

AGENDA ITEM #5B
TIP Annual Update

Project / Program	Project Amount
CIP 8208: Cowell/Chiles Roundabout	\$1,066,362
CIP 8250: Transportation Infrastructure Rehab	\$4,402,112
CIP 8251: H Street Improvements/H Street Tunnel: Phase 1 (Project Amount column = all phases)	\$2,295,000
CIP 8252: Downtown Parking Management Plan Implementation: Phase 1	\$301,604
CIP 8256: L Street Improvements (Fifth to Claremont)	\$3,017,136
CIP 8257: Mace Blvd Improvements (Cowell to Blue Oak)	\$2,897,862
CIP 8270: Covell / L Street Intersection Improvements (Covell to Claremont)	\$1,162,000
CIP 8272: Fifth Street Reconstruction around Maintenance Holes	\$1,060,571
CIP 8281: Tim Spencer Alley Reconstruction	\$1,385,400
CIP 8288: Covell / F Street Bike/Ped Undercrossing	\$4,985,000
CIP 8292: Richards / Olive Drive Parking Lot	\$195,000
CIP 8730: I-80 / Richards Interchange & i-80/Olive Drive Off-Ramp Closure (Design)	\$1,554,763
CIP 8783: Traffic Safety Measures	\$100,000
Total	\$30,722,810

FY 2017/18 TIP PROJECTS LIST

The TIP project list consolidates into a single location, all transportation-related activities in the present and planned for the near future. The TIP project list consists of “ongoing” activities City Transportation and Engineering staff engage in on a daily basis, projects that are “in progress”, projects that are “prioritized” for future completion, and “deferred” projects which are not envisioned to be completed within the five-year TIP timeframe. The Mid-Year Update provides updates on projects in the first three categories. The Deferred project list is included in the Spring Update.

Ongoing Projects & Programs

The below table illustrates the standing transportation programs and key tasks within functional areas that occur on a regular basis. Many specific functions nest within the larger projects and programs that are not specifically identified in the TIP.

Table 5: Ongoing Projects / Programs

Category	Project/Program
Capital	CIP 8126: ADA Parking and Curb Ramp Compliance
	CIP 8248: Bicycle Action Plan: Infrastructure Enhancements Projects
	CIP 8250: Transportation Infrastructure Rehab
	CIP 8783: Traffic Calming Program
Program	Program 7234: Transportation Planning
	Program 7245: Electrical Maintenance Services
	Program 7251: Bicycle / Pedestrian Transportation
	Program 7252: Street Maintenance and Repair
	Program 7253: Street Sweeping and Cleaning
	Program 7255: Sign Maintenance
	Program 7259: Sidewalk / Gutter / Curb Maintenance
	Program 7263: Public Transportation
	Program 7411, 7414: Storm Drain
	Program 7605: Development Review for Transportation

In Progress Projects³

In Progress projects are programs, planning efforts, or capital improvement projects that are actively being delivered.

Table 6: In Progress Projects

Category	Score	Project/Program	Description	Anticipated Completion
Capital	N/A	Bike Share System Implementation**	Regional bike share system with stations in Davis.	Fall 2017
		CIP 8164: Third Street Improvements**	Streetscape improvement and stormwater drainage project of the two-block segment of Third Street between A Street and B Street at the eastern entrance to the UC Davis campus.	Winter 2017-18
		CIP 8252: Downtown Parking Management Plan Implementation: Priority 1 & 2 Recommendations	Downtown parking improvements.	TBD
		CIP 8256: L Street Improvements**	Resurfacing and restriping between Fifth Street and Covell Blvd	Summer 2018
		CIP 8257: Mace Blvd Improvements**	Streetscape improvement project: Resurfacing, restriping, cycle track, lane reduction, signal enhancements between Cowell Blvd and Blue Oak Pl.	Summer 2017
		CIP 8258: Bicycle and Pedestrian Wayfinding & Data Collection Program	Designated bicycling thoroughfares that connect neighborhoods and/or activity centers with supportive infrastructure enhancements.	Summer-Fall 2017
		CIP 8270: Covell / L Street Intersection Improvements	Corridor Plan (ECCP). Improvements include a new geometry and striping to confirm to a Dutch junction, new signalization and ADA ramps.	Summer 2018
		CIP 8272: Fifth Street Reconstruction around Maintenance Holes	Fifth Street Reconstruction around Maintenance Holes.	Winter 2017-18
		CIP 8281: Tim Spencer Alley Reconstruction	This project will replace the sewer and water mains and reconstruct the alley surface.	Summer 2017

³ ** = Grant-funded projects.

Category	Score	Project/Program	Description	Anticipated Completion
	N/A	CIP 8282: Fourteenth St/Villanova Dr / North Davis E.S. High Priority Improvements**	Resurfacing, restriping, and High Priority improvements for North Davis E.S.	Summer 2018
		CIP 8286: Russell Blvd Bike Path (Arthur to City Limits) (Design)	Rehabilitation of bike path.	TBD
		CIP 8292: Richards / Olive Drive Parking Lot	Develop City-owned dirt lot to create 25 X-permit parking spaces.	Fall 2017
	40.3	CIP 8251: H Street Improvements / H Street Tunnel	Street redesign and resurfacing between H Street tunnel and Covell Blvd underpass. Includes improvements to H Street tunnel.	Phase 1: Fall 2017 Phase 2: Summer 2018
	39.7	CIP 8730: I-80 / Richards Interchange	Redesign interchange to improve circulation/safety for cars, bicycles, and pedestrians.	FY 2020/21
	37.3	CIP 8730: I-80/Olive Drive Off-Ramp Closure	Closure of WB I-80 off-ramp at Olive Drive.	FY 2020/21
	34.7	CIP 8208: Cowell Blvd / Chiles Rd Roundabout	Roundabout.	Summer 2017
	32.3	CIP 8288: Covell / F Street Bike/Ped Undercrossing	Grade-separated bike / ped crossing from Cannery to F Street.	Summer 2018
Planning / Policy	N/A	Citywide Corridor Enhancements Study	Citywide study to identify and prioritize corridors for transportation enhancements, safety, and/or traffic calming needs.	FY 2017/18

New Projects for FY 2017/18

The table below indicates new capital projects that are expected to be initiated in Fiscal Year 2017/18.

Table 7: New Projects for FY 17/18

Category	Score	Project/Program	Description
Capital	38.7	CIP 8297: Birch Lane E.S. High Priority Projects	WBAR infrastructure safety projects.
Planning / Policy	45.0	CIP 8298: Anderson Road Improvements / Chavez E.S. High Priority Improvements Master Plan	Planning and outreach for the redesign and construction of Anderson Road between Russell and Covell Blvds. Includes Chavez E.S. WBAR infrastructure safety improvements.

Prioritized Projects & Programs

Prioritized projects represent projects of greater community importance that required more resources to deliver than provided within the City's standing transportation programs.

Prioritized TIP projects are evaluated and scored based on twelve equally weighted criteria approved by Council in 2014. The below table indicates criteria used for scoring.

Table 8 reflects the Prioritized list of transportation infrastructure, plans, and programs to pursue in the future. Most projects are currently unfunded. The TIP assumes a scenario where all Prioritized projects are delivered within a five-year timeframe and associated costs. This is unlikely to occur due to funding constraints described in the following section. In general, a TIP objective is to program higher scoring projects earlier in earlier years. However, several variables

affect project programming including project costs, length of time required to deliver project, available funding sources, and new projects emerging with a high priority than existing projects.

Projects Evaluation Criteria

Criterion #	Criterion	Origin
1	Travel Choices	General Plan Transportation Element Goals
2	Sustainability	
3	Complete Streets	
4	Bicycling	
5	Fiscal Resilience	City Council Goals
6	Economic Vitality	
7	Downtown	
8	Community	
9	Infrastructure	
10	Safety and Health	
11	Grant Competitiveness	Stand-Alone Criteria
12	Staff Time	

The maximum possible project score is 60 points. Additionally, evaluation guidance is used to translate non-transportation criteria into a transportation context. The scores provided for projects in the TIP are used for overall guidance of relative importance for funding over a five-year period. Per City Council direction, the Prioritized projects were scored by City

staff and then averaged. Given the TIP scoring system is qualitative in nature and given the wide range of projects, project types, and costs, readers should not place excessive emphasis on individual project scores.

Table 8: Prioritized Projects / Programs⁴

Category	Score	Project/Program	Description
Capital	43.7	East Olive Crossing Project	Grade-separated crossing between the Olive Drive neighborhood and the Amtrak station.
	41.3	Fifth Street Corridor (L Street to Pole Line Rd)	Restripe/Redesign street to fill gap in bicycle network.
		Pole Line Road - Olive Drive Connection*	Bicycle / Pedestrian bridge connecting Pole Line Road overcrossing multi-use path with US 40 multi-use path near Olive Drive.
	40.7	Downtown Gateway Arch	Downtown gateway arch and bike/ped crossing of Richards Blvd immediately south of the U.P. Railroad bridge.
	40.3	Putah Creek Multi-Use Path Connection	Close .3 mi Putah Creek bike path connection gap between I-80 and Da Vinci Court.
	40.0	Pole Line road / Fifth Street Intersection Improvements	Re-design intersection for improved safety.
	39.3	F Street - Fifth Street to E. 14th Street	Streetscape design plan
	39.0	Russell Blvd Corridor Plan: A Street to West City Limit	Streetscape design plan
	38.7	Russell Blvd Bike Lanes (A Street to Arlington Blvd)	Restriping of Russell Blvd between A Street and Arlington Blvd to include west bound bike lane and removal of parking on north side, if needed.
	37.3	Covell Blvd Plan - State Route 113 to west city limit	Streetscape design plan
	37.0	Ponteverde & Tulip Multi-Use Path Extension	250-foot extension of bike path from Ponteverde to Tulip & Ponteverde Intersection with accompanying intersection improvements.

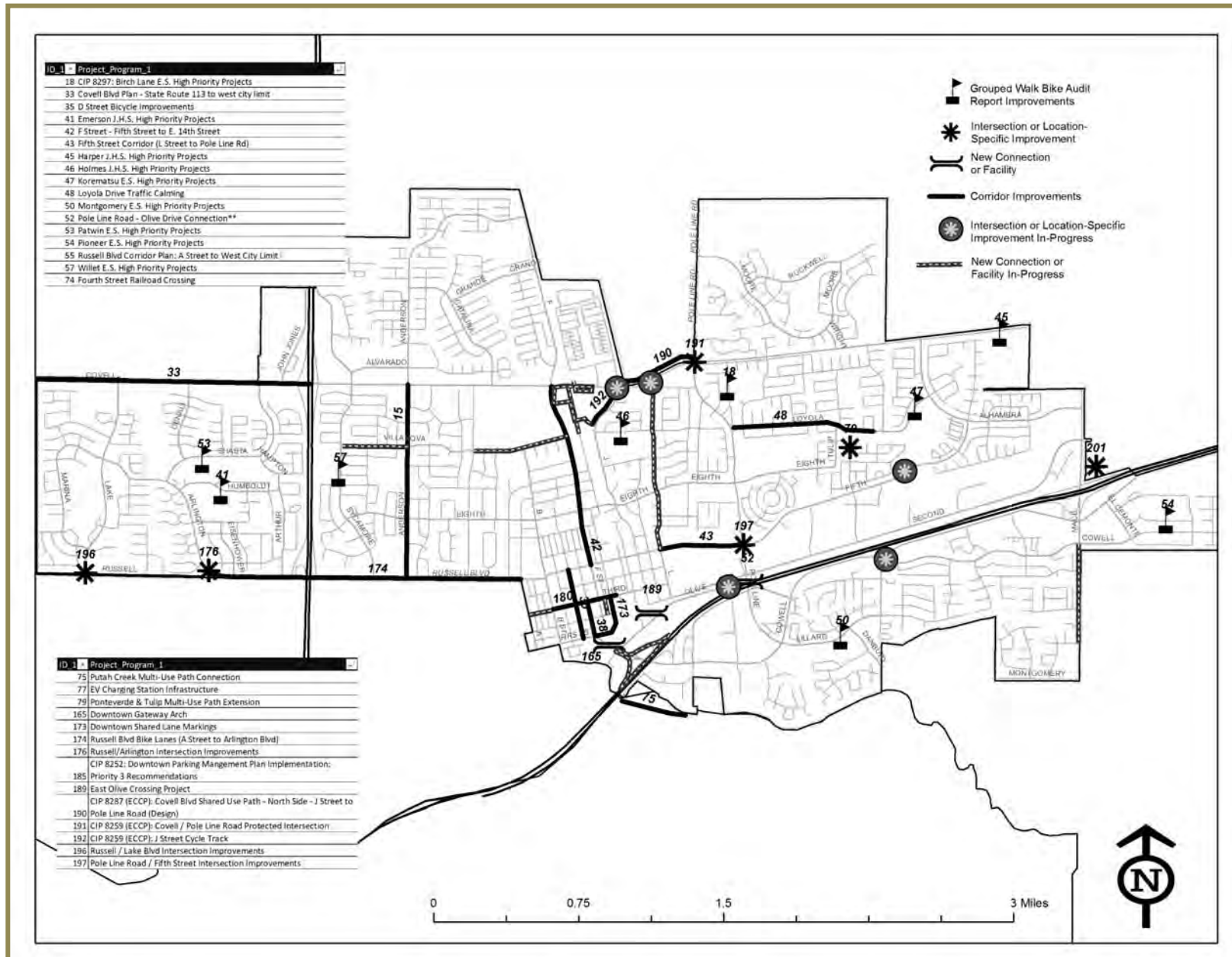
⁴ *= Grant application submitted.

Bold = New projects.

Category	Score	Project/Program	Description
	36.0	Holmes J.H.S. High Priority Projects	WBAR infrastructure safety projects.
	35.7	Loyola Drive Traffic Calming	Traffic Calming to improve safety and function of the corridor.
		Russell/Arlington Intersection Improvements	Intersection safety improvements.
	35.5	Pioneer E.S. High Priority Projects	WBAR infrastructure safety projects.
	35.3	CIP 8259 (ECCP): Covell / Pole Line Road Protected Intersection	Protected intersection at Pole Line Road & Covell Blvd.
	35.0	CIP 8287 (ECCP): Covell Blvd Shared Use Path - North Side - J Street to Pole Line Road (Design)	Shared-use path on north side from J Street to Pole Line Rd.
		Emerson J.H.S. High Priority Projects	WBAR infrastructure safety projects.
		Patwin E.S. High Priority Projects	WBAR infrastructure safety projects.
	34.5	Harper J.H.S. High Priority Projects	WBAR infrastructure safety projects.
	33.7	CIP 8259 (ECCP): J Street Cycle Track	Two-way cycle track between Covell Blvd and H Street tunnel path.
	33.0	Willet E.S. High Priority Projects	WBAR infrastructure safety projects.
	30.7	D Street Bicycle Improvements	Design and sign D Street as a bicycle friendly street to provide more opportunities to travers downtown from Third Street to the Arboretum and destinations on campus.
	30.0	Russell Blvd / Lake Blvd Intersection Improvements	Re-design intersection for improved safety.
	28.3	Montgomery E.S. High Priority Projects	WBAR infrastructure safety projects.
	28.0	Downtown Shared Lane Markings	Installation of shared lane markings downtown per the Bicycle Action Plan.
	27.0	Fourth Street Railroad Crossing	Rehabilitation of UP railroad crossing at Fourth Street
	26.3	Downtown Parking Structure	Third downtown parking structure at unspecified location
	23.7	EV Charging Station Infrastructure	Per EV Readiness Plan, identify priorities and funding for installation of charging stations at city facilities.
	23.0	CIP 8252: Downtown Parking Mangement Plan Implementation: Priority 3 Recommendations	Implementation of Priority 3 recommendations.
	22.0	Korematsu E.S. High Priority Projects	WBAR infrastructure safety projects.

Category	Score	Project/Program	Description
Planning / Policy	40.0	E Street Corridor Plan - First Street to Third Street	A public outreach and streetscape design concept plan to created a shared community vision for the aesthetics and function of the downtown public realm.
	38.7	Pedestrian Master Plan	Create and implement a Pedestrian Plan to improve connectivity for pedestrians, including the disabled.
	38.0	Core Area Bicycle Circulation Plan	Examine ways to improve bicycle circulation to and within the Core Area.
	37.0	Third Street Bicycle Boulevard Study (B Street to G Street)	Conduct study to consider possibilities for improving bicycle access & circulation on this segment of Third Street
	36.5	Intercity Bicycle Connections Plan	Bicycle route connections plan between Davis and neighboring jurisdictions
	28.0	Downtown Transit Services and Utilization Review	Comprehensive review of downtown bus services and utilization.
	27.3	Downtown Streetscape Improvement Plan	Streetscape improvement plan to enhance downtown ambiance.
	26.5	Transportation Demand Management Plan	Citywide program to reduce single-occupant vehicle driving
	24.3	Traffic Signal Timing Study	Citywide traffic signal timing study to improve traffic flow, safety, and access. Focus areas include no right on red, bike/ped leading interval, pedestrian countdown signals.
	22.0	Transit Stop Amenities and Conflict Identification / Mitigation Plan	Citywide plan to identify comfort, safety, and information needs at transit stops in Davis.
Program	25.7	Mace Park & Ride-Downtown Shuttle	Creation of Unitrans express routes, at business peak intervals, from designated periphery locations in East Davis to downtown (and back).

Figure 2: Map of Prioritized Projects

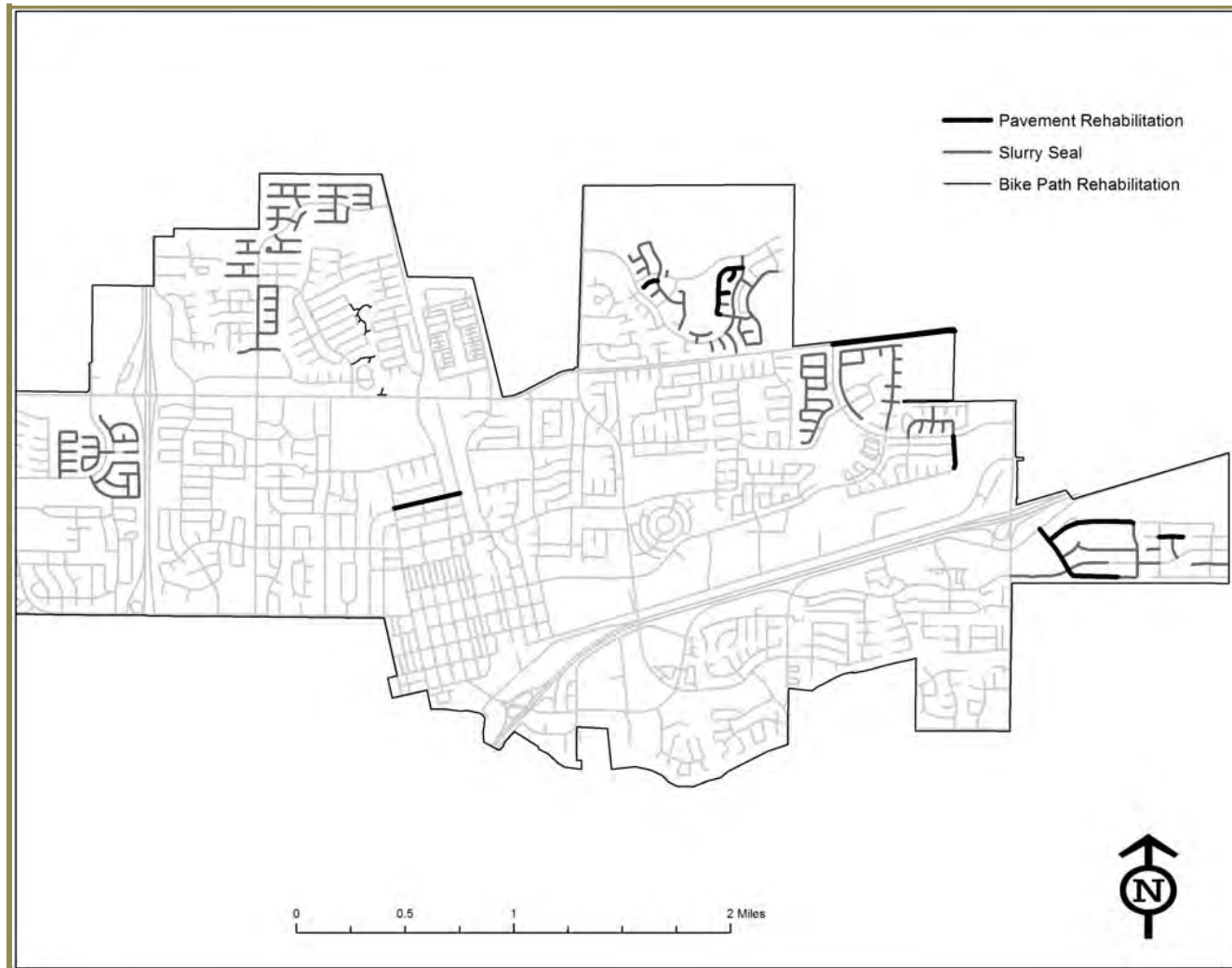


Pavement Rehabilitation

Each year, funding is allocated to resurface City streets. The City has a significant backlog of streets needing resurfacing. For FY 2017/18, over \$4.4 million is budgeted for this critical maintenance need.

Figure 3 illustrates the street segments selected for pavement rehabilitation, neighborhoods for a slurry seal (pavement life extender), and multi-use paths for rehabilitation. The below table and Figure 2 illustrate the street segments selected for rehabilitation.

Figure 3: Map of Pavement Rehabilitation

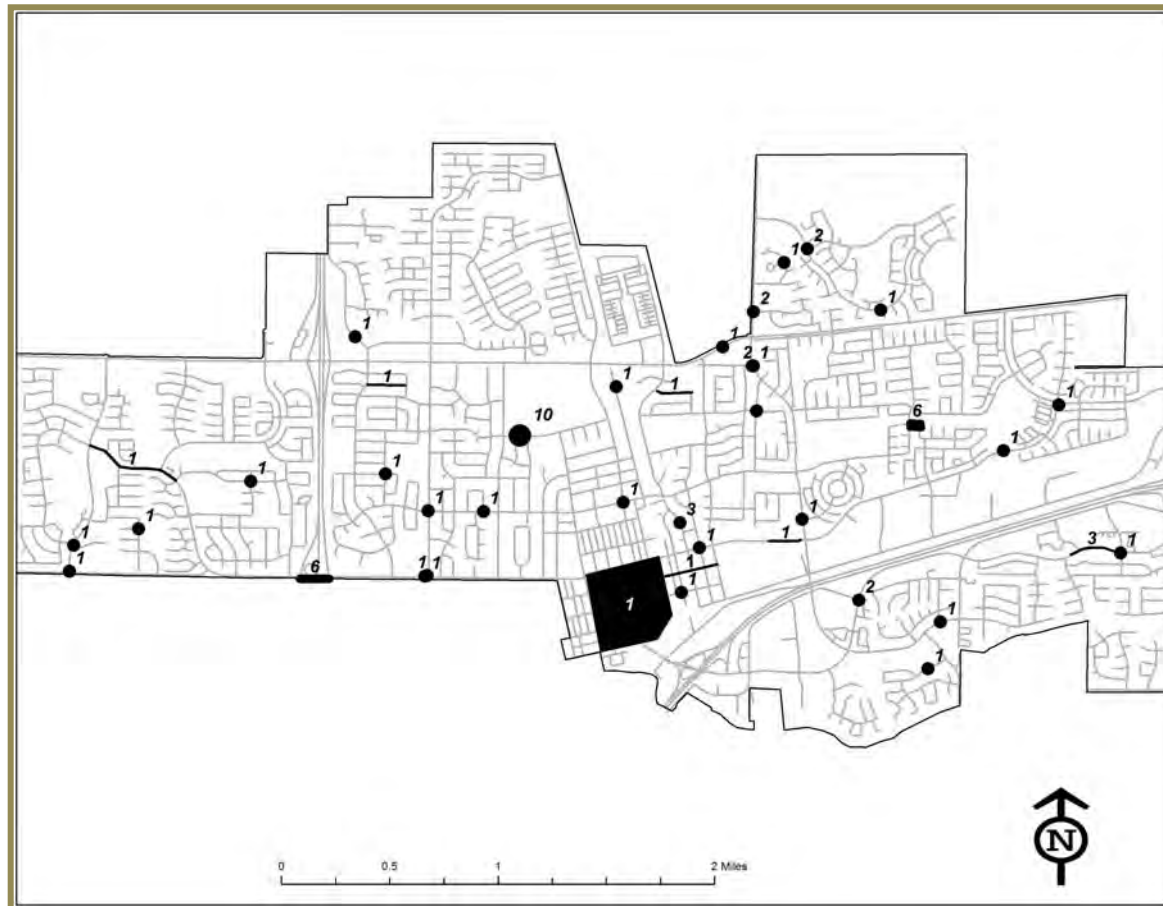


Reported Traffic Safety Concerns

The Public Works Department tracks all traffic-related concerns received. Formally submitted concerns - either in writing or via the City's online Service Request portal - are entered into a database and mapped into a geographical information system (GIS) layer. These are then overlaid with other layers such as PCI, speed surveys, Walk Bike Audit Report, and collision layers among others

to help determine transportation priorities. This analysis either results in larger TIP projects or, if comparatively minor improvements are possible, can be addressed sooner at the programmatic level, if warranted. The map below illustrates locations where citizens have expressed traffic-related concerns. In some locations, multiple concerns have been expressed at the same location.

Figure 4: Traffic Concerns Map (labels = complaints received)



APPENDIX

TIP PROJECTS EVALUATION CRITERIA

Table 9: TIP Evaluation Criteria

#	TIP EVALUATION CRITERIA	Eligible Points
TRANSPORTATION ELEMENT GOALS		
1	<p>Travel Choices</p> <ul style="list-style-type: none"> Promotes a range of viable choices among different modes of transportation. <p><i>Criterion guidance: Project facilitates reaching destinations by bicycle, walking, transit, and automobiles through improved transportation services, education, demand management, connectivity, planning, infrastructure, etc.</i></p>	5
2	<p>Sustainability (common to City Council goal)</p> <ul style="list-style-type: none"> Transportation Element goal: Improves public health by encouraging clean, active and economically sustainable means of travel. City Council goal: Pursue environmental sustainability. <p><i>Criterion guidance: Potential for reduced GHG emissions, reduced tailpipe emissions, improved storm water runoff.</i></p>	5
3	<p>Complete Streets</p> <ul style="list-style-type: none"> Contributes to a Complete Street network that meets the needs of all users. <p><i>Criterion guidance: Street infrastructure design encourages (not just accommodates) walking, bicycling, and transit alongside of automobiles.</i></p>	5
4	<p>Bicycling</p> <ul style="list-style-type: none"> Encourages bicycling as a healthy, affordable, efficient, and low-impact mode of transportation. <p><i>Criterion guidance: Potential to facilitate increased bicycling.</i></p>	5
CITY COUNCIL GOALS		
5	<p>Fiscal Resilience</p> <ul style="list-style-type: none"> Ensure fiscal resilience <p><i>Criterion guidance: Extent to which project may contribute directly to or indirectly to net positive City revenue, or conversely, the extent of operations and maintenance costs to the City over the life of the project, if applicable.</i></p>	5

#	TIP EVALUATION CRITERIA	Eligible Points
6	<p>Economic Vitality</p> <ul style="list-style-type: none"> • Drive innovation and economic vitality. <p><i>Criterion guidance: Direct, indirect, or synergistic effect in promoting business community well-being. Promotes private investment by improving access and/or mobility.</i></p>	5
7	<p>Downtown</p> <ul style="list-style-type: none"> • Build and promote a vibrant downtown. <p><i>Criterion guidance: Project is located in, improves access to, or otherwise benefits the downtown.</i></p>	5
8	<p>Community</p> <ul style="list-style-type: none"> • Promote community. <p><i>Criterion guidance: Improves sense of community and/or identity, human interaction, utilizes extensive community engagement/participation, provides recreational opportunities, has cultural value, or beautifies the public realm.</i></p>	5
9	<p>Infrastructure</p> <ul style="list-style-type: none"> • Fund, maintain, and improve infrastructure. <p><i>Criterion guidance: Project improves or maintains transportation infrastructure. Consider significance of project including: scale, connectivity, volume of users benefitting, etc.</i></p>	5
10	<p>Safety and Health</p> <ul style="list-style-type: none"> • Ensure a safe and healthy community. <p><i>Criterion guidance: Potential to reduce collisions and/or injury. Improves public health and perceptions of safety, comfort.</i></p>	5
SUPPLEMENTAL CRITERIA		
11	<p>Grant Competitiveness</p> <p><i>Criterion guidance: Project is eligible and competitive for external grant funding.</i></p>	5
12	<p>Staff Time</p> <p><i>Criterion guidance: Staff time required to manage project, as described (0 = significant staff time; 5 = minimal staff time).</i></p>	5
TOTAL ELIGIBLE SCORE		60

FIVE YEAR TRANSPORTATION GRANT HISTORY: FY 2012/13- FY 2016/17

Table 10: Transportation Grants Applied/Awarded (FY 2012/13 - FY 2016/17)

Year Applied	Project Title	Funding Requested	Funding Awarded	Grant Program	Funding Type
FY 16/17	Unitrans Fare-Free Transit Pilot Program	\$150,000	TBD	SACOG TDM Innovations	Program
	Lights in a Pinch	\$10,000	\$5,000	YSAQMD Clean Air Funds	Program
	Electric-Assist Community Quadricycle	\$9,500	\$3,000	YSAQMD Clean Air Funds	Program
	Electric Vehicle Charging Infrastructure	\$2,300,000	\$0	Electrify America (VW Settlement Fund)	Capital
	Go Davis! TDM Program	\$117,600	\$0	Caltrans Sustainable Transportation Planning	Planning / Policy
FY 15/16	Amtrak Station Electronic Bike Lockers	\$93,295	\$93,295	Caltrans Low Carbon Transit Operations Program	Capital
	Providing Safe Passage: Connecting Montgomery Elementary and Olive Drive	\$3,540,000	\$0	Statewide ATP	Capital
FY 14/15	Anderson Rd Improvements	\$1,897,000	\$0	SACOG Community Design	Capital
	Fourteenth Street / Villanova Drive Improvements	\$992,000	\$992,000	SACOG Regional/Local	Capital
	Loyola Drive Improvements	\$1,042,000	\$0	SACOG Regional/Local	Capital
	Olive Drive - Pole Line Road Connection	\$500,000	\$0	SACOG Community Design	Capital
	Pole Line Rd Improvements	\$946,000	\$0	SACOG Regional/Local	Planning / Policy
	Reconnect Olive Drive	\$137,000	\$0	Caltrans Sustainable Transportation Planning	Planning
	Safe Routes to School Infrastructure Improvements	\$1,652,000	\$0	Regional ATP	Capital
		\$2,011,000	\$0	Statewide ATP	Capital
FY 13/14	Bicycle Friendly Business Program	\$15,000	\$15,000	SACOG TDM	Program
	Reconnect Olive Drive	\$126,400	\$0	Caltrans Sustainable Transportation Planning	Planning / Policy
	Safe Routes to School Program	\$562,000	\$562,000	Statewide ATP	Program
FY 12/13	Bicycle and Pedestrian Wayfinding & Data	\$207,000	\$207,000	Regional ATP	Capital

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Year Applied	Project Title	Funding Requested	Funding Awarded	Grant Program	Funding Type
	Collection System				
	Downtown Streetscape Enhancements	\$125,000	\$0	Caltrans Community Based Transportation Planning	Planning / Policy
	L Street Corridor Improvements	\$1,713,000	\$1,713,000	SACOG Regional/Local	Capital
	Mace Blvd Corridor Improvements	\$1,912,000	\$1,912,000	SACOG Regional/Local	Capital
	Olive Drive - Pole Line Road Connection	\$400,000	\$0	SACOG Community Design	Capital
	Phase I Travel Training Program Evaluation and Unmet Transportation Needs Plan for Seniors and the Disabled	\$19,745	\$0	US Administration for Community Living (ACL)	Planning / Policy, Program
	Third Street Improvements	\$396,279	\$0	California Strategic Growth Council Urban Greening	Capital
		\$3,292,000	\$3,292,000	SACOG Community Design	Capital
Grand Total		\$24,165,819	\$8,794,295		

Deferred Projects

The below table lists “Deferred” projects that are not expected to be completed within the five-year TIP timeframe.

Table 11: Deferred TIP Projects

Category	Project/Program	Description
Capital	A Street Bicycle Access	Widened, multi-use sidewalk on west side of A Street between First and Third Streets
	Arboretum Science and Arts Walk	Project linking the Arboretum and downtown. Recommended improvements include: <ul style="list-style-type: none"> • Pedestrian-level lighting • New path paving • Furnishings, signage, etc. • Discourage bicycle use on pedestrian walkways • Public art
	Arts District - Downtown Pedestrian Route	Connects the downtown and the Mondavi Center District / Core Campus Arts District. Recommended improvements include: <ul style="list-style-type: none"> • New sidewalks, accessible ramps, bulb outs, etc. • Street furnishings, signage, etc. • Public art • New street tree plantings
	Birch Lane E.S. Low/Med Projects	WBAR infrastructure safety projects.
	Chavez E.S. Low/Med Projects	WBAR infrastructure safety projects.
	Chiles Road - Drummond Ave to East City Limit	Streetscape design plan
	Citywide Truck Routes and Signage Plan	Develop a truck routes plan that: <ul style="list-style-type: none"> • Minimizes truck traffic into the Core Area • Diverts trucks from the Covell Blvd / Pole Line Rd intersection • Improves truck route signage • Directs trucks away from residential areas and other sensitive uses • Provide
	Convert A Street to Transit-Only Access	Cooperate with Unitrans and UC Davis to study this important transit linkage to the Core Area (southbound A Street transit-only access)
	Covell Blvd - F Street to State Route 113	Streetscape design plan
	Covell Blvd - Shasta Drive to Denali Drive	Widen four lanes from Shasta Drive to Denali Drive including bike lanes and a center median.
	Covell Blvd @ Hwy 113	Add turn lanes for access-egress to Hwy 113 including the overcrossing structure.
	Covell Blvd @ Lake Blvd	Traffic signalization at Lake Blvd & Covell Blvd
	Covell Blvd Protected Bike Lane (between Hanover and Oak)	2-way protected cycle track on south edge of Covell Blvd providing safer & more direct access to Anderson Plaza shopping for North Davis residents.
	Covell Blvd: Sidewalk on South Side Between Sycamore and Anderson	Fill sidewalk gap on south side of Covell Blvd between Sycamore Lane and Anderson Road.
	Cowell Blvd - Mace to Drummond Ave	Streetscape design plan
	Davis - Woodland Bike Path	Designated bicycle path connecting Davis and Woodland.
	E. Covell Corridor Plan Implementation: Future Projects	Phase 2 capital improvement projects.
	Emerson J.H.S. Low/Med Projects	WBAR infrastructure safety projects.
	Fifth Street Corridor Improvements: Phase 2	Construction of raised center median and pedestrian refuge islands.
	Harper J.H.S. Low/Med Projects	WBAR infrastructure safety projects.
	Holmes J.H.S. Low/Med Projects	WBAR infrastructure safety projects.
	Korematsu E.S. Low/Med Projects	WBAR infrastructure safety projects.
	Mace Blvd Corridor Plan – Harper Junior High to I-80	Streetscape design plan
	Mace Blvd Left Turn Pocket	Second left turn lane from northbound Mace Blvd onto westbound Second Street.
	Mace Curve Widening	Widen Mace from Alhambra Dr. to Alhambra Dr. from 2 to 4 lanes, provide bike lanes, a landscaped median, and turn lanes.
	Miller Drive / A Street Traffic Calming	Neighborhood traffic calming.
	Montgomery E.S. Low/Med Projects*	WBAR infrastructure safety projects.
	North Davis E.S. Low/Med Projects	WBAR infrastructure safety projects.
	Oakenshield/Humboldt Intersection Improvements	Intersection safety improvements.
	Old East Davis Traffic Calming	Neighborhood traffic calming.
	Old North Davis Traffic Calming	Neighborhood traffic calming.
	Olive Drive / L Street Connection	Multi-modal, grade separated crossing of Union Pacific railroad tracks connecting Olive Drive and L Street (cost is for overcrossing. Undercrossing = \$61.6 million)
	Olive Drive Bicycle Facility Improvements	Street design improvements.
	Patwin E.S. Low/Med Projects	WBAR infrastructure safety projects.
	Pioneer E.S. Low/Med Projects	WBAR infrastructure safety projects.
	Pole Line Road: Covell Blvd to north city limit	Streetscape design plan
	Pole Line Road: I-80 to Covell Blvd (upgrades)	Streetscape design plan
	Provide Car-Free Street(s)	Provide convenient bike, pedestrian, and public transportation access through areas where cars are or may be prohibited, where applicable.

Category	Project/Program	Description
	Richards / Research Park Lane Addition (formerly Cowell Blvd Medians)	Add a second southbound through lane from the I-80 interchange through the Research Park Drive intersection. Additional space will be created by modifying the existing median and intersection at Research Park Drive to allow more cars in the left turn poc
	Sixth Street / City Hall Bikeway	Bikeway to facilitate safe, convenient access to the UC Campus from areas to it's north and east (via H Street and the multi-use bike-ped path alongside F Street to Faro in north Davis and via the bike-ped path along Covell blvd. to east Davis)
	Traffic Signal at Monarch and Covell	Traffic Signal at Covell Blvd and Monarch Lane intersection.
	Vehicular Wayfinding Program	Create and implement a vehicular wayfinding program to direct those who work and visit in Davis to downtown from the major entrances from I-80 and Highway 113.
	Willet E.S. Low/Med Projects	WBAR infrastructure safety projects.
Planning / Policy	Amend Figure 5 Multi-Level Parking Concept in Core Area Specific Plan	Figure relates to Multilevel Parking concept. Should display ground level retail instead of parking.
	Amend MPFP for Consistency with CASP	Amend the Major Projects Financing Plan and smaller-scale Public Works improvements to be consistent with the Core Area Specific Plan.
	Develop Destination-Oriented Trails	Develop destination-oriented trails.
	Downtown Access Study	Conduct a study to improve access for residents and visitors to the downtown in a safe, efficient, and equitable manner
	Downtown Traffic Signals Study	Study the need for Traffic Signals Program at the following intersections: First and F, First and C, and Second and F. Fourth and F, First and B, First and D, and Second and B.
	Downtown Urban Circulator Study	Evaluate the potential for an urban circulator in Davis if it appears they may have merit given the demographics required for a successful system.
	E-Bike Regulations	Change regulations to permit e-bikes on class I bike paths, either permanently or via a temporary pilot program to observe potential safety concerns
	Environmental Mitigations Standards for Bicycle Facilities	Work with adjacent jurisdictions and the general public to establish standards minimize bicycle impacts to sensitive land uses.
	Intercity Multi-Modal Access Study	Coordinate with Yolo County, Solano County, and UC Davis to improve multi-modal access and connectivity between major intercity destinations.
	Multi-Modal LOS Standard	Establish Multi-Modal LOS Standard
	Off-Street Parking Design Guidelines	Establish off-street parking design guidelines.
	Old North Davis Parking District Revisions	Modifications to parking district to generate revenue for neighborhood's desired infrastructure and traffic calming measures.
	Parking Lot Shade Ordinance	Update and implement Parking Lot Shade ordinance to reduce the heat island effect.
	Provide Bike Carrying Racks on all Transit Vehicles	Encourage transit fleet conversions to include bike carrying racks on all vehicles.
	Reverse Stop-Controlled Path/Street Intersections	Study locations where bike path/street interfaces occur and install stop-control for the street.
	Review and Update the Davis Alternative Transportation Task Force Final Report (March, 1996)	Review and Update the Davis Alternative Transportation Task Force Final Report (March, 1996)
	Review Core Area / Citywide Minimum Automobile Parking Requirements	Downtown development application review process to mitigate traffic and parking impacts to the downtown.
	Street Light Photometric Analysis	Photometric analysis of street lights to determine extent of compliance with street lighting standards and any necessary improvements.
	Traffic Model Update	Citywide trip counts and calibration of 2001 model to SACOG projections.
	Transit Scheduling Study	Conduct a study to comprehensively integrate local transit service provider service and schedules with ridership demand to/from major origins and destinations in Davis and adjacent communities.
Program	Annual Bicycling Forum	Hold an annual forum to educate the public on the facets and benefits of the bicycle program, and solicit input on possible improvements to the program.
	Bicycle World's Fair	Showcase Davis to the international community with demonstrations of new bike facilities, keynote speakers, artistic events, educational seminars and workshops, and lot of bike rides!
	Child Development Corporation (CDC) Bike Training	Formalized program through local Child Development Corporation (CDC) providing comprehensive after-school bike training.
	High School Cycling League	Work with NorCal High School Cycling League to recruit more riders in areas where no teams currently exist.
	Improve Transit for Olive Drive	Improve transit connectivity, and/or service between the Olive Drive neighborhood and other neighborhoods, including the Core Area.
	Junior High/High School Mentorship Program	Encourage experienced high school students to teach junior high school students the basics of bicycling as well as the responsibility of an increased freedom found through cycling.
	Medium-Speed NEV program (35 mph)	Develop medium-speed NEV program (35 mph).
	Mondavi Center - Downtown Shuttle	Free bus shuttle between the Mondavi Center and downtown for patrons of entertainment events.
	Promote Junior Cycling Program with the Davis Bike Club	DBC mission: give aspiring junior cyclists access to racing at both the local and national level; develop an active, lifelong healthy lifestyle in their athletes; and create well-rounded community minded individuals.

Category	Project/Program	Description
	Safe Routes to School Program: Education & Encouragement (Unfunded)	Unfunded components of SRTS program.
	Transit Information	Include transit information in promotional materials for community events hosted by, or in partnership with, the City of Davis.