increases	\$ 122,000	\$ -	\$ 122,000
Community Services	Recreation Enterprise	Contract Class adjustment	With an increase in contract class registration, the amount needed to pay contractors (who receive a portion of the registration) has increased.	\$ 25,000	\$ 25,000	\$ -
Community Services	Sports Park O&M CFD	Sports Park Fence	A fence is needed to protect the City equipment at the Sports Park from the new development of the softball fields.	\$ 20,000	\$ -	\$ 20,000
Community Services	Various - L&L Districts	Utilities	Increased cost of utilities related to PG&E rate increases	\$ 26,000	\$ -	\$ 26,000
Community Services	Various - L&L Districts	Landscape Maintenance Contract Increase	Adjustment to account for contracted increase for landscape maintenance omitted from budget	\$ 27,504	\$ -	\$ 27,504
Community Services	Various - MSR, L&Ls	Hourly Wages-Temporary Staff	Additional budget for minimum wage increases and additional programming	\$ 59,000	\$ 15,000	\$ 44,000
Fire	General Fund	Strike Team Reimbursement	Reimbursement for Strike Team and USAR Task Force overtime/equipment	\$ 171,906	\$ 171,906	\$ -
Fire	General Fund	Training Prop	A grant was provided by Yocha De He to construct a stand alone training prop at Station 3	\$ 43,707	\$ 43,707	\$ -
Library	Library Trust Fund	Hourly Wages-Temporary Staff	Grant funded temp staff for Lunch at the Library grant	\$ 20,000	\$ 20,000	\$ -
Library	Library Trust Fund	Departmental Supplies	To cover program supplies from new Lunch at the Library grant, and donations for new books for bookmobile	\$ 41,452	\$ 41,452	\$ -
Library	Measure R	Hourly Wages-Temporary Staff	Additional budget for minimum wage increases and additional programming	\$ 20,674	\$ -	\$ 20,674
Police	Police Grants (COPS)	Overtime Adjustment	Adjustment in Overtime budget to cover vacancies and long-term injuries	\$ 102,197	\$ -	\$ 102,197
Police	PROP 172	Overtime Adjustment	Adjustment in Overtime budget to cover vacancies and long-term injuries	\$ 63,617	\$ -	\$ 63,617
Police	PROP 172	Various supplies/services	Various supplies and services needed related to backgrounds, promotional assessments, special investigations and equipment	\$ 55,467	\$ -	\$ 55,467
Police	SLESF	Overtime Adjustment	Adjustment in Overtime budget to cover vacancies and long-term injuries	\$ 10,702	\$ -	\$ 10,702
Public Works	Equipment Maintenance	Gas & Oil	Projected shortfall in total fuel costs for City fleet	\$ 212,000	\$ -	\$ 212,000
Public Works	Gas Tax	Utilities	Increased cost of utilities related to PG&E rate increases	\$ 91,000	\$ -	\$ 91,000
Public Works	Measure F	Sidewalk/Road Repair Supplies	Additional funds to cover increased cost of petroleum-based products, inflation and labor for road and sidewalk maintenance.	\$ 75,000	\$ -	\$ 75,000
Public Works	Sewer Enterprise	Utilities	Increased cost of utilities related to PG&E rate increases and ongoing shortfall at the Water Pollution Control Facility	\$ 700,000	\$ -	\$ 700,000
Public Works	Sewer Enterprise	Grinder replacement	A replacement grinder is required to maintain proper rag removal operation	\$ 46,000	\$ -	\$ 46,000

Department	Fund	Description	Justification	Amount Requested	Offsetting Revenue	Net Impact
Public Works	Sewer Enterprise	Grit pump replacement	A replacement pump is required to maintain proper grit basin operation	\$ 43,000	\$ -	\$ 43,000
Public Works	Sewer Enterprise	WAS/Scum pump replacement	A replacement pump is required to maintain proper pumping operation of sludge disposal process.	\$ 65,000	\$ -	\$ 65,000
Public Works	Spring Lake L&L	Contract Services	Additional funds needed to cover increased sidewalk shaving and replacement	\$ 50,000	\$ -	\$ 50,000
Public Works	Storm Drain Enterprise	Property Lease Increase	Sierra Railroad leases the property for the pump station on CR102	\$ 3,000	\$ -	\$ 3,000
Public Works	TDA	Training	Costs to cover required commercial license training for staff; increased State requirements have significantly raised the cost per person for this training	\$ 5,000	\$ -	\$ 5,000
Public Works	Various - Enterprise and Transportation Funds	Laundry	Adjustment for the contract for laundry services for City uniforms; increased cost for the service as well as adjustments for staffing levels	\$ 23,000	\$ -	\$ 23,000
Public Works	Various - L&L Districts	Utilities	Increased cost of utilities related to PG&E rate increases	\$ 90,800	\$ -	\$ 90,800
Public Works	Water Enterprise	Utilities	Increased cost of utilities related to PG&E rate increases and ongoing shortfall for the wells	\$ 165,000	\$ -	\$ 165,000
Public Works	Water Enterprise	Water Sampling Contract Increase	The cost for compliance sampling has increased for the water system as a result of increased costs for labor and supplies	\$ 11,000	\$ -	\$ 11,000
Non-Departmental	General Fund	MSR/MSF Revenue Transfer	To adjust appropriations to match the revenues associated with Measures R and F	\$ 362,581	\$ 362,581	\$ -
Non-Departmental	Self Insurance Program	Insurance premiums	Adjust for final Worker's Comp/Liability Insurance premiums	\$ 106,000	\$ -	\$ 106,000
Non-Departmental	Successor Agency	RDA Loan payoff	To adjust budget to match approved ROPS and fully pay off the Casa del Sol HELP Loan	\$ 145,930	\$ -	\$ 145,930
Non-Departmental	Various - Internal Service and Enterprise Funds	Depreciation correction	To correct depreciation for anticipated annual amount; required for financial statement reporting and audit purposes	\$ 1,088,099	\$ -	\$ 1,088,099
Non-Departmental	Vehicle-Equipment Leases	Enterprise Lease Payments	Adjust budget to match current schedule of Enterprise lease payments	\$ 44,000	\$ -	\$ 44,000
Non-Departmental	Vehicle-Equipment Leases	Skeeter Brush Truck Lease Payments	Adjust budget to match current schedule of required lease payments	\$ 38,346	\$ -	\$ 38,346
Non-Departmental	Vehicle-Equipment Leases	Pierce Pumper/Acedant Tiller Lease Payments	Adjust budget to match current schedule of required lease payments	\$ 544,002	\$ -	\$ 544,002
Non-Departmental	Water Enterprise	Debt Service Adjustment	Remove budget for Water Revenue Commercial Paper Notes admin no longer needed	\$ (100,000)	\$ -	\$ (100,000)

\$ 5,246,284 \$ 732,946 \$ 4,513,338