W. GIBSON RD. SAFE ROUTES TO SCHOOL PROJECT

Regional Supplement to the State ATP Application
August 31, 2018

Ms. Victoria Cacciatore
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

RE: CITY OF WOODLAND- W. GIBSON SAFE ROUTES TO SCHOOL PROJECT
REGIONAL ACTIVE TRANSPORTATION PROGRAM APPLICATION

Dear Ms. Cacciatore,

The City of Woodland is pleased to submit our application for the W. Gibson Road Safe Routes to Schools for funding under the Regional Active Transportation Program. At this time, the City is seeking funds for construction. The City anticipates this effort will cost $5,239,000 and is requesting $4,139,000 in funding under the Regional Active Transportation Program.

Per the program guidelines, the City of Woodland is submitting one original signed application and three (3) copies. In addition, one compact disk with a copy of the application (and electronic files) is included.

I acknowledge that I am officially authorized to submit this grant application on behalf of the City of Woodland. If you have any questions regarding the project, please contact Clara Olmedo, Associate Engineer at (530)661-5824 or Clara.Olmedo@cityofwoodland.org.

We thank the Committee for its consideration of this project.

Sincerely,
City of Woodland

Brent Meyer, PE, SE, TE
City Engineer
SIX-COUNTY REGIONAL

2019 ACTIVE TRANSPORTATION PROGRAM

Regional Supplement to the State ATP Application
SACOG Project Application
### 2019 REGIONAL ATP CALENDAR

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional ATP Policy Framework Approved by SACOG Board</td>
<td>June 21, 2018</td>
</tr>
<tr>
<td>Advance release of Regional ATP Application materials</td>
<td>July 13, 2018</td>
</tr>
<tr>
<td>CTC adoption of Regional Policy Framework; Regional ATP Call for projects</td>
<td>August 15, 2018</td>
</tr>
<tr>
<td>Regional ATP Supplemental applications due</td>
<td>August 31, 2018, 4 p.m.</td>
</tr>
<tr>
<td>Release of State ATP funding recommendations</td>
<td>December 31, 2018</td>
</tr>
<tr>
<td>CTC adoption of State ATP funding recommendations</td>
<td>January 2019</td>
</tr>
<tr>
<td>Release of Regional ATP funding recommendations</td>
<td>January 30, 2019</td>
</tr>
<tr>
<td>SACOG Board approval of Regional ATP funding recommendations</td>
<td>March 21, 2019</td>
</tr>
<tr>
<td>CTC adoption of Regional ATP funding recommendations</td>
<td>June 2019</td>
</tr>
</tbody>
</table>

This Supplemental Application provides Regional ATP-specific information to complement the State ATP application. Per the State ATP Guidelines, all Regional ATP applicants must first compete through the State ATP application process.

All application materials are available online at:

https://www.sacog.org/active-transportation-program
I. PROJECT INFORMATION

1. Are you applying for a reduced version of the scope identified in your State ATP application?
   
   Yes ☒ No ☐

   If yes, revise these parts of your State ATP application and submit it with your Regional ATP Supplement. This information is needed for Caltrans to process your project if awarded funding.

   ☐ Part A2: General Project Information
   ☐ Part A4: Project Details
   ☐ Part A5: Project Schedule
   ☐ Part A6: Project Funding

2. Partial Scope Description

   If SACOG could only partially fund your project, is there a reduced scope/usable partial stage of your project? Please describe the reduced or partial scope and cost(s). (suggested length: 1 paragraph)

   The entire project is approximately one mile of roadway and the City feels that the benefits to users associated with having a complete project will be greater than splitting the project due to limited funding. If the program is unable to fund the full amount, the City is willing to accept a lesser grant amount. If a lesser amount is awarded, as part of the design process, the City will evaluate options for building a project with costs to match the available budget while still meeting the goals of the project. In addition, completion of the entire project provides for better economies of scale during construction.

3. Project Funding Request
   
   ☒ My funding request meets the minimum dollar amount and matching fund requirements.

   Project funding request: $4,139,000
   Project matching funds: $1,100,000
   TOTAL PROJECT COST: $5,239,000
II. SCREENING CRITERIA

Please fill out Part II in its entirety.

1. Project is one of the eligible types of non-infrastructure, infrastructure, or a combination of infrastructure and non-infrastructure.
   Yes [x] No [ ]

2. Explain how this project is consistent with the long-range transportation plan in your county: The El Dorado County Transportation Commission (EDCTC) Regional Transportation Plan, the Placer County Transportation Planning Agency (PCTPA) Regional Transportation Plan, or the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for Sacramento, Sutter, Yolo, and Yuba counties. (Check the option most applicable to your project.)
   ☒ Infrastructure Project is a planned project included in the SACOG Regional Bicycle, Pedestrian, and Trails Master Plan, MTP/SCS, and/or the Regional Transportation Plan of EDCTC or PCTPA. Provide the project name and number (if available) and the applicable document title and page number.

   SACOG Regional Bicycle, Pedestrian, and Trails Master Plan, Page 167
   50224

   [ ] If your infrastructure project is not included as described above, please explain any special circumstances that precluded it from being included in the applicable Regional Transportation Plan (100 words or less).

   [ ] Non-Infrastructure Project that meets at least one of two eligibility requirements:

   1) Encourage biking and walking through public information, education, training, and awareness, or

   2) Perform studies and develop plans that support one or more of the project performance outcomes of the program.

3. Project is ready for inclusion into the short-term Metropolitan Transportation Improvement Program (Fiscal Years 2019-2022), with project scope and cost.
   Yes [x] No [ ]

4. Project is eligible for Active Transportation Program funding. (consult with RTPA and/or Caltrans staff to discuss funding eligibility.)
   Yes [x] No [ ]

5. Project meets the minimum dollar amount for an infrastructure or non-infrastructure project and includes at least an 11.47% local match; local match requirements apply to all project types (Infrastructure, Non-infrastructure, combination of non-infrastructure and infrastructure).

   A. Infrastructure project minimum total cost is $282,390 ($250,000 funding request + $32,390 local match).
   Yes [x] No [ ]

   B. Non-Infrastructure project minimum total cost is $56,478 ($50,000 funding request + $6,478 local match).
   Yes [ ] No [x]
6. Project proposal culminated from a community-based public participation process with demonstrated stakeholder support.

Yes ☒ No ☐

7. Project demonstrates coordination with the California Conservation Corps (CCC) or a certified community conservation corp. (Applies to infrastructure and non-infrastructure projects applying to the Regional ATP.)

The applicant must send the project description, detailed estimate, project schedule, project map, and preliminary plans to the CCC and CALCC prior to application submittal to SACOG. The corps agencies can be contacted at:

http://calocalcorps.org/active-transportation-program/
https://ccc.ca.gov/what-we-do/natural-resource-management/active-transportation-program/

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Yes ☒ No ☐

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Yes ☒ No ☐

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated by the corps? Yes ☒ No ☐

D. Did the CCC and a certified community conservation corps indicate they cannot participate in the project? Yes ☒ No ☐

E. The project sponsor is electing to provide demonstration of the cost-effectiveness clause 23 CFR 635.204 and provide the relevant documentation. (Include in Appendix) Yes ☐ No ☒

8. Project is not part of developer-funded basic good practices in a new development.

See the Federal Highway Administration’s guidance for more background on basic good practices.

https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design.cfm

Yes ☒ No ☐

Please explain if the project is serving a new development but is still outside of developer-funded basic good practices (100 words or less).

Not serving a new development
III. LOCAL IMPACT OF PROJECT

*Suggested length: maximum 1 page*

Please describe why this project is a priority for your agency, also considering the following points:

- Mark the plans that describe the need for the project.

<table>
<thead>
<tr>
<th>Planning Document</th>
<th>Describes Need for Project? (check if yes)</th>
<th>Last Updated (year, for those checked yes)</th>
<th>Name &amp; hyperlink (for those checked yes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sustainability plan</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Active transportation plan (e.g. Bicycle Master Plan, Trails Master Plan, etc.)</td>
<td>Yes</td>
<td>2002</td>
<td>City of Woodland Bicycl Transportation Plan: <a href="http://www.cityofwoodland.org/DocumentCenter/View/1015/City-Bikeway-Master-Plan-PDF">http://www.cityofwoodland.org/DocumentCenter/View/1015/City-Bikeway-Master-Plan-PDF</a></td>
</tr>
<tr>
<td>Economic revitalization plan</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Discuss projects, plans, and programs (job or housing projects, transportation investments, park improvements, etc.) near the project area anticipated for construction in the immediate future (next five years).
- Include any information specific to the Regional ATP criteria that is not discussed in your State ATP application.
The City continues to build on a culture of community participation to develop plans to improve streets for all users. The City has mainly focused on safety for children walking and bicycling to school and programs to educate and encourage students to make safe, healthy, active travel choices.

The community living on the west side of Woodland needs active transportation improvements to existing roads to increase the number of students walking and biking to school; to increase the number of people riding their bikes for errands, to commute and for recreation. The project will allow disadvantaged communities the opportunity to improve their health and have better access to transit services.

This project aims to reduce the accidents between active transportation users and vehicles and will decrease VMT as more people ride bikes in this community. Today, biking across town for school, work or recreation is challenging given the discontinuous and inadequate active transportation infrastructure through the older areas of town. This project improves and creates a safer route that is appealing and comfortable for active transportation uses.

The Woodland Joint Unified School District (WJUSD) leaders, parents, residents and local stakeholders have helped identify and continue to add to Safe Routes to School projects for the City. The City has worked with the school community and local stakeholders to gather information on increasing safety around schools. The City has also collaborated with advocate groups like the Bike Campaign to develop and implement educational activities and the Woodland Bike Loop that Gibson Road connects to. The Bike Campaign is an important stakeholder and advocate for promoting active transportation within the City and is engaged on new projects involving new bicycle infrastructure.

Further, input received by residents has played a large part in developing and prioritizing this project. In 2017, the City worked with WJUSD parent/staff groups, Yolo County Health Department and Woodland Police Department to identify safety improvements via Walk Audits at all schools to encourage students walking and biking to school. Completed walk audit reports identified barriers for parents not allowing their children to walk or bike to school. The vast majority of the responses included lack of bicycle/pedestrian infrastructure, safety at intersections and vehicle speeds as obstacles.

The City has also performed online surveys posted on the City’s website, Facebook and NextDoor.com to identify routes that residents viewed as unsafe and needing improvement. The survey resulted in an overwhelming request to improve crosstown routes like Gibson Road for bicycle travel, providing wider separated bicycle lanes and closing gaps in the existing network and that connect to the Woodland Bike Loop.

Some projects near the project area anticipated either for construction or anticipated in the near future are listed below.

**Currently under construction:**

Kentucky Avenue Complete Streets Project – East to West streets

W. Court Street (Safe Routes to School Project) - Walnut to Ashley Avenue

**Planned and funded:**

E. Main Street improvements from East to I5 overcrossing (narrow travel lanes, add bike lanes, add bike path) – 2021

W. Main Street from CR98 to West Street (narrow travel lanes, improvements to sidewalks, add bike lanes) – 2019

**Planned unfunded/Applying for funding:**

Gibson Road improvements from West Street to East Street - Bicycle/Pedestrian improvements - 2022

East Street improvements from Gibson Road to Main Street – Bicycle/Pedestrian improvements

**Recently Completed (within the last five years)**

Main Street Frontage improvements from Elm to Cleveland (new sidewalks, narrow travel lanes and sharrows)

Main Street Frontage improvements from Third to Sixth – federal aid (new sidewalks, narrow travel lanes and sharrows)
IV. PROJECT PERFORMANCE

0-95 points total

Complete the Regional ATP Project Performance Assessment Tool summary output table for all questions. Input the data measure values into the tables below and include the excel output summary table with your electronic application submittal.

1. Increasing Biking and Walking

(0-40 points) Suggested length: maximum 1 page, including data table

Question 1 focuses on how the project will increase active transportation trips. It is addressed in question 2 in all State ATP applications. Fill out the PPA table, but do not write a narrative response for this question unless you are clarifying about a reduction of scope from the originally proposed State ATP project.

Check one strategy to increase biking and walking that best describes your project’s outcome; this step is required for all applicants.

☐ Increase access to schools

☐ Increase access to transit

☐ Eliminate gaps/remove barriers in the active transportation network

Describe how the proposed project increase active transportation trips by increasing access for potential users.
2. Improving Safety for Bicyclists & Pedestrians

(0-20 points) Suggested length: maximum 1 page, including PPA table

Question 2 focuses on how effectively the project will address safety issues or concerns in the project area. It is answered in question 3 of the non-infrastructure, large, medium, and small infrastructure State ATP applications. Fill out the PPA table and only provide a narrative response to this question if you:

1. Used the Plan State ATP application, or
2. Are providing a clarification regarding a reduction of scope in your Regional ATP application.

<table>
<thead>
<tr>
<th>Data Measure</th>
<th>Project value</th>
<th>Community Average</th>
<th>Regional Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total collisions per 1 million VMT (<em>Does the facility have a high rate of collisions?</em>)</td>
<td>0.44</td>
<td>0.72</td>
<td>0.70</td>
</tr>
<tr>
<td>% bike/ped collisions (<em>Does the facility have a high rate of collisions involving pedestrians or cyclists?</em>)</td>
<td>22%</td>
<td>14%</td>
<td>14%</td>
</tr>
</tbody>
</table>

Describe how the project will address the causes of safety issues or concerns in the project area.
3. Performance Potential

*(0-20 points)* Suggested length: maximum 1 page, including PPA table

Question 3 examines how the proposed project is the best option to meet the needs of anticipated users in the project area, with respect to the surrounding environment, constraints, and cost-effectiveness.

A. **ANALYSIS OF ALTERNATIVES**

*(0-10 points)*

How did you determine that the proposed project is the preferred alternative for the project area?
The corridor along W. Gibson Road from County Road 98 and West Street was identified as having significant bicycle and pedestrian safety issues by the citizens of Woodland who provided feedback during the public workshops that were conducted as part of the effort to develop the City’s Systemic Safety Analysis Report (SSAR) project. Due to the high traffic volume, land use designation, width of the road, the reduction number of traveled lane lines via the road diet and addition of the buffered bicycle lanes were the best alternatives to provide a separation for bicyclists, slow vehicle speed while still providing sufficient level of service for the corridor.

Further, the City's General Plan and Climate Action Plan both highlight the need for improved bike/pedestrian infrastructure. The highest active transportation priority is improving and completing the current bicycle and pedestrian network on the west side of town. The City is continually seeking ways to improve the bicycle and pedestrian infrastructure for students travelling to and from school and has used various grant funds and local funds for bicycle and pedestrian improvements.

The City regularly includes improvements to the bicycle and pedestrian network with locally funded pavement projects including narrowing travel lanes, adding bike lanes and improving sidewalks and ADA corner ramps. However, with limited funding, significant barrier removal and network improvement projects such as Gibson Road that remain unfunded.

The reduction of the vehicle lanes via the road diet will provide wider buffered bicycle lanes that will create a safe and direct access to students who attend Whitehead, Gibson, Zamora Elementary, and Douglass and Lee Middle Schools. In addition, the improvements will provide connectivity and access to existing retail and medical/employment services that can be accessed via Gibson Road either by connecting to local bus routes or active transportation infrastructure.

For cost effectiveness, the City is looking into repairing damaged pavement only where the buffered bicycle lanes on W. Gibson Rd. will be restriped. Heavy vehicle traffic in the outside travel lanes (future buffered bike lanes) has damaged the asphalt and the condition is unsafe for the cyclists. In addition, the City is looking for other grant opportunities to fund the segment of Gibson Road from West Street to East Street and if both projects are funded the improvements would provide Complete streets improvements from County Road 98 to East Street.

### B. CONTEXT SENSITIVE DESIGN

(0-10 points)

Question 3B is answered in question 5 in the large and medium infrastructure State ATP applications. Projects using all other State ATP application forms (i.e. Plan, Non-infrastructure, or Small Infrastructure) must answer this question.

<table>
<thead>
<tr>
<th>Data Measure</th>
<th>Project value</th>
<th>Community Average</th>
<th>Regional Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facility speed and AADT</td>
<td>35mph; 10,000</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Describe how the project design is context-sensitive (i.e., features are appropriate for surrounding land uses, transportation needs and user comfort, and community vision)?
Gibson Rd. has a posted speed limit of 35 mph with 85th percentile speeds near 33 mph and narrow bike lanes. In addition, the ADT ranges from 10,000 on the west end to over 18,000 on the east end near the more commercial area. This combines to create an environment where cyclists feel more comfortable riding on the sidewalks than with the vehicles. Improving the bike lanes on the residential corridor is an appropriate treatment because of the high number of vehicles, bike and pedestrians. This gives all users their defined space making it safer for all.

The decision as to which streets would be designated a bike route or receive bike lanes was based on a combination of environmental factors to ensure that the designated bike facilities would be safe, convenient and appropriate. The posted and 85th percentile speed, the volume of vehicles, surrounding land uses and the roadway width were all considerations.

### 4. Supporting greenhouse gas reduction goals

**(0-8 points) Suggested length: maximum 1 page, including PPA table**

Question 4 is specific to the Regional ATP Supplement; all project sponsors must answer this question. The question focuses on how the project advances the active transportation efforts of SACOG to achieve greenhouse gas reduction goals while improving health and sustainability as established pursuant to SB 375 and SB 391.

<table>
<thead>
<tr>
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<th>Community Average</th>
<th>Regional Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>VMT/capita <em>(Does the project serve an area that currently has low VMT per capita?)</em></td>
<td>18.9</td>
<td>17.5</td>
<td>18.3</td>
</tr>
<tr>
<td>% change VMT/capita <em>(Does the project serve an area significantly decreasing its VMT per capita through time?)</em></td>
<td>-7%</td>
<td>-6%</td>
<td>-6%</td>
</tr>
<tr>
<td>2036 bike mode share <em>(Does project serve an area projected to increase bike mode share?)</em></td>
<td>1.5%</td>
<td>2.0%</td>
<td>2.1%</td>
</tr>
<tr>
<td>2036 walk mode share <em>(Does project serve an area projected to increase walk mode share?)</em></td>
<td>11.5%</td>
<td>7.8%</td>
<td>8.3%</td>
</tr>
</tbody>
</table>

Describe the project’s potential to reduce the number of vehicle trips taken (i.e. replace) or to shorten vehicle miles traveled (VMT) by shifting more trips from automobiles to biking and/or walking. Consider addressing the project’s role in:

- supporting trips serving utilitarian purposes (e.g. trips to school, work, services, shopping), and/or
- how the investment complements a change in density or mixture of land uses (identified in approved local plans and/or the MTP/SCS) in the project area to support increased biking and walking trips.
The improvements along W. Gibson Rd. will provide better access between existing residential and commercial/mixed-use development areas and will encourage people to walk rather than drive to the diverse places of employment and daily services such as; the grocery store, drug store, banks, restaurants/coffee shops, bike shop, schools, medical clinics, and other services in the corridor.

The corridor is currently served by 5 bus routes and has stops on and adjacent to the corridor. This corridor serves as a primary bus route providing local and regional service on existing bus lines traveling on Gibson Road from Cottonwood Street to East Street. The improvements will enhance multi-modal access and accommodations for transit riders that will increase transit use for local trips as well as regional commute destinations. The existing local route travels through major commercial, hospital, employment and social services and other major service points in the City (Exhibit A: Gibson Road Corridor Connectivity).

The VMT according to the PPA tool for the W. Gibson Road Safe Routes to Schools project area is consistent with the region average of 17.5 to 18.3. Approximately 25 percent of the project area is expected to have a lower VMT by 2035. This reduction in VMT can only be accomplished if the infrastructure is in place to allow people to conduct their business by walking and biking. This flat, mixed use area of Woodland is an ideal location for people to use active modes for school, work, shopping and other services. The people in Woodland have said that they will bike and walk if improvements to the facilities are made so that it is safe and convenient.

As the City continues to focus on safety for children walking and bicycling to school and promoting programs to educate and encourage students to make safe, healthy, active travel choices; it will create the habit and the mindset that active transportation is the normal mode of travel. The idea being that as they become adults they will continue to use active modes to travel to work.

5. Supporting economic prosperity

(0-7 points) Suggested length: maximum 1 page, including PPA table

Question 5 is specific to the Regional ATP Supplement; all project sponsors must answer this question. The question focuses on how the project supports local economic strategies, e.g. through providing access to opportunity (connections to jobs or education), or creating a sense of place.

<table>
<thead>
<tr>
<th>Data Measure</th>
<th>Project value</th>
<th>Community Average</th>
<th>Regional Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net jobs/acre (Does the project serve an area with high employment?)</td>
<td>39.7</td>
<td>12.2</td>
<td>13.4</td>
</tr>
<tr>
<td>2012 K-university enrollment per net acre</td>
<td>2.1</td>
<td>1.1</td>
<td>0.2</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>-----</td>
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</tr>
<tr>
<td><em>(To what extent does the project support accessibility to educational facilities?)</em></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

How will this project support local economic development goals or strategies? Consider discussing the project’s role in supporting these strategies (not all will apply to each project):

a. Creating a sense of place
b. Improving accessibility to opportunity, e.g. job sites or educational/training facilities
c. Increasing perceived safety in the project area, catalyzing re-use of underutilized parcels, or other locally-identified means to strengthen economic prosperity.

Gibson Road is part of two Community Types in the MTP/SCS – Centers and Corridors, and Established Communities. The Centers and Corridors type is from College St. to East St. The project area (W. Gibson Rd –West to County Road 98) is part of the Established Communities type.

Center and Corridor Communities typically have a more compact development pattern, a greater mix of uses, and a wider variety of transportation infrastructure than the rest of the region. These communities are typically identified in local plans as downtowns, commercial corridors, rail station areas, central business districts, town centers, rail station areas, or other high-density destinations. Some have frequent transit service, either bus or rail, and all have pedestrian and bicycling infrastructure that is more supportive of walking and bicycling than other Community Types.

As in the case with Woodland, Established Communities are typically the areas adjacent to, or surrounding, Center and Corridor Communities. Established Communities are generally considered built out, meaning relatively little vacant land is available for new growth. Local land use plans aim to maintain the existing character and land use pattern in these areas. Land uses in Established Communities are typically made up of existing low- to medium-density residential neighborhoods, office and industrial parks, or commercial strip centers. W. Gibson as part of an Established Communities has bus service; that includes commuter bus service and connects directly to the City’s Transit Center located at the County Fair Mall on East Street. This Transit Center connects to other local and regional bus routes travelling to UC Davis, Woodland Community College, Sacramento State University, Sacramento Airport, Downtown Sacramento and West Sacramento providing access to education. The transit service in this corridor also serves as the primary stop for state employees who commute to Sacramento daily to get to their place of employment.

With the prominence of this corridor as part of the City’s primary traveled street and important gateway between the adjacent rural areas. The land use element of the 2035 General Plan promotes new mixed used commercial and employment areas to represent new growth by 2035 connected to this corridor. This project will provide access and connectivity to those future uses. This area will transition to a more mixed use area than it is today. Connecting the existing housing with the new jobs by improving the bicycle and pedestrian network is imperative to avoid increasing congestion and VMT in the future.

Possibly the most important opportunity site is the County Fair Mall site that is located in the corner of Gibson Road and East Street (Figure #2: Mixed used Neighborhood Concept). The City is currently collaborating with the owner of the property and the Congress for the New Urbanism California Chapter to develop potential future uses.

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1 Placemaking is defined as a combination of strategies (e.g. zoning, context-sensitive design standards, planned infrastructure, etc.) that lead to a built environment where walking and biking can become a primary mode for shorter distance trips.
There are also additional future opportunities to convert East Street that also connects to Gibson Road to a Mixed Used Corridor, creating new opportunities for complete streets with bicycle/pedestrian and transit access. Other opportunities near the improvements of the project include an employment/commercial center (Southern Gateway Business Park), a Regional Park and a future Business Park at the east side of Gibson Road and County Road 102 (Figure #3: Mixed used/Business Park Concept). The transformation of this corridor to a complete street is an essential element to support this new land use pattern and stimulate additional private reinvestment needed in this part of the community.

The aim of this project is to create an active transportation area in west Woodland. Putting the necessary infrastructure in place now will enable the area to transition to its full potential as described in the MTP/SCS. As the county seat, citizens from other parts of Yolo County use the business and governmental services located in Woodland. Strong active transportation corridors will allow these citizens to take transit to Woodland and know that they can get to services by active modes while in Woodland.

V. OTHER CONSIDERATIONS

(5 points; up to 15 points if DAC points are applied) Suggested length: maximum 1 page, including PPA table

1. APPLICANT’S PERFORMANCE ON PAST GRANTS

Describe your agency’s history delivering ATP-funded projects, including whether ATP funds were de-programmed from any of your projects. If ATP funds were de-programmed, please explain what your agency will do differently to avoid losing additional funds.
Woodland has a long history of demonstrated ability to deliver projects to meet both state and federal requirements. This experience to deliver projects has carried over to our ATP funded project that is currently under construction now.

2. **PROJECT READINESS**

Discuss how your agency will deliver your project through the CTC on time and within budget, including past lessons learned on delivering projects with public agency partners (e.g. permitting agencies), and any risks you identified that could throw the project off-schedule or create cost overruns.

Woodland is proposing to use its local funds to match $1,100,000 for the project. Woodland is prepared to start work on the project once the SACOG Board approves the project for funding. This provides one and one-half years to two years to complete the PE phase, allowing for either an allocation and/or authorization on a timely manner. In addition, the project is considered a low risk project since all improvements will be within the City’s right of way and the City sees no risks associated with right-of-way or land acquisition. To further assess risks for the project, as part of the design process the City will conduct Ground Penetrating Radar (GPR) to identify underground utilities to avoid unforeseen conditions during construction. In addition, during public feedback, the citizens were very supportive of W. Gibson Road being the next project to get improved in the City and get a road diet on this segment therefore, there will be no pushback from community.

3. **BENEFIT TO DISADVANTAGED COMMUNITIES**

This question focuses on how the project will benefit residents of disadvantaged communities. It is addressed in all State ATP applications. **Fill out the PPA table, but do not provide a narrative response for question 3 unless you are providing a clarification regarding a reduction of scope.**

<table>
<thead>
<tr>
<th>Data Measure</th>
<th>Project value</th>
<th>Community Average</th>
<th>Regional Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low income, high minority population (LIHM) <em>(Does the project provide benefits to underserved populations?)</em></td>
<td>2%</td>
<td>31%</td>
<td>30%</td>
</tr>
<tr>
<td>% LIHM population <em>(Does the project serve a disadvantaged community?)</em></td>
<td>145</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Describe how the project provides a meaningful benefit for a disadvantaged community.

V. **PROJECT APPLICATION CHECKLIST**
Eligibility: Potential applicants may check with the contacts identified for SACOG, EDCTC (for project sponsors in El Dorado County), or PCTPA (for projects in Placer County) regarding the eligibility of their project or their eligibility as an applicant (project sponsor) for federal transportation funding.

Program Schedule: Review the Regional ATP Calendar for important dates.

Application contents: Review pages for all needed elements and compliance with page limits and formatting requirements.

- Signed cover letter (electronic signature is accepted)
- Completed Application
  - Project Information—Section I
  - Screening Criteria—Section II
  - Local Impact of Project—Section III
  - Project Performance—Section IV
  - Other Considerations—Section V
  - Project Performance Assessment Tool Output Table (excel)
- Complete Appendix—in order
  a. State ATP Application
  b. Any additional exhibits not included in your State ATP application
  c. Partner Support Letters not included in your State ATP application (if project is co-sponsored)
  d. Miscellaneous – Any other information in support of your project not included in your State ATP application

Please do not include a complete Master Plan or other local planning document with your application.

Implementation Requirements: Review the Screening Criteria in Part II to make sure your project is eligible.

Submittal Deadline: Please submit one (1) signed original, three (3) color copies of the complete grant application no later than 4:00 p.m. on Friday, August 31, 2018, to:

Victoria S. Cacciatore, Active Transportation Program Manager
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

The grant submittal deadline will be strictly enforced. Failure to submit all required parts of the application may result in the application being screened out of the competition.

Electronic File Submittal: Submit one (1) USB, compact disc, or email/filesharing site (vcacciatore@sacog.org) with a PDF file of all the application contents and an excel version of the Project Performance Assessment Tool Output Table no later than 4:00 p.m. on Friday, August 31, 2018.
Project Performance Assessment
Summary
### Project ID
W. Gibson Rd.

### Jurisdiction
City of Woodland

### Last Update
5/11/2018

---

#### Outcome
<table>
<thead>
<tr>
<th>Metric</th>
<th>Metric description</th>
<th>A supportive score is...</th>
<th>Project Value</th>
<th>Community Type Average</th>
<th>Regional Average</th>
<th>Diff From Comm Type</th>
<th>Diff From Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase biking and walking</td>
<td>3- or 4-way intersections per acre</td>
<td>the number of 3 and 4-way intersections per acre in the project area</td>
<td>Higher</td>
<td>0.18</td>
<td>0.11</td>
<td>0.03</td>
<td>0.07</td>
</tr>
<tr>
<td></td>
<td>Bike lane + path / total road mileage</td>
<td>the number of class 1 and 2 centerline miles in the project area divided by the total number of centerline miles in the project area</td>
<td>Higher</td>
<td>22%</td>
<td>17%</td>
<td>10%</td>
<td>5%</td>
</tr>
<tr>
<td></td>
<td>Transit vehicle stops per acre</td>
<td>the number of times a transit vehicle stops daily in the project area</td>
<td>Higher</td>
<td>0.33</td>
<td>0.19</td>
<td>0.06</td>
<td>0.14</td>
</tr>
<tr>
<td>Increase safety</td>
<td>Total Collisions/1M VMT</td>
<td>the five-year TIMS collision average along the facility divided by the annual VMT, then divided by 1,000,000.</td>
<td>Higher</td>
<td>0.44</td>
<td>0.72</td>
<td>0.70</td>
<td>-0.28</td>
</tr>
<tr>
<td></td>
<td>% Bike/Ped Collisions</td>
<td>% of all collisions that involved a person biking or walking</td>
<td>Higher</td>
<td>22%</td>
<td>14%</td>
<td>14%</td>
<td>8%</td>
</tr>
<tr>
<td>Context sensitive</td>
<td>AADT</td>
<td>This information is requested to establish the existing conditions around the project.</td>
<td>Context dependent</td>
<td>10000</td>
<td>See Volume Ref Table</td>
<td>See Volume Ref Table</td>
<td>See Volume Ref Table</td>
</tr>
<tr>
<td></td>
<td>Posted Speed Limit</td>
<td>This information is requested to establish the existing conditions around the project.</td>
<td>Context dependent</td>
<td>35</td>
<td>na</td>
<td>na</td>
<td>na</td>
</tr>
<tr>
<td>Greenhouse Gas Reduction Potential</td>
<td>VMT/Capita</td>
<td>the existing daily household generated VMT/capita in the project area</td>
<td>Lower</td>
<td>18.9</td>
<td>17.5</td>
<td>18.3</td>
<td>1.4</td>
</tr>
<tr>
<td></td>
<td>change VMT/ capita</td>
<td>The change between project area’s current VMT/capita and the VMT/capita for the year 2036</td>
<td>Lower or a negative value</td>
<td>-7%</td>
<td>-6%</td>
<td>-6%</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>Bike future mode share</td>
<td>Share of trips made by biking in 2036</td>
<td>Higher</td>
<td>1.5%</td>
<td>2.0%</td>
<td>2.1%</td>
<td>-0.5%</td>
</tr>
<tr>
<td></td>
<td>Walk future mode share</td>
<td>Share of trips made by walking in 2036</td>
<td>Higher</td>
<td>11.5%</td>
<td>7.8%</td>
<td>8.3%</td>
<td>3.6%</td>
</tr>
<tr>
<td>Economic Benefit</td>
<td>Net Jobs /Acre</td>
<td>Total jobs</td>
<td>Higher</td>
<td>39.7</td>
<td>12.2</td>
<td>13.4</td>
<td>27.5</td>
</tr>
<tr>
<td></td>
<td>2012 K-university enrollment per net acre</td>
<td>the number of enrollments (K-12 and university) by net acre in the project area</td>
<td>Higher</td>
<td>2.1</td>
<td>1.1</td>
<td>0.2</td>
<td>1.0</td>
</tr>
<tr>
<td>Disadvantaged community benefit</td>
<td>LIHM Population</td>
<td>the total LIHM population in the project area</td>
<td>Higher</td>
<td>145</td>
<td>na</td>
<td>na</td>
<td>na</td>
</tr>
<tr>
<td></td>
<td>% LIHM Population</td>
<td>the percent of the total population in the project area that falls in a LIHM category</td>
<td>Higher</td>
<td>2%</td>
<td>31%</td>
<td>30%</td>
<td>-29%</td>
</tr>
</tbody>
</table>

*All metrics are discussed in detail in the PPA documentation: link for document*
## Traffic Volume Reference Table

<table>
<thead>
<tr>
<th>Capacity Class</th>
<th>Road Type</th>
<th>2012 AADT* by Community Type and Road Type</th>
<th>Region Average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>AG and Other</td>
<td>Corridor</td>
</tr>
<tr>
<td>1</td>
<td>Freeway (Mixed Flow)</td>
<td>22,924</td>
<td>60,350</td>
</tr>
<tr>
<td>2</td>
<td>Expressway</td>
<td>11,952</td>
<td>30,864</td>
</tr>
<tr>
<td>3</td>
<td>Major Arterial</td>
<td>6,041</td>
<td>14,578</td>
</tr>
<tr>
<td>4</td>
<td>Minor Arterial</td>
<td>2,210</td>
<td>6,631</td>
</tr>
<tr>
<td>5</td>
<td>Collector</td>
<td>506</td>
<td>2,614</td>
</tr>
<tr>
<td>22</td>
<td>Rural Highway</td>
<td>5,095</td>
<td>11,099</td>
</tr>
<tr>
<td>24</td>
<td>Rural Arterial</td>
<td>1,049</td>
<td>2,616</td>
</tr>
</tbody>
</table>

*Based on SACSIM15 modeled traffic volumes
State Application
## ACTIVE TRANSPORTATION PROGRAM

**IMPLEMENTING AGENCY:** Woodland

**PROJECT TYPE:** Infrastructure - Medium

### PROJECT APPLICATION NO.:
3-Woodland-1

### PROJECT NAME:
W. Gibson Road Safe Routes to School Project

### PROJECT DESCRIPTION:
The W. Gibson Safe Routes to School Project improves W. Gibson Rd. including road diet, buffered bike lanes, ADA corner/crossings, transit and traffic signal improvements.

### PROJECT LOCATION:
On W. Gibson Road between West Street to County Road 98.

### ATP FUNDED COMPONENTS

<table>
<thead>
<tr>
<th>Infrastructure</th>
<th>Non-Infrastructure</th>
<th>Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>PA&amp;ED</td>
<td>$10</td>
<td></td>
</tr>
<tr>
<td>PS&amp;E</td>
<td>$590</td>
<td></td>
</tr>
<tr>
<td>R/W</td>
<td>$</td>
<td>$3,539</td>
</tr>
<tr>
<td>CON</td>
<td>$</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FY 19/20</th>
<th>FY 20/21</th>
<th>FY 21/22</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY</td>
<td>$</td>
<td>FY</td>
</tr>
</tbody>
</table>

### PROJECT FUNDING INFORMATION (1,000s)

<table>
<thead>
<tr>
<th>Total Project $</th>
<th>Total ATP $</th>
<th>Total Non-ATP $</th>
<th>Past ATP $</th>
<th>Leveraging $</th>
<th>Non-Participating $</th>
<th>Future Local $</th>
</tr>
</thead>
<tbody>
<tr>
<td>5,239</td>
<td>4,139</td>
<td>1,100</td>
<td>-</td>
<td>1,100</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

**ADA Notice**
For individuals with sensory disabilities, this document is available in alternate formats. For alternate format information, contact the Active Transportation Program at (916) 653-4335, TTY 711, or write to Caltrans-Local Assistance, 1120 N Street, MS-1, Sacramento, CA 95814.
# APPLICATION INDEX PAGE

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- Part A3: Project Type ......................................................................................... 6
- Part A4: Project Details ...................................................................................... 9
- Part A5: Project Schedule ............................................................................. 11
- Part A6: Project Funding ................................................................................... 13
- Project Program Request (PPR) ................................................................. 16
- Part A7: Screening Criteria ........................................................................... 19

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**Part C: Application Attachments** ................................................................... 35
Part A1: Applicant Information

**Implementing Agency:** This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

**IMPLEMENTING AGENCY’S NAME:**
Woodland

**IMPLEMENTING AGENCY’S ADDRESS**
300 First Street

**CITY**
Woodland

**ZIP CODE**
CA 95695

**IMPLEMENTING AGENCY’S CONTACT PERSON:**
Clara Olmedo

**CONTACT PERSON’S TITLE:**
Associate Engineer

**CONTACT PERSON’S PHONE NUMBER:**
530-661-5824

**CONTACT PERSON’S EMAIL ADDRESS:**
clara.olmedo@cityofwoodland.org

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc.) by clicking in the box.

**MASTER AGREEMENTS (MAs):**

- Does the Implementing Agency currently have a MA with Caltrans?  
  - Yes  
  - No

  - Implementing Agency's Federal Caltrans MA number
    - 03-5046R

  - Implementing Agency's State Caltrans MA number
    - 001928

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

**Project Partnering Agency:**
The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibilities for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, and 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency?  
- Yes  
- No
# Part A2: General Project Information

**PROJECT NAME:** (Max of 10 Words) (To be used in the CTC project list)  
W. Gibson Road Safe Routes to School Project  

**SUMMARY OF PROJECT SCOPE:** (Max of 300 Words)  
(Summary of the Existing Condition, Project Scope, the Expected Benefits)  
W. Gibson Road is a highly traveled, vehicle centric, 4-lane road along a residential corridor with homes fronting the roadway. The corridor is inadequate for and underutilized by pedestrians and cyclists due to the narrow bicycle lanes adjacent to high volume and speed vehicle lanes. Further, the corridor is served by five local and regional bus routes with stops along the corridor. The project will reconstruct W. Gibson Road as a corridor appropriate for active transportation users. Specifically, the project reduce and narrow ('road diet') travel lane widths which will reduce travel speeds along the corridor. W.Gibson will be reduced from 4-lane road to a 3-lane corridor consisting of two narrow travel lanes and a two-way left turn lane from West Street to CR98. The road diet will provide space for wider, buffered bike lanes for students who travel to and from school via bicycles. The project also constructs ADA compliant curb ramps, pavement repairs and transit improvements.  
The project will repair damaged pavement along the bicycle lanes along W. Gibson Rd. Heavy vehicle traffic in the outside travel lanes (future buffered bike lanes) has damaged the asphalt and the condition is unsafe for the cyclists.  
The traffic signal improvements at the intersections of West Street and Cottonwood Street will include bicycle and pedestrian signal timing – including advance pedestrian cycles as appropriate, bicycle actuation and markings and countdown pedestrian signals at the crossings. These improvements will ensure cyclists and pedestrians are adequately served at the intersections and provide an extra element of safety.  
Further, the project will improve intersection crossings to help reduce trip hazards for pedestrian crossing at the intersections and provide adequate signal timing for crossings.  
The storm drain improvements will reduce the potential for water ponding in the bike lanes and sidewalk.

**FTIP PROJECT DESCRIPTION:** (Max of 180 Characters)  
The W. Gibson Safe Routes to School Project improves W. Gibson Rd. including road diet, buffered bike lanes, ADA corner/crossings, transit and traffic signal improvements.
PROJECT LOCATION: (Max of 180 characters) Characters Remaining: 124

On W. Gibson Road between West Street to County Road 98.

In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

Attachment-C-Project Location Map.pdf

Project Coordinates: (latitude/longitude in decimal format) Lat.  38.678500  N,long. 121.773300 W

Congressional District(s): 3

State Senate District(s): 3

State Assembly District(s): 4

Caltrans District: 3

County: Yolo

MPO: SACOG

RTPA: None

Urbanized Zone Area (UZA) Population: Project is located within one of the ten large MPOs

Past Projects: Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

☐ Yes  ☒ No
**Part A3: Project Type**

**PROJECT TYPE:** (Use the drop down menu to select.)  
**Infrastructure - Medium**

Indicate any of the following plans that your agency currently has: (Check all that apply)  
- [x] Bicycle Plan  
- [ ] Pedestrian Plan  
- [ ] Safe Routes to School Plan  
- [ ] Active Transportation Plan  
- [ ] None

**PROJECT SUB-TYPE** (check all Project Sub-Types that apply):  
- [x] Bicycle Transportation  
- [ ] Pedestrian Transportation  
- [x] Safe Routes to School (Also fill out Bicycle and Pedestrian Sub-Type information above)

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

Projects with Safe Routes to School elements must fill out “School and Student Details” later in this application.  
As a condition of receiving funding, projects with Safe Routes to School Elements must commit to completing additional before and after student surveys as defined in the Caltrans Active Transportation Guidelines (LAPG Chapter 22).

**How many schools does the project impact/serve:**  
5

For each school benefited by the project: 1) Fill in the school and student information; and 2) Include the required attachment information.

---

**School Name:** Whitehead Elementary School  
**School Address:** 624 West Southwood Dr.  
**District Name:** Woodland Joint Unified School District  
**District Address:** 435 Sixth Street  
**Co.-Dist.-School Code:** 57-72710-6066260  
**School Type:** K to 6

Project improvements maximum distance from school 0.5 mile

Total student enrollment: 435  
Total # of students that currently walk or bike to school: 175  
Approximate # of students living along route proposed for improvement: 175  
Projected # of students that will walk/bike to school after the project: 195  
Percentage of students eligible for free or reduced meal programs**: 77%

**Refer to the California Department of Education website:** [http://www.cde.ca.gov/ds/sd/flessp.asp](http://www.cde.ca.gov/ds/sd/flessp.asp)

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Whitehead Elementary.pdf
School Data / Boundary Maps
<table>
<thead>
<tr>
<th>School Name &amp; Address</th>
<th>School District Name &amp; Address</th>
<th>County-District-School Code</th>
<th>School Type</th>
<th>Project Improvements</th>
<th>Total Student Enrollment</th>
<th>% of Students that Currently Walk or Bike to School</th>
<th>Approx # of Students Living Eligible for Free or Reduced Meal Programs</th>
<th>% of Students Eligible for Free or Reduced Meal Programs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Douglass Middle School</td>
<td>Woodland Joint Unified School District</td>
<td>57-72710-6071278</td>
<td>7-8</td>
<td>0.5 mile</td>
<td>2,108</td>
<td>16%</td>
<td>139</td>
<td>62.2%</td>
</tr>
<tr>
<td>525 Granada Drive</td>
<td>435 Sixth Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Woodland, CA 95695</td>
<td>Woodland, CA 95695</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Attn: Derek Cooper, Principal</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Zamora Elementary</td>
<td>Woodland Joint Unified School District</td>
<td>57-72710-6096671</td>
<td>K-6</td>
<td>0.5 mile</td>
<td>473</td>
<td>23%</td>
<td>109</td>
<td>44.8%</td>
</tr>
<tr>
<td>1716 Cottonwood St</td>
<td>435 Sixth Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Woodland, CA 95695</td>
<td>Woodland, CA 95695</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Attn: Dr. Felicia Wilson, Principal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lee Middle School</td>
<td>Woodland Joint Unified School District</td>
<td>57-72710-6056519</td>
<td>7-8</td>
<td>0.5 mile</td>
<td>666</td>
<td>18%</td>
<td>120</td>
<td>68.2%</td>
</tr>
<tr>
<td>520 West Street</td>
<td>435 Sixth Street</td>
<td></td>
<td></td>
<td></td>
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<td>Woodland, CA 95695</td>
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<td></td>
</tr>
<tr>
<td>Attn: Gurkamal Jagpal, Principal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gibson Elementary</td>
<td>Woodland Joint Unified School District</td>
<td>57-72710-6036485</td>
<td>K-6</td>
<td>0.5 mile</td>
<td>597</td>
<td>23%</td>
<td>137</td>
<td>64.2%</td>
</tr>
<tr>
<td>312 Gibson Rd</td>
<td>435 Sixth Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Woodland, CA 95695</td>
<td>Woodland, CA 95695</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Attn: Barbara Herms, Director of Elementary Education</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Whitehead Elementary</td>
<td>Woodland Joint Unified School District</td>
<td>57-72710-6066260</td>
<td>K-6</td>
<td>0.5 mile</td>
<td>435</td>
<td>40%</td>
<td>175</td>
<td>77.0%</td>
</tr>
<tr>
<td>624 West Southwood Drive</td>
<td>435 Sixth Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Woodland, CA 95695</td>
<td>Woodland, CA 95695</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Attn: Barbara Herms, Director of Elementary Education (James Evans, Principal no email setup at this time)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
July 18, 2018

CALTRANS
Division of Local Assistance,
1120 N Street MS 1
Attn: Office of State Programs
Sacramento, CA 95814

Re: Gibson Rd Safe Routes to School Project Grant Application

To Whom It May Concern:

The Woodland Joint Unified School District, and specifically the Gibson Elementary and Whitehead Elementary School administration, staff and parents approve and support the City of Woodland’s efforts to improve the safety of students on their way to and from school. The installation of buffered bike lanes and narrowing travel lanes on Gibson Rd will increase visibility and safety of students on that route and increase safety of our children as they walk and bike to school. Improving safety around our schools will encourage more parents to allow their children to walk and bike to school.

The proposed grant program improvements further our goal of student safety and encouraging students to walk and bike to and from school. The Woodland Joint Unified School District, and specifically the Gibson Elementary and Whitehead Elementary School communities, strongly encourages your full support of this important safety project. Currently both Gibson Elementary and Whitehead Elementary are not listed on the District’s school’s closure list.

Sincerely,

Barbara Herms
Director, Elementary Education
### Lee Middle School

<table>
<thead>
<tr>
<th>School Name:</th>
<th>Lee Middle School</th>
</tr>
</thead>
<tbody>
<tr>
<td>School Address:</td>
<td>520 West Street</td>
</tr>
<tr>
<td>District Name:</td>
<td>Woodland Joint Unified School District</td>
</tr>
<tr>
<td>District Address:</td>
<td>435 Sixth Street</td>
</tr>
<tr>
<td>Co.-Dist.-School Code</td>
<td>57-72710-6056519</td>
</tr>
<tr>
<td>School Type:</td>
<td>7 to 8</td>
</tr>
</tbody>
</table>

Project improvements maximum distance from school 0.5 mile

- Total student enrollment: 666
- Total # of students that currently walk or bike to school: 120
- Approximate # of students living along route proposed for improvement: 120
- Projected # of students that will walk/bike to school after the project: 186
- Percentage of students eligible for free or reduced meal programs**: 68 %


Attach the following:
- A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

### Douglass Middle School

<table>
<thead>
<tr>
<th>School Name:</th>
<th>Douglass Middle School</th>
</tr>
</thead>
<tbody>
<tr>
<td>School Address:</td>
<td>525 Granada Dr.</td>
</tr>
<tr>
<td>District Name:</td>
<td>Woodland Joint Unified School District</td>
</tr>
<tr>
<td>District Address:</td>
<td>435 Sixth Street</td>
</tr>
<tr>
<td>Co.-Dist.-School Code</td>
<td>57-72710-6071278</td>
</tr>
<tr>
<td>School Type:</td>
<td>7 to 8</td>
</tr>
</tbody>
</table>

Project improvements maximum distance from school 0.7 mile

- Total student enrollment: 845
- Total # of students that currently walk or bike to school: 139
- Approximate # of students living along route proposed for improvement: 139
- Projected # of students that will walk/bike to school after the project: 219
- Percentage of students eligible for free or reduced meal programs**: 63 %


Attach the following:
- A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.
July 23, 2018

CALTRANS
Division of Local Assistance,
1120 N Street MS 1
Attn: Office of State Programs
Sacramento, CA 95814

Re: Gibson Rd Safe Routes to School Project Grant Application

To Whom It May Concern:

Lee Middle School administration supports the City of Woodland's efforts to improve the safety of students on their way to and from school. The installation of buffered bike lanes and narrowing travel lanes on Gibson Rd will increase visibility and safety of bicyclist on that route and increase safety of our children as they walk and bike to school. Improving safety around our school will encourage more parents to allow their children to walk and bike to school.

The proposed grant program improvements further our goal of student safety and encouraging students to walk and bike to and from school. The Lee Middle School administration strongly encourages your full support of this important safety project. Currently Lee Middle School is not listed on the District’s school’s closure list.

Sincerely,

Gurkamal Jagpal - Principal
Lee Middle School
July 27, 2018

CALTRANS
Division of Local Assistance,
1120 N Street MS 1
Attn: Office of State Programs
Sacramento, CA 95814

Re: Gibson Rd Safe Routes to School Project Grant Application

To Whom It May Concern:

Douglass Middle School administration, and staff approve and support the City of Woodland’s efforts to improve the safety of students on their way to and from school. The installation of buffered bike lanes and narrowing travel lanes on Gibson Rd will increase visibility and safety of bicyclist on that route and increase safety of our children as they walk and bike to school. Improving safety around our school will encourage more parents to allow their children to walk and bike to school.

The proposed grant program improvements further our goal of student safety and encouraging students to walk and bike to and from school. The Douglass Middle School community strongly encourages your full support of this important safety project. Currently Douglass Middle School is not listed on the District’s school’s closure list.

Yours in Education,

Derek Cooper
Principal
Douglass Middle School
530-559-9422
<table>
<thead>
<tr>
<th>School Name</th>
<th>Zamora Elementary School</th>
</tr>
</thead>
<tbody>
<tr>
<td>School Address</td>
<td>1716 Cottonwood Street</td>
</tr>
<tr>
<td>District Name</td>
<td>Woodland Joint Unified School District</td>
</tr>
<tr>
<td>District Address</td>
<td>435 Sixth Street</td>
</tr>
<tr>
<td>Co.-Dist.-School Code</td>
<td>57-72710-6096671</td>
</tr>
<tr>
<td>School Type</td>
<td>I to I</td>
</tr>
<tr>
<td>Project improvements maximum distance from school</td>
<td>0.5 mile</td>
</tr>
<tr>
<td>Total student enrollment</td>
<td>473</td>
</tr>
<tr>
<td>Total # of students that currently walk or bike to school</td>
<td>109</td>
</tr>
<tr>
<td>Approximate # of students living along route proposed for improvement</td>
<td>109</td>
</tr>
<tr>
<td>Projected # of students that will walk/bike to school after the project</td>
<td>132</td>
</tr>
<tr>
<td>Percentage of students eligible for free or reduced meal programs**</td>
<td>45 %</td>
</tr>
</tbody>
</table>


Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Zamora Elementary .pdf

<table>
<thead>
<tr>
<th>School Name</th>
<th>Gibson Elementary</th>
</tr>
</thead>
<tbody>
<tr>
<td>School Address</td>
<td>312 Gibson Road</td>
</tr>
<tr>
<td>District Name</td>
<td>Woodland Joint Unified School District</td>
</tr>
<tr>
<td>District Address</td>
<td>435 Sixth Street</td>
</tr>
<tr>
<td>Co.-Dist.-School Code</td>
<td>57-72710-6066260</td>
</tr>
<tr>
<td>School Type</td>
<td>Pre-K to 6</td>
</tr>
<tr>
<td>Project improvements maximum distance from school</td>
<td>0.5 mile</td>
</tr>
<tr>
<td>Total student enrollment</td>
<td>597</td>
</tr>
<tr>
<td>Total # of students that currently walk or bike to school</td>
<td>137</td>
</tr>
<tr>
<td>Approximate # of students living along route proposed for improvement</td>
<td>137</td>
</tr>
<tr>
<td>Projected # of students that will walk/bike to school after the project</td>
<td>168</td>
</tr>
<tr>
<td>Percentage of students eligible for free or reduced meal programs**</td>
<td>64 %</td>
</tr>
</tbody>
</table>


Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Gibson Elementary.pdf

- Trails (Multi-use and Recreational): (Also fill out Bicycle and Pedestrian Sub-Type information above)
July 16, 2018

CALTRANS
Division of Local Assistance,
1120 N Street MS 1
Attn: Office of State Programs
Sacramento, CA 95814

Re: Gibson Rd Safe Routes to School Project Grant Application

To Whom It May Concern:

Zamora Elementary administration, staff and parents approve and support the City of Woodland’s efforts to improve the safety of students on their way to and from school. The installation of buffered bike lanes and narrowing travel lanes on Gibson Rd will increase visibility and safety of bicyclist on that route and increase safety of our children as they walk and bike to school. Improving safety around our school will encourage more parents to allow their children to walk and bike to school.

The proposed grant program improvements further our goal of student safety and encouraging students to walk and bike to and from school. The Zamora Elementary community strongly encourages your full support of this important safety project. Currently Zamora Elementary is not listed on the District’s school’s closure list.

Sincerely,

Dr. Felicia Wilson – Principal
Zamora Elementary
City of Woodland
School Boundary Map
Zamora
Elementary School

- W. Gibson Rd Safe Routes to School Project
- Existing Bike Lanes
- Planned Bike Improvements
- Woodland Bike Loop
- Future Bike Trail Connecting
  Zamora Elementary School
  Boundary
- School
- Disadvantaged School
- Park
- Recreational
- Travel Hub
- Hospital
- Library
- Museums
- Shopping Mall
- Entertainment

1 inch = 2,000 feet
1:24,000
July 18, 2018

CALTRANS
Division of Local Assistance,
1120 N Street MS 1
Attn: Office of State Programs
Sacramento, CA 95814

Re: Gibson Rd Safe Routes to School Project Grant Application

To Whom It May Concern:

The Woodland Joint Unified School District, and specifically the Gibson Elementary and Whitehead Elementary School administration, staff and parents approve and support the City of Woodland’s efforts to improve the safety of students on their way to and from school. The installation of buffered bike lanes and narrowing travel lanes on Gibson Rd will increase visibility and safety of students on that route and increase safety of our children as they walk and bike to school. Improving safety around our schools will encourage more parents to allow their children to walk and bike to school.

The proposed grant program improvements further our goal of student safety and encouraging students to walk and bike to and from school. The Woodland Joint Unified School District, and specifically the Gibson Elementary and Whitehead Elementary School communities, strongly encourages your full support of this important safety project. Currently both Gibson Elementary and Whitehead Elementary are not listed on the District’s school’s closure list.

Sincerely,

Barbara Herms
Director, Elementary Education
## Part A4: Project Details

Indicate the project details included in the project/program/plan.

**Note:** When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian or Bicycle Improvement).

### Bicycle Improvements

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? ________%  

(As opposed to cost going towards "improving" existing bicycle infrastructure; i.e. Class 2 to Class 4)  

<table>
<thead>
<tr>
<th></th>
<th>Class 1: Linear Feet</th>
<th>Class 2: Linear Feet</th>
<th>Class 3: Linear Feet</th>
<th>Class 4: Linear Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Bike Lanes/Routes</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Signalized Intersections</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Un-Signalized Intersections</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mid-Block Crossing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lighting</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bike Share Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bike Racks/Lockers</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Bicycle Improvements</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Pedestrian Improvements

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? ________%  

(As opposed to cost going towards "improving" existing pedestrian infrastructure.)  

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalks:</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>ADA Ramp Improvements:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Signalized Intersections</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Un-Signalized Intersections</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mid-Block Crossing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lighting</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrian Amenities:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Ped Improvements:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Multi-use Trail Improvements

### Vehicular-Roadway Traffic-Calming Improvements

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Diet:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Speed Feedback Signs:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Signalized Intersections</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Un-Signalized Intersections</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Traffic-Calming Improvements:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Non-Infrastructure Components

### Plan Type (only intended for Plans)
Right of Way (R/W) Impacts (Check all that apply)

☒ Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal. (This includes temporary construction easements)

☐ Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.

☐ Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.

☐ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.
## Part A5: Project Schedule

**NOTES:** 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.

2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.

3) The proposed CTC Allocation dates must be between July 1, 2019 and June 30, 2023 to be consistent with the available ATP funds for Cycle 4.

This page cannot be completed until a project type has been selected in Part 3.

<table>
<thead>
<tr>
<th>INFRASTRUCTURE PROJECTS:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PA&amp;ED Project Delivery Phase:</strong></td>
<td></td>
</tr>
<tr>
<td>Will ATP funds be used in this phase of the project?</td>
<td>☑ Yes ☐ No</td>
</tr>
<tr>
<td>Proposed CTC “PA&amp;ED Allocation” Date:</td>
<td>3/1/2020</td>
</tr>
<tr>
<td>Notice to Proceed with Federally Reimbursable ATP Work:</td>
<td>4/30/2020</td>
</tr>
<tr>
<td>Expected or Past Start Date for PA&amp;ED activities:</td>
<td>5/1/2020</td>
</tr>
<tr>
<td>Time to complete the separate CEQA &amp; NEPA studies/approvals:</td>
<td>6 months (See note #2, above)</td>
</tr>
<tr>
<td>Expected or Past Completion Date for the PA&amp;ED Phase:</td>
<td>10/23/2020</td>
</tr>
<tr>
<td>* Applications showing the PA&amp;ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PS&amp;E Project Delivery Phase:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Will ATP funds be used in this phase of the project?</td>
<td>☑ Yes ☐ No</td>
</tr>
<tr>
<td>Proposed CTC “PS&amp;E Allocation” Date:</td>
<td>11/1/2020</td>
</tr>
<tr>
<td>Notice to Proceed with Federally Reimbursable ATP Work:</td>
<td>12/30/2020</td>
</tr>
<tr>
<td>Expected or Past Start Date for PS&amp;E activities:</td>
<td>1/1/2021</td>
</tr>
<tr>
<td>Time to complete the final Plans, Specification &amp; Estimate:</td>
<td>7 months</td>
</tr>
<tr>
<td>Expected or Past Completion Date for the PS&amp;E Phase:</td>
<td>7/30/2021</td>
</tr>
<tr>
<td>* Applications showing the PS&amp;E phase as complete, must include/attach the signed &amp; Stamped Title Sheet for the plans and approval page of the specifications.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Right of Way Project Delivery Phase:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Will ATP funds be used in this phase of the project?</td>
<td>☑ Yes ☐ No</td>
</tr>
<tr>
<td>Expected or Past Start Date for R/W activities:</td>
<td>3/1/2021</td>
</tr>
<tr>
<td>Time to complete the R/W Engineering, Acquisition, and Utilities:</td>
<td>4 months</td>
</tr>
<tr>
<td>Expected or Past Completion Date for the R/W Phase:</td>
<td>6/29/2021</td>
</tr>
<tr>
<td>* PS&amp;E and Right of Way phases can be allocated at the same CTC meeting.</td>
<td></td>
</tr>
<tr>
<td>* Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Construction Project Delivery Phase:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Will ATP funds be used in this phase of the project?</td>
<td>☑ Yes ☐ No</td>
</tr>
<tr>
<td>Proposed CTC “CON Allocation” Date:</td>
<td>10/14/2021</td>
</tr>
<tr>
<td>Notice to Proceed with Federally Reimbursable ATP Work:</td>
<td>12/12/2021</td>
</tr>
<tr>
<td>Expected Start Date for Construction activities:</td>
<td>1/24/2022</td>
</tr>
<tr>
<td>Time to complete the Construction activities:</td>
<td>9 months</td>
</tr>
<tr>
<td>Expected or Past Completion Date for the CON Phase:</td>
<td>10/21/2022</td>
</tr>
</tbody>
</table>
NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS: (This includes combined "I" and "NI" projects)

Will ATP funds be used in this phase of the project?  □ Yes  ☒ No

Expected Start Date for "NI" or "Plan" Construction activities:

Time to complete the CON-Phase activities: ___________ months

Expected Completion Date for the CON Phase:

Proposed Dates for "Before" and "After" Counts (As required by the CTC and Caltrans guidelines):

Expected Date for "Before" counts (Ideally, within 12 months of the beginning of the Construction Activities) ___________ 9/20/2021

Expected Date for "After" counts (Ideally, at least 6 months after the end of all Construction Activities) ___________ 9/12/2023
### Part A6: Project Funding

The Project Funding table cannot be completed until a project type has been selected in Part 3.

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Total Project Costs</th>
<th>Total ATP Funding</th>
<th>ATP Allocation Year</th>
<th>Total Non-ATP Funding</th>
<th>&quot;Prior&quot; ATP Funding</th>
<th>Leveraging Funding</th>
<th>Future Local Identified Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>PA&amp;ED</td>
<td>10</td>
<td>10</td>
<td>19/20</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>PS&amp;E</td>
<td>590</td>
<td>590</td>
<td>20/21</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>RW</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>CON</td>
<td>4,639</td>
<td>3,539</td>
<td>21/22</td>
<td>1,100</td>
<td>-</td>
<td>1,100</td>
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<tr>
<td>NI-CON/PLAN</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>5,239</strong></td>
<td><strong>4,139</strong></td>
<td></td>
<td><strong>1,100</strong></td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

** Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

### ATP Funding Type Requested:

Per the CTC Guidelines, all ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding; however, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. Agencies with projects under $1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding.

Do you believe your project warrants receiving state-only funding?  

☐ Yes  ☒ No

### ATP Project Programming Request (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.
### Project Title

W. Gibson Road Safe Routes to School Project

### Location (Project Limits), Description (Scope of Work)

On W. Gibson Road between West Street to County Road 98.

### Project Benefits (If more space is needed, use the Additional Information field on the next page.)

The project's main purpose is to provide direct access to students within the disadvantaged communities and those who qualify for the Free-Reduced Meals Program (FRPM), specifically students attending Whitehead, Gibson, Zamora Elementary, Douglass, and Lee Middle School. A road diet along this corridor will make it feasible to add wider buffered bike lanes to provide more visibility of students.

### Purpose and Need

This project combined with existing, planned, and future bicycle improvements, will create a safer continuous through route along W. Gibson Road (West St. to CR 98) and provide the necessary connection to schools.

<table>
<thead>
<tr>
<th>Category</th>
<th>Outputs/Outcomes</th>
<th>Unit</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Streets and Roads</td>
<td>Bicycle lane-miles</td>
<td>Miles</td>
<td>1</td>
</tr>
</tbody>
</table>

ADA Improvements: Y ☒ N ☐  
Bike/Ped Improvements: Y ☒ N ☐  
Reversible Lane Analysis: Y ☒ N ☐

### Inc Sustainable Communities Strategy Goals

Reduces Greenhouse Gas Emissions: Y ☒ N ☐

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**Funding Information:**

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Exhibit 22-G Project Programming Request (PPR)

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Project Title: W. Gibson Road Safe Routes to School Project

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SECTION 1 - All Projects

Project Background

The project's main purpose is to provide direct access to students within the disadvantaged communities and those who qualify for the Free-Reduced Meals Program (FRPM), specifically students attending Whitehead, Gibson, Zamora Elementary, Douglass and Lee Middle School. This project, combined with existing, planned and future bicycle improvements, will create a safer continuous through route along W. Gibson Road (West St. to CR 98) and provide the necessary connection to schools. A road diet along this corridor will make it feasible to add wider buffered bike lanes to provide more visibility of students bicycling to school especially at critical conflict points in the corridor at intersections thus improving the safety of the riders.

Programming Change Requested

N/A

Reason for Proposed Change

N/A

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

N/A

Other Significant Information


SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

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Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
2) Project Location Map
Part A7: Screening Criteria

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:
   - Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program? □ Yes □ No
   - Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project? □ Yes □ No
   - Are adjacent properties undeveloped or under-developed where standard “conditions of development” could be placed on future adjacent redevelopment to construct the proposed project improvements? □ Yes □ No

2. Consistency with an adopted regional transportation plan:
   - Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080? □ Yes □ No
     If "Yes", the applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

   [MPT Chapter 6 Policy.pdf]

   Note: Projects not providing proof will be disqualified and not be evaluated.

3. Is the Implementing Agency Caltrans? □ Yes □ No
2. Policy: Educate and provide information to policymakers, local staff, and the public about the mutually supportive relationship between smart growth development, transportation, and resource conservation.

2.1. Strategy: Provide computer software, training and technical assistance to local governments.


2.3. Strategy: Monitor and report on commute patterns for all modes, traffic levels, and transit use and bicycle and pedestrian mode share compared with the projections in this MTP/SCS.

2.4. Strategy: Develop educational materials to inform local discussions, particularly in urban and suburban infill areas, about neighborhood travel behavior, health and the effects of higher density on traffic, transit, walking and bicycling.

2.5. Strategy: Continue to develop and apply health and social equity analysis methods and performance measures to help inform MTP/SCS updates and local discussions on development patterns, including transportation performance measures and opportunities related to accessibility, equity, public health and youth.

2.6. Strategy: Assist with mapping and coordination between SACOG, transit, and health and human service providers on transit planning and siting of lifeline services needing transit access. Develop educational materials and life-cycle methodology on public facility planning that incorporates the costs of extending transit service to locations outside existing transit corridors.

2.7. Strategy: During the scoping phase, review transportation projects using appropriate and available project-level analysis tools to assess whether they foster transportation choices, improve local community circulation and provide access to opportunities or divide communities, and either avoid or mitigate negative impacts (including those to public health, safety, air quality, housing and the environment).

2.8. Strategy: Continue Airport Land Use Commission (ALUC) efforts that promote good land use planning around airports, minimize public safety hazards, and support the utility of each airport.

2.9. Strategy: Strengthen SACOG's modeling tools with the development of an economic land use model based on the PECAS framework. This model may support regional economic development efforts and inform a wide range of MTP/SCS efforts, including jobs-housing fit (i.e., the relationship between housing costs and wages around an employment center), infill incentives, congestion and parking pricing, and transportation project phasing.

2.10 Strategy: Provide technical analysis and education to inform policy and decision makers, local staff, and regional stakeholders about the benefits of strategic growth management on the region's open space resources and the economic and environmental benefits they provide.

3. Policy: SACOG encourages local jurisdictions in developing community activity centers well-suited for high-quality transit service and complete streets.

3.1. Strategy: Support development proposals that are well-suited and located to support high-quality transit use in Transit Priority Areas, or walkable communities, through Blueprint analysis.

3.2. Strategy: Continue to identify best practices for complete streets, continue to add to the Complete Streets Toolkit, and initiate a technical assistance program to help local agencies develop street designs that are sensitive to their surroundings and context.


3.4. Strategy: Support efforts by transit agencies and local governments to site and design transit centers and stations close to economic centers and neighborhoods and to expand park-and-ride facilities at a few key stations.

3.5. Strategy: Encourage local agencies to develop an interconnected system of streets, bikeways, and walkways that support a more compact development form; avoid building new circulation barriers; accommodate safe travel for all users; and provide connections across creeks, freeways and high-speed/high volume arterials and through existing gated communities, walls and cul-de-sacs to access schools, activity centers and transit stops.
Chapter 6: Policies and Supportive Strategies

3.6. Strategy: Encourage development patterns that provide safe and efficient pedestrian and bicycle access to transit stops and trunk commuter transit lines.

3.7. Strategy: Use findings from research on parking regulations and pricing to identify opportunities to implement findings, which identify alternatives for local governments to use to modify current parking regulations to create incentives for people to use alternative modes.

3.8 Strategy: Identify best practices for economic revitalization, complete streets, infill, and transit-oriented development in "first tier," or mature suburbs, which comprise a large amount of Center and Corridor and Established Communities in the region.

4. Policy: SACOG encourages every local jurisdiction's efforts to facilitate development of housing in all price ranges, to meet the housing needs of the local workforce and population, including low-income residents, and forestall pressure for long external trips to work and essential services.

4.1. Strategy: Develop the required Regional Housing Needs Plan to guide local agencies' assessments of housing supply and price ranges.

4.2. Strategy: Encourage adequate supply of housing at a variety of price ranges in the region, which will help to meet local demand, prevent the export of housing to adjacent regions, and, consistent with federal and state statutory goals, promote integrated and balanced living patterns that help provide access and opportunity for all residents and reduce the concentration of poverty.

4.3. Strategy: Continue to develop tools to assist local jurisdictions in assessing housing needs in a variety of price ranges, including jobs-housing fit tool and housing plus transportation cost analysis.

4.4. Strategy: Continue to identify appropriate best practices for successful transit-oriented development in different settings through case studies from the MTP/SCS, and continue to assist local governments with environmental review to capitalize on SB 375 CEQA benefits for residential and residential mixed-use Transit Priority Projects.

4.5. Strategy: Provide support for jurisdictions to overcome common issues identified in local analyses of impediments to fair housing and a regional analysis funded by federal grant funding from HUD.

5. Policy: SACOG should continue to inform local governments and businesses about a regional strategy for siting industry and warehousing with good freight access.

5.1. Strategy: Work to identify and preserve land uses to meet goods movement needs of local, nearby customers.

5.2. Strategy: Study and consider the need for land for suppliers, distributors, and other businesses with a regional clientele that may prefer to be near the center of the region with good freeway access, but do not need high-cost center-city sites.

5.3. Strategy: Further study and consider the needs of the agricultural industry for aggregation and distribution, cold storage, warehousing, processing plants, and other facilities near transportation access.

5.4. Strategy: Share goods movement research and information completed through the RUCS to inform the work of economic development initiatives, including the Next Economy - Capital Region Prosperity Plan and the Greater Sacramento Area Economic Council.

6. Policy: SACOG encourages local governments to direct greenfield developments to areas immediately adjacent to the existing urban edge through data-supported information, incentives and pursuit of regulatory reform for cities and counties.

6.1. Strategy: Minimize the urban growth footprint of the region by improving interior circulation and access instead of access to and beyond the urban edge.

6.2. Strategy: Provide incentives and invest in alternative modes to serve infill and more compact development.

6.3. Strategy: Seek out funding to acquire conservation easements accompanying specific regional connector road projects, to protect land from devel-
Part B: Narrative Questions

QUESTION #1
DISADVANTAGED COMMUNITIES (0-10 POINTS)

☐ This project does not qualify as a Disadvantaged Community.

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project is benefiting.

Attachment-C-Project Location Map.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 4 options. Must provide information for all Census Tract/Block Group/Place Number that the project affects.

- Median Household Income
- CalEnviroScreen
- Free or Reduced Priced School Meals - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- Other

Select Option: Free or Reduced Priced School Meals

At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at: [http://www.cde.ca.gov/ds/sd/lssps.asp](http://www.cde.ca.gov/ds/sd/lssps.asp) (auto filled from Part A). Applicants using this measure must demonstrate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criteria.

<table>
<thead>
<tr>
<th>School Name</th>
<th>School Enrollment</th>
<th>% of Students Eligible for FRPM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Whitehead Elementary School</td>
<td>435</td>
<td>77%</td>
</tr>
<tr>
<td>Lee Middle School</td>
<td>666</td>
<td>68%</td>
</tr>
<tr>
<td>Douglass Middle School</td>
<td>845</td>
<td>63%</td>
</tr>
<tr>
<td>Zamora Elementary School</td>
<td>473</td>
<td>45%</td>
</tr>
<tr>
<td>Gibson Elementary</td>
<td>597</td>
<td>64%</td>
</tr>
</tbody>
</table>

Highest percentage of students eligible from above (autofill): 77% (to be used for qualifying as benefiting a DAC only)

Percentage of students eligible for the Free or Reduced Price Meals Programs: 63% (to be used for severity calculation only)

C. Direct Benefit: (0 - 4 points)

1. Explain how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 150 Words)

The project’s main purpose is to provide direct access to students within the disadvantaged communities and those who qualify for the Free-Reduced Meals Program (FRPM), specifically students attending Whitehead, Gibson, Zamora Elementary, Douglass, and Lee Middle School. This project combined with existing, planned, and future bicycle improvements will create a safer continuous through route along W. Gibson Road and provide the necessary connection to schools.

A road diet will reduce vehicle lanes and makes it feasible to add buffered bike lanes to provide more visibility of students bicycling to schools especially at critical conflict points in the corridor at intersections thus improving the safety of the riders. Further, the improvements will provide bike and pedestrian access, connectivity, and improve mobility to existing retail and services that serve as the primary daily trips (grocery, drug stores, restaurants/coffee, medical offices, etc.) for the citizens on the west side of Woodland.

2. Explain how the disadvantaged community residents will have physical access to the project. (Max of 150 Words)
The pedestrian and bicycle improvements in this project are adjacent to or within 1/2 mile of the disadvantaged census tracts and school enrollment boundaries. WJUSD students within the disadvantaged community, specifically students from Whitehead, Zamora, Gibson Elementary, Lee and Douglass Middle School, directly benefit from the projects improved bicycle/pedestrian facilities encouraging their use by students thereby providing necessary access to schools and assuring students proper opportunity for education. Over 60% of the students qualify for FRPM at 4 of the targeted schools and 3 of the schools are located in neighborhoods whose household income fall below the average median incomes and for the area. (Attachment K-1)

In addition to school aged facility users, the project provides direct access for the adult population for recreation, retail, employment, education, medical, and other services that are connected to this corridor.

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents. (Max of 150 Words)

One of the main focuses of the City has been the safety for children walking and bicycling to school and programs to educate and encourage students to make safe, healthy, active travel choices. The City collaborated with the Yolo County Health Department on a Woodland Safe Routes to School Education Program where the City, County, WJUSD staff, community stakeholders and parents performed walk audits for 9 elementary schools and 2 middle schools. The walk audits assessed the school area to evaluate student safety for those walking and biking to school. The input received by these walk audits has played a large part in developing and prioritizing this project. In addition, multiple surveys and public traffic safety workshops were performed where the City asked for feedback and prioritized corridors that needed improvements. The feedback from the citizens was for W. Gibson Rd. to be the next major corridor to be improved.

Attach Documentation

Attachment-K-1-Disadvantage Data.pdf

D. Project Location: (0 - 2 points)

Is your project located within a disadvantaged community? Partially

E. Severity: (0 - 4 points)

Auto calculated
Attachment

K - 1
CENSUS TRACT DATA
(2012-2016 AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES)

<table>
<thead>
<tr>
<th>CENSUS TRACT</th>
<th>POPULATION</th>
<th>MEDIAN HOUSEHOLD INCOME</th>
<th>UNEMPLOYMENT RATE (%)</th>
<th>POVERTY (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>110.01</td>
<td>6,507</td>
<td>$43,409</td>
<td>7.9</td>
<td>16.4</td>
</tr>
<tr>
<td>111.01</td>
<td>2,939</td>
<td>$45,184</td>
<td>9.5</td>
<td>8.5</td>
</tr>
<tr>
<td>111.02</td>
<td>5,005</td>
<td>$42,866</td>
<td>11.4</td>
<td>26</td>
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</table>

HEALTH DISADVANTAGE INDEX WITH CES 3.0
BY CENSUS TRACTS 2010

<table>
<thead>
<tr>
<th>CENSUS TRACT</th>
<th>HDI SCORE</th>
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</thead>
<tbody>
<tr>
<td>110.01</td>
<td>0.29</td>
</tr>
<tr>
<td>111.01</td>
<td>0.32</td>
</tr>
<tr>
<td>111.02</td>
<td>0.39</td>
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CALENVIROSCREEN 3.0
CALENVIROSCREEN SCORE

<table>
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<th>CENSUS TRACT</th>
<th>CALENVIROSCREEN SCORE (%)</th>
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<tbody>
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<td>35-40</td>
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<tr>
<td>111.01</td>
<td>40-45</td>
</tr>
<tr>
<td>111.02</td>
<td>50-55</td>
</tr>
</tbody>
</table>

GEOGRAPHY BY: CENSUS TRACT
Legend:
- Project Limits

Attachment K-1
EQUITY OUTCOME DATA
(2012-2016 AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES)

<table>
<thead>
<tr>
<th>CENSUS TRACT</th>
<th>ASIAN (%)</th>
<th>PACIFIC ISLAND (%)</th>
<th>AFRICAN AMERICAN (%)</th>
<th>HISPANIC (%)</th>
<th>NATIVE AMERICAN (%)</th>
<th>NON-WHITE (%)</th>
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</thead>
<tbody>
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<td>5.1</td>
<td>0</td>
<td>1.1</td>
<td>52.7</td>
<td>1.8</td>
<td>21.1</td>
</tr>
<tr>
<td>111.01</td>
<td>3.3</td>
<td>0</td>
<td>0.3</td>
<td>48.6</td>
<td>0.6</td>
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<td>0.4</td>
<td>1.6</td>
<td>66.3</td>
<td>0.5</td>
<td>18.7</td>
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</table>

<table>
<thead>
<tr>
<th>CENSUS TRACT</th>
<th>POVERTY (%)</th>
<th>HOUSING COST BURDEN OWNER (%)</th>
<th>HOUSING COST BURDEN RENTER (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>110.01</td>
<td>16.4</td>
<td>45.5</td>
<td>37.1</td>
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<tr>
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<tr>
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<td>26</td>
<td>34.7</td>
<td>59.8</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CENSUS TRACT</th>
<th>SINGLE PARENT HOUSEHOLD (%)</th>
<th>AGE 75+ (%)</th>
<th>EDUCATION ATTAINMENT ≤ HIGH SCHOOL (%)</th>
<th>LINGUISTIC ISOLATION (%)</th>
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</thead>
<tbody>
<tr>
<td>110.01</td>
<td>56</td>
<td>3</td>
<td>26.3</td>
<td>23.3</td>
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<tr>
<td>111.01</td>
<td>35</td>
<td>6</td>
<td>27.4</td>
<td>14.4</td>
</tr>
<tr>
<td>111.02</td>
<td>88</td>
<td>2.5</td>
<td>27.1</td>
<td>32.2</td>
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</tbody>
</table>

GEOGRAPHY BY: CENSUS TRACT
Legend:

Project Limits
Part B: Narrative Questions

Question #2

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-43 POINTS)

Please provide the following information: (This must be completed to be considered for funding.)

<table>
<thead>
<tr>
<th># of Users</th>
<th>Pedestrian</th>
<th>Bicycle</th>
<th>Date of Counts</th>
<th>Mark here if N/A to project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current</td>
<td>192</td>
<td>176</td>
<td>9/28/2017</td>
<td></td>
</tr>
</tbody>
</table>

Safe Routes to School projects: The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

<table>
<thead>
<tr>
<th>School</th>
<th>Total Student Enrollment</th>
<th>Approx. # of Students Living Along School Route Proposed</th>
<th># of Students Currently Walking/Biking to School</th>
</tr>
</thead>
<tbody>
<tr>
<td>Whitehead Elementary School</td>
<td>435</td>
<td>175</td>
<td>175</td>
</tr>
<tr>
<td>Lee Middle School</td>
<td>666</td>
<td>120</td>
<td>120</td>
</tr>
<tr>
<td>Douglass Middle School</td>
<td>845</td>
<td>139</td>
<td>139</td>
</tr>
<tr>
<td>Zamora Elementary School</td>
<td>473</td>
<td>109</td>
<td>109</td>
</tr>
<tr>
<td>Gibson Elementary</td>
<td>597</td>
<td>137</td>
<td>137</td>
</tr>
<tr>
<td>Total</td>
<td>3,016</td>
<td>680</td>
<td>680</td>
</tr>
</tbody>
</table>

Document the methodologies used to establish the current count data. (Max of 250 Words) Words Remaining: 94

The Data for the pedestrian counts was collected in the AM peak period (7:00-9:00 AM) for the following three intersections:
- W. Gibson Road/Cottonwood Street
- W. Gibson Road/County Road 98
- W. Gibson Road/West Street

From the counts, system peak hour volumes were calculated for pedestrians and bicyclists. The identified peak hours were 8:00-9:00 AM for pedestrians and 7:15-8:15 AM for bicyclists.

Daily pedestrian and bicyclist volumes were calculated by multiplying the peak hour volumes by a factor of 8. The multiplier factor was selected based on the following rationale. It has been shown that about 13-14% of total daily pedestrian activities fall within the AM peak hour in residential areas (Estimating the Daily Volume of Crossing Pedestrians from Short-Counts, Hocherman, Hakkert, and Bar-Ziv, 1988). Therefore, multiplying the AM peak hour volumes by 8 would be an approximation of total daily pedestrian crossings.

A. Statement of project need. Describe the issue(s) that this project will address. How will the proposed project benefit the non-motorized users? What is the project's desired outcome and how will the project best deliver that outcome? (0-21 points)

Discuss:
- Destinations and key connectivity the project will achieve
- How the project will increase walking or biking
  - The lack of mobility if applicable - Does the population have limited access to cars? bikes? and transit?
    - Does the project have an unserved or underserved demand?
- The local health concern responses should focus on:
  - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed relevant answers instead of general descriptors on the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
  - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (http://www.healthyplacesindex.org)
- For combined INI projects: Discuss need for an encouragement, education, and/or enforcement program.

(Max of 750 Words) Words Remaining: 69
The City of Woodland is located in Yolo County. The current population is 56,590. The City is divided by the north-south Union Pacific railroad tracks. West Woodland is 2 miles by 2.5 miles in size and includes the Historic Downtown and established community and neighborhoods while East Woodland is more newly developed. Woodland’s terrain, size and population density make it practical for many students to walk or bike to school, yet based on City surveys, only about 45% of students bike or walk to school. The Woodland Joint Unified School District (WJUSD) enrolls approximately 10,000 students in the K-12th grade and 80% of the schools are located within the city limits within walking (0.5 miles or less) or biking distance (2 miles or less) for many students. WJUSD allows open enrollment for students who desire to enroll outside their neighborhood school enrollment areas extend past their designated boundaries.

The City of Woodland helped create the Woodland Bike Map with input from community groups aiming to guide bicyclists to routes providing a better riding experience to schools, parks, Historic downtown, Woodland Community/Sports Center and other destinations. The Woodland Project connects to the Woodland Bicycle Loops (Attachment A: Project Map showing Woodland Bike Loop). These convenient direct loop is part of the Woodland Bike Map that was created by the City. These routes encourage more students to walk and bike to school and to do daily activities.

The direct access to parks and to the Woodland Community/Sports Center creates more opportunities for physical activities for children and improves the children’s physical and mental health and cognitive development. Further, the children of Woodland, need safe opportunities to be more physically active. According to data provided by Yolo County Health Department, over 50% of Yolo County youth are overweight or obese and in Woodland, more than 40% of WJUSD students are overweight or obese. Only 27.2%, 36.9% and 32.8% of WJUSD students in the fifth, seventh and ninth graders respectively, meet all the fitness standards (Attachment K-2). Only 5% of all Woodland residents (adults and children) report walking or cycling to work/school and in Yolo County, 16% of students were diagnosed with asthma compared to 14% statewide. (http://www.yolocounty.org/health-human-services/health-department/healthy-yolo). The current health status of Yolo County shows a 23% obesity rate in adults and only 20% meet the recommendation for daily physical activity.

The proposed project aims to increase the number of students walking or riding their bicycle to school and have a positive effect on obesity rates. Encouraging active transportation alternatives results in less vehicle travel, thus improving air quality and decreasing air pollution that contributes to asthma. Although, this project aims to serve the needs of students who can or need to bike to school, it also meets the needs of the City’s disadvantaged area providing interconnectivity within the bicycle network.

The W. Gibson Rd Safe Routes to School project aims to increase physical activity among students by improving pedestrian and bicycle mobility and access that encourages active transportation choices.

The project will reduce and narrow the vehicle travel lanes (road-diet) from 4 to 3 lanes which in turn will reduce travel speeds along the corridor and improve the roadway experience for non-motorized users. The reduction of vehicle travel lanes will facilitate the installation of wider buffered bike lanes and provide more separation between bicycle and vehicles and facilitating riding crosstown will encourage students to ride to school and other residents to ride for daily activities. In addition to the reduction of lanes, the project will repair failing pavement area along the new buffered bicycle lanes to reduce hazards for bicyclist traveling down the roadway. This area encompasses the wheel paths of the existing vehicle travel lane configurations that after road diet will be part of the buffered bike lanes. Further, the project will improve intersection crossings to help reduce trip hazards for pedestrian crossing at the intersections and provide adequate signal timing for crossings.

B. Describe how the proposed project will address the active transportation need: (0-22 points)

- Close a gap?
- Creation of new routes?
- Removal of barrier to mobility?
- Other improvements to existing routes?
Attachment
K - 2
Summary: Woodland Joint Unified

Spotlight on Key Indicators: Physical Health

Kindergartners with All Required Immunizations
Year(s): 2016

<table>
<thead>
<tr>
<th></th>
<th>0%</th>
<th>20%</th>
<th>40%</th>
<th>60%</th>
<th>80%</th>
<th>100%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yolo County</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>80%</td>
</tr>
<tr>
<td>Woodland Joint Unified</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>100%</td>
</tr>
</tbody>
</table>

Students Who Are Overweight or Obese, by Grade
Year(s): 2016

<table>
<thead>
<tr>
<th></th>
<th>0%</th>
<th>20%</th>
<th>40%</th>
<th>50%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yolo County</td>
<td></td>
<td></td>
<td>36.2%</td>
<td>41.4%</td>
</tr>
<tr>
<td>Woodland Joint Unified</td>
<td></td>
<td></td>
<td>42.3%</td>
<td>43.0%</td>
</tr>
</tbody>
</table>

Students Meeting All Fitness Standards, by Grade
Year(s): 2015

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Yolo County</td>
<td></td>
</tr>
<tr>
<td>Grade 5</td>
<td>24.3%</td>
</tr>
<tr>
<td>Grade 7</td>
<td>36.2%</td>
</tr>
<tr>
<td>Grade 9</td>
<td>40.4%</td>
</tr>
</tbody>
</table>

https://www.kidsdata.org/region/1645/woodland-joint-unified/summary#44/physical-health
Woodland Joint Unified Summary - Kidsdata.org

Woodland Joint Unified (School District)

<table>
<thead>
<tr>
<th>Grade</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grade 5</td>
<td>27.2%</td>
</tr>
<tr>
<td>Grade 7</td>
<td>36.3%</td>
</tr>
<tr>
<td>Grade 9</td>
<td>32.8%</td>
</tr>
</tbody>
</table>

 Students Who Ate Breakfast in the Past Day
Year(s): 2011-2013  Answer: Yes

View all indicators for this region related to Physical Health.
See All Data >

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Yolo County Asthma Profile
modified on: Thursday, 01 September 2016

In Yolo County, approximately 31,000 children and adults have been diagnosed with asthma.

COUNTY PROFILE INDICATORS

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Yolo County</th>
<th>California</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Asthma Prevalence</td>
<td>7.3% (4.5-10.1)</td>
<td>8.3% (7.9-8.7)</td>
</tr>
<tr>
<td>Emergency Department Visits</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outdoor Air Quality</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work-Related Asthma</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Asthma Risk Factors</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

LIFETIME ASTHMA PREVALENCE, 2011-2012

Percent with Lifetime Asthma (95% Confidence Interval)

<table>
<thead>
<tr>
<th>Age</th>
<th>Yolo County</th>
<th>California</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-4</td>
<td>5.7 (7.2-12.3)</td>
<td>6.3 (4.6-8.0)</td>
</tr>
<tr>
<td>5-17</td>
<td>17.1 (15.5-18.7)</td>
<td>16.6 (15.5-16.7)</td>
</tr>
<tr>
<td>18+</td>
<td>12.1 (11.4-12.8)</td>
<td>12.1 (11.4-12.8)</td>
</tr>
<tr>
<td>All Ages</td>
<td>14.1 (13.8-14.4)</td>
<td>14.1 (13.8-14.4)</td>
</tr>
</tbody>
</table>

WORK-RELATED ASTHMA

Studies show that asthma is commonly caused or triggered by workplace exposures, but workplace asthma is under-recognized and under-diagnosed. Research confirms that 15-30% of current adult asthma was initiated by work exposures, meaning that an estimated 1,950-3,900 adults in Yolo County have asthma caused by work.

ASTHMA MANAGEMENT PLANS

National guidelines recommend that health care providers give all patients with asthma a written self-management plan. In Yolo County, 92.4% of people with asthma have NOT received a written asthma management plan from a health care provider.

ASTHMA DEATHS, 2008-2010

Number of Deaths Due to Asthma (N) and Age-Adjusted Rate (per 1,000,000 residents)

<table>
<thead>
<tr>
<th>Age</th>
<th>Yolo County</th>
<th>California</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-4</td>
<td>97</td>
<td>1.0</td>
</tr>
<tr>
<td>5-17</td>
<td>1,190</td>
<td>14.3</td>
</tr>
<tr>
<td>18+</td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Ages</td>
<td>1,255</td>
<td>11.1</td>
</tr>
</tbody>
</table>

http://www.californiabreathing.org/asthma-data/county-asthma-profiles/yolo-county-asthma... 6/8/2017
### Asthma Emergency Department Visits, 2014

<table>
<thead>
<tr>
<th>Age</th>
<th>Yolo County</th>
<th>California</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>N</td>
<td>Rate</td>
</tr>
<tr>
<td>Children</td>
<td>0-4</td>
<td>91</td>
</tr>
<tr>
<td></td>
<td>5-17</td>
<td>177</td>
</tr>
<tr>
<td>Adults</td>
<td>18-64</td>
<td>447</td>
</tr>
<tr>
<td></td>
<td>65+</td>
<td>98</td>
</tr>
<tr>
<td>Totals:</td>
<td>0-17</td>
<td>268</td>
</tr>
<tr>
<td></td>
<td>18+</td>
<td>545</td>
</tr>
<tr>
<td>All Ages</td>
<td></td>
<td>813</td>
</tr>
</tbody>
</table>

**Data Source:** Office of Statewide Health Planning and Development (OSHPD), 2014

### Asthma Hospitalizations, 2014

<table>
<thead>
<tr>
<th>Age</th>
<th>Yolo County</th>
<th>California</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>N</td>
<td>Rate</td>
</tr>
<tr>
<td>Children</td>
<td>0-4</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>5-17</td>
<td>5</td>
</tr>
<tr>
<td>Adults</td>
<td>18-64</td>
<td>40</td>
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<td>65+</td>
<td>19</td>
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<tr>
<td>Totals:</td>
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<td>17</td>
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<tr>
<td></td>
<td>18+</td>
<td>58</td>
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<tr>
<td>All Ages</td>
<td></td>
<td>75</td>
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</tbody>
</table>

**Data Source:** Office of Statewide Health Planning and Development (OSHPD), 2014

### Expected Source of Payment for Asthma ED Visits

<table>
<thead>
<tr>
<th>Payment Source</th>
<th>Yolo County</th>
<th>California</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medicare</td>
<td>16.61%</td>
<td>12.29%</td>
</tr>
<tr>
<td>Medi-Cal</td>
<td>48.96%</td>
<td>48.56%</td>
</tr>
<tr>
<td>Private</td>
<td>27.55%</td>
<td>26.32%</td>
</tr>
<tr>
<td>Other</td>
<td>8.98%</td>
<td>11.84%</td>
</tr>
</tbody>
</table>

**Data Source:** Office of Statewide Health Planning and Development (OSHPD), 2014

### Average Charges Per Asthma Hospitalization

<table>
<thead>
<tr>
<th>Age</th>
<th>Yolo County</th>
<th>California</th>
</tr>
</thead>
<tbody>
<tr>
<td>Children</td>
<td>0-17</td>
<td>$37,541.56</td>
</tr>
<tr>
<td>Adults</td>
<td>18+</td>
<td>$39,760.06</td>
</tr>
<tr>
<td>Total</td>
<td>All Ages</td>
<td>$38,239.94</td>
</tr>
</tbody>
</table>

**Data Source:** Office of Statewide Health Planning and Development (OSHPD), 2014

### Expected Source of Payment for Asthma Hospitalizations

<table>
<thead>
<tr>
<th>Payment Source</th>
<th>Yolo County</th>
<th>California</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medicare</td>
<td>34.67%</td>
<td>28.24%</td>
</tr>
<tr>
<td>Medi-Cal</td>
<td>38.87%</td>
<td>48.46%</td>
</tr>
<tr>
<td>Private</td>
<td>22.67%</td>
<td>20.34%</td>
</tr>
<tr>
<td>Other</td>
<td>4.00%</td>
<td>4.96%</td>
</tr>
</tbody>
</table>

**Data Source:** Office of Statewide Health Planning and Development (OSHPD), 2014

---

http://www.californiabreathing.org/asthma-data/county-asthma-profiles/yolo-county-asthma... 6/8/2017
No. of gaps: ____________  Total length of gap(s) (feet): ____________

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

New route = Construction of a new facility that did not previously exist for non-motorized users that provides a course or way to get from one place to another.

Type of barrier:  Safety

a.  Describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. Specific destination must be identified. And/or describe the existing negative effects of barrier to be removed and how the project addresses the existing barrier. (Max of 750 Words)

The main purpose for this project is to provide a safe route to school along W. Gibson Rd. to the targeted users that attend five public schools and middle schools within 1/2 mile of the project area. The total enrollment for the five schools is 3016 for the 2017-2018 school year. In addition, the school district has an open enrollment policy, therefore the W. Gibson Rd. improvements will serve those students traveling longer distances to get to schools that currently do not attend their neighborhood schools. With the project connecting to the Woodland Bike Loop that provides connection to the City's schools, parks, Historic Downtown and businesses on the west side of the City the connections between schools and neighborhoods become more feasible.

While the Woodland Bike Loop shows the cyclist preferred routes, in some locations along the routes, critical bicycle infrastructure is not in place or are inadequate. This project provides an adequate east-west connection that along with a road diet and wider buffered bicycle facilities provides a safer continuous access for students from the southwestern and northwestern parts of Woodland to travel to Lee and Douglass Middle Schools, Whitehead, Gibson, and Zamora Elementary. The improvements will be done to improve visibility of pedestrians and bicyclists near schools.

Not only does the improved corridor serve students traveling to school, but also parents biking and walking their children to school and continuing on to their place of employment and other uses in the community.

W. Gibson is surrounded by residential development with access to educational, recreational, medical and employment facilities. This is the ideal location for people to walk and bike for many of their daily trips. However, due to narrow bike lanes, and high speeds and volumes along the corridor many people do not bike and instead drive their cars for short errands. Those that do travel by bike on this corridor often do so in an unsafe manner riding on the sidewalk or traveling in the wrong direction.

The reduction of the vehicle lanes and wider, buffered bicycle lanes and vehicle speeds will encourage residents from surrounding neighborhoods to walk and bike for nearby destinations such as grocery shops located east off of Gibson Rd, medical facilities, on W. Gibson and Cottonwood, the Woodland Community/Sports Center and schools located near this corridor.

Necessary pedestrian improvements along this corridor are also proposed with this project. Specifically, signal timing and detection changes will ensure signals can detect the presence of pedestrians and provide adequate crossing time. The project will also improve the non-existent and non-compliant ADA corner ramps along the corridor. The removal of these significant barriers eliminates the need for wheelchair users to travel on the roadway to traverse the corridor. The project ensures that this major school route and residential corridor is accessible to all users.

W. Gibson Rd. serves as a primary bus route providing local and regional transit service on existing bus routes traveling on W. Gibson Road from Cottonwood Street to East Street. The existing local route travels through major commercial, hospital, employment and social services and other major service points in the City (Attachment K-3: W. Gibson Road Destinations and Connectivity). It also connects directly to the City’s Transit Center, near the eastern boundary of Gibson Road, to transfer to other local and regional bus routes. The transit service in this corridor also serves as the primary stop for state employees who commute to Sacramento daily. The local transit agency has bike racks on all its buses for cyclists utilizing transit further increasing the project benefits.

b.  Must provide a map of each gap closure identifying the gap and connections, and/or of the new route location, and/or the barrier location and improvement.

Attachment-K-3-Destination and Connectivity Map.pdf
Attachment

K - 3
WEST GIBSON DESTINATION AND CONNECTIVITY MAP

Legend
- Yolo Bus Routes
- Existing Bike Facilities
- Future Bike Facilities
- Gibson St Improvements Limits

NORTH

Primary Corridor Destinations and Services
1. Woodland Presbyterian Church
2. Strength Park
3. David Douglass Park
4. John H. Ferns Park
5. Whitehead Elementary School
6. The California Assisted Living & Dementia Care
7. Woodland Surgery Center
8. St. Paul’s Lutheran Preschool
9. To Woodland Montessori School
10. Zamora Elementary School
11. Woodland Memorial Hospital
12. Farmer’s Market
13. Woodland Healthcare
14. Woodland Clinic
15. The Church of Jesus Christ of Latter-day Saints
16. Woodside Park
17. Holy Rosary Church/School
18. Lee Middle School
19. Woodland Cemetery
20. Lifepointe Church
21. Woodland Christian School
22. To Gibson Elementary School
23. To Douglas Middle School
24. To William Crawford Senior Park
25. Cottonwood Plaza Shopping Center
26. Bus Stop
Part B: Narrative Questions

Question #3

QUESTION #3
POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (12 points max)

Applicants are encouraged to use the new UC Berkeley SafeTREC TIMS tool which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
   a. Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history
   b. Project Area Collision Map - identifying the past crash locations within the project limits
   c. Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details
   d. For a Combined I/NI project - if the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc in Attachment J

Combine the various maps/summaries into one PDF file and attach it in the field below.

Attachment-K-4-Question 3.pdf

2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, etc.)

The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

(Max of 200 Words) (optional) Words Remaining: 57

Based on TIMS, Safe Routes to School Collision Map Viewer, there were 2-8 collisions within 0.5 miles of the target schools- some reporting injuries (See Attachment K-5 for data). As expected, many of the reported collisions occurred at intersection which have the highest potential for bicycle and pedestrian interaction with vehicles. The project will provide more visibility for those riding and walking and the narrow travel lane widths and buffered bike lanes to reduce vehicle speeds up to 5 mph. The reduced speed will improve driver perception/reaction time. In addition, the signal improvements along W. Gibson Rd. provide proper bicycle and pedestrian timing, install bicycle actuation and markings and install pedestrian signals at the crossings. Timing upgrades ensure pedestrians and cyclists have adequate time for movements through the intersection. This further reduce the potential for conflict between travel modes.

Data and methodologies Attachment (optional)

Attachment-K-5-TIMS-School's Collision Map.pdf

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

How many years of collision data were used in the Heat Maps and collision summaries: 11

<table>
<thead>
<tr>
<th># of Crashes</th>
<th>Pedestrian</th>
<th>Bicycle</th>
<th>Total</th>
<th>Average Per Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Injuries</td>
<td>1</td>
<td>3</td>
<td>4</td>
<td>0.36</td>
</tr>
<tr>
<td>Total</td>
<td>1</td>
<td>3</td>
<td>4</td>
<td>0.36</td>
</tr>
</tbody>
</table>
Attachment

K - 4
Collision Summary – Gibson Road between County Road 98 and West Street

This document provides a summary of safety issues and collisions that occurred on Gibson Road between County Road 98 and West Street in Woodland, California. The data used in this summary was taken from the City of Woodland's Crossroads database for collisions that occurred between 2009 and 2016. This section of Gibson Road is part of one of the high-risk corridors identified in the City of Woodland's Systemic Safety Analysis Report. Gibson Road between County Road 98 and College Street had a crash rate of 268.51 collisions per 100 million vehicle-miles of travel (VMT), which is 52% greater than the citywide average crash rate of 177.12 collisions per 100 million VMT for all of the major roadways within Woodland. The most common cause of collisions on this roadway segment are automobile right-of-way violations (25.6%), unsafe speeds (17.9%), traffic signals and signs violations (17.9%), and improper turning (16.7%). Out of the 78 recorded collisions 2.6% involved pedestrians and 3.8% involved bicyclists. The corridor profile attached to this document provides an overview of the safety issues along Gibson Road and presents a series of recommended mitigation measures to address these issues.

The proposed project area was also identified as a priority area by the citizens of Woodland who provided their feedback through an online corridor safety mapping survey and a series of community workshops. This feedback indicates a perceived need for bicycle safety improvements along Gibson Road and pedestrian improvements at Gibson Road/California Street and Gibson Road/West Street. The screenshot of the web map application attached below shows the locations of comments provide by the community.
Gibson Road: County Road 98 to West Street

In an eight-year period 78 collisions occurred along or near Gibson Road between County Road 98 and West Street. These collisions totaled 14 injured persons from 10 separate collisions and zero fatalities. The major collision factors included auto right-of-way violations, unsafe speed, and traffic signal or sign violations. Most collisions occurred at or within 100 feet of intersections, with most of those collisions occurring in descending order at the Cottonwood Street, West Street, County Road 98, and Ashley Avenue intersections.

What do we know about these collisions (2009-2016)?

<table>
<thead>
<tr>
<th>#</th>
<th>total collisions</th>
<th>18% caused by Unsafe Speed</th>
<th>26% caused by Auto Right-of-Way Violation</th>
<th>18% caused by Traffic Signal or Signs Violations</th>
<th>73% occurred within 100 Feet of Intersections</th>
</tr>
</thead>
</table>

In the Map:
- Traffic Signal
- Stop Sign
- Crosswalk
- Flashing Beacon
- Median
- Bus Stop

**High**

**Low**

CROSSWALK INTENSITY

Signal timing modifications at Gibson Rd/Cottonwood St
Signal timing modifications that reduce or eliminate conflict between southbound and northbound vehicles could decrease the number of collisions.

Road diet between west of Cottonwood St and West St
The road diet between Cottonwood Street and West Street would help to address three of the primary safety issues within the project area: 1) reduction of automobile travel speeds to reduce the unsafe speed collisions, 2) provide a vehicle storage for left-turns on Gibson to reduce the number of right-of-way violation and improper turning collisions, and 3) would provide space for the construction of buffer bike lanes to address the safety issues identified by the Community.

Gibson Road crosswalk with a Rectangular Rapid Flashing Beacon
The Rectangular Rapid Flashing Beacon (RRFB) enhance safety increasing driver awareness of potential pedestrian conflicts at unsignalized intersections and mid-block crossings. RRFBs are amber LEDs that supplement warning signs that flash in an irregular patterns. A crosswalk at the intersection of Gibson Road and California Street would provide a needed north-south connection across Gibson for pedestrians.

Countermeasure Objectives:
- Reduce speeding
- Enhance pedestrian safety
- Improve pedestrian connectivity

Attachment K-4
Attachment

K - 5
Safe Routes to School Collision Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

Types of Collisions:  
- ☑ Bicycle  
- ☑ Pedestrian

Collision Severity:  
- ☑ Fatal  
- ☑ Severe Injury  
- ☑ Other Visible Injury  
- ☑ Complaint of Pain

Years: 2012 - 2017 (2016 - 2017 data is provisional and subject to change.)

Douglass Middle
525 Granada Drive | Woodland | Yolo County | CDS: 57727106071278

Summary Statistics

<table>
<thead>
<tr>
<th>Radius</th>
<th>Fatal</th>
<th>Severe Injury</th>
<th>Visible Injury</th>
<th>Complaint of Pain</th>
<th>Pedestrian</th>
<th>Bicycle</th>
<th>Total</th>
</tr>
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<tbody>
<tr>
<td>&lt;1/4 mi.</td>
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<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>1/4 - 1 mi.</td>
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<td>0</td>
<td>5</td>
<td>3</td>
<td>2</td>
<td>6</td>
<td>8</td>
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<td>0</td>
<td>6</td>
<td>3</td>
<td>3</td>
<td>6</td>
<td>9</td>
</tr>
</tbody>
</table>

Collision List

Attachment K-5

https://tims.berkeley.edu/tools/srts/

7/18/2018
Safe Routes to School Collision Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

Types of Collisions:  
- Bicycle
- Pedestrian

Collision Severity:  
- Fatal
- Severe Injury
- Other Visible Injury
- Complaint of Pain

Years:  2012 - 2017  (2016 - 2017 data is provisional and subject to change.)

Gibson Elementary
312 Gibson Road | Woodland | Yolo County | CDS: 57727106056485

Summary Statistics

<table>
<thead>
<tr>
<th>Radius</th>
<th>Fatal</th>
<th>Severe Injury</th>
<th>Visible Injury</th>
<th>Complaint of Pain</th>
<th>Pedestrian</th>
<th>Bicycle</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;1/2 mi.</td>
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<td>0</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>1/2 - 1 mi.</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>4</td>
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<tr>
<td>Total</td>
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<td>0</td>
<td>5</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td>6</td>
</tr>
</tbody>
</table>

Collision List

https://tims.berkeley.edu/tools/srts/

Attachment K-5
Safe Routes to School Collision Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

Types of Collisions:  ✔️ Bicycle ✔️ Pedestrian

Collision Severity:  ✔️ Fatal ✔️ Severe Injury ✔️ Other Visible Injury ✔️ Complaint of Pain

Years:  2012 - 2017  (2016 - 2017 data is provisional and subject to change.)

T. L. Whitehead Elementary
624 West Southwood Drive | Woodland | Yolo County | CDS: 57727106066260

Summary Statistics

<table>
<thead>
<tr>
<th>Radius</th>
<th>Fatal</th>
<th>Severe Injury</th>
<th>Visible Injury</th>
<th>Complaint of Pain</th>
<th>Pedestrian</th>
<th>Bicycle</th>
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<tbody>
<tr>
<td>&lt;50 m.</td>
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<td>2</td>
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<td>50 - 100 m.</td>
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<td>5</td>
<td>1</td>
<td>3</td>
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<td>6</td>
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</tbody>
</table>

Collision List

https://tims.berkeley.edu/tools/srts/

Attachment K-5

7/18/2018
Safe Routes to School Collision Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

Types of Collisions: ☑ Bicycle ☑ Pedestrian

Collision Severity: ☑ Fatal ☑ Severe Injury ☑ Other Visible Injury ☑ Complaint of Pain

Years: 2012 - 2017 (2016 - 2017 data is provisional and subject to change.)

Zamora Elementary
1716 Cottonwood Street | Woodland | Yolo County | CDS: 57727106096671

Summary Statistics

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<thead>
<tr>
<th>Radius</th>
<th>Fatal</th>
<th>Severe Injury</th>
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<th>Complaint of Pain</th>
<th>Pedestrian</th>
<th>Bicycle</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;¼ mi.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>¼ - ½ mi.</td>
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<td>0</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
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<td>Total</td>
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<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

Collision List

https://tims.berkeley.edu/tools/srts/
4. Referencing project's heat-maps, collision map and collision summaries provided in above, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. (e.g. sidewalks, bike lanes, lighting, bulb-outs, signals/ barriers, etc.)

**For Projects with Non-infrastructure elements (Combined INI projects):**

As appropriate, describe how the NI program elements:
- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior, including through enforcement.

<table>
<thead>
<tr>
<th>Words Remaining: 51</th>
</tr>
</thead>
</table>

Increasing the number of students walking or biking to school, thus reducing the number of students who will be dropped off or picked up by automobile will reduce morning and afternoon vehicular congestion around and near schools. Reducing these vehicular trips will decrease congestion at peak hours, and making walking and cycling conditions safer around the project schools.

The proposed project addresses the safety issues identified on W. Gibson Road between County Road 98 and West Street in the City of Woodland. This section of Gibson Road was identified as part of one of the City's top ten high-risk corridors in the City's Systemic Safety Analysis Report (SSAR). Specifically, the SSAR identified Gibson Road between County Road 98 and College Street. While this corridor did not have the highest crash rate within the city, its crash rate was 52% greater than the city-wide average crash rate for major roadways, totaling about 269 collisions per 100 million vehicle-miles of travel. The proposed project in this application will serve as a demonstration project for road diets, buffered bicycle lanes, and other safety-related improvements within the City, hopefully leading to additional community support for these types of projects in the future. Funding to address the safety issues in the remaining portion of the high-risk corridor (Gibson Road between West Street and East Street) is being sought through SACOG.

A corridor profile created to highlight the safety issues and proposed countermeasures for W. Gibson Road between County Road 98 and West Street was included with this application (Attachment K-4). The heat map included in the corridor profile highlights the intensity of collisions throughout the proposed project area. The primary causes of collisions within 100 feet of the project area between 2009 and 2016 were automobile right-of-way violations (25.6%), unsafe speeds (17.9%), traffic signals and signs violations (17.9%), and improper turning (16.7%). Additionally, the community feedback indicates the need for improvement of bicycle infrastructure and the need for safe pedestrian crossing within the project area.

The proposed project includes a road diet, construction of buffered bicycle lanes, installation of a pedestrian crossing at Gibson Road/California Street, and traffic signal timing improvements. The location of these improvements can be seen in the corridor profile (Attachment K-4). The road diet between Cottonwood Street and West Street would help to address three of the primary safety issues within the project area: 1) reduction of automobile travel speeds to reduce the number of unsafe speed collisions, 2) creation of vehicle storage for left-runs on Gibson Road, which would help reduce right-of-way violations and improper turning, and 3) construction of buffered bike lanes that would address the safety issues identified by the community. In addition to the road diet and buffered bike lanes, this project would install a pedestrian crosswalk at Gibson Road/California Street (the site of a previous pedestrian-involved collision). This new crosswalk would provide a crossing in the middle of a half-mile stretch of roadway that currently does not have marked crossings and would provide pedestrian access to the bus stop on the north and south sides of W. Gibson Road. The project would also include traffic signal modifications at Gibson Road/Cottonwood Street.

These safety measures have proven to be effective in reducing collisions in other locations with similar profiles. Studies have shown that road diets can reduce crashes by 19 to 47% (FHWA, 2016). They also result in lower average speed and up to 80% reduction in top-end speeds, without the installation of additional signals. Buffered bike lanes decrease bicycle-related collisions. Crosswalks with RRFBs are a lower cost alternative to traffic signals. A study found that, for unsignalized intersections, going from a no-beacon arrangement to a two-beacon system increased yielding from 18% to 81% (Sherbott et al., 2008).

**B. Safety Countermeasures (13 points max)**

Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

- **a. Reduces speed or volume of motor vehicles in the proximity of non-motorized users?**
  - Discuss current speed and volume and anticipated speed and volume.

- **b. Improves sight distance and visibility between motorized and non-motorized users?**
  - Discuss current sight distance and/or visibility issue(s) and anticipated issue resolution.

- **c. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?**
  - Discuss current conflict point description and anticipated issue resolution.
The proposed project consists of two different countermeasures that would address potential pedestrian and bicyclist safety hazards on W. Gibson Road between Cottonwood Street and West Street. These countermeasures include a road diet with buffered bike lanes and the installation of a new pedestrian crosswalk and rapid rectangular flashing beacon at the intersection of W. Gibson Road and California Street.

One potential safety hazard that contributes to pedestrian and bicyclist injury and fatality is excessive speeding. As it is built today, the four-lane section of W. Gibson Road between Cottonwood Street and West Street has a varying cross-section width of between 60 and 70 feet (curb face to curb face), resulting in wide shoulders. This one-half mile long roadway segment is very straight without any signalized intersections or marked crosswalks in-between. These factors result in a roadway that encourages high vehicular speeds. The data shows that unsafe speeds are a major collision factor in this area, as unsafe speeds were primarily responsible for 18% of collisions between County Road 98 and West Street from 2009 to 2016. Implementing a road diet with narrower lanes would serve to lower average speed and result in up to an 80% reduction in top-end speeds. Another feature of a road diet that would improve bicyclist safety is lane reduction. Presently, there are nine side-streets along W. Gibson Road between Cottonwood Street and West Street. A left-turning bicyclist looking to exit a side-street is charged with looking for gaps in 2 lanes of conflicting traffic, while simultaneously looking for a gap in the destination lane. A left-turning bicyclist looking to enter a side-street faces a similarly stressful situation. People riding bicycles need to look for gaps in 2 lanes of oncoming traffic while being at a complete stop in a vehicular through lane. A road diet would improve safety conditions for bicyclists under both of the above situations. By narrowing the vehicular cross-section to three lanes, a left-turning bicyclist looking to exit a side street could perform his movement in two stages. First, the bicyclist would need to find a gap in only one lane of conflicting traffic and make a left-turn into the two-way left-turn lane (TWLTL). Next, the bicyclist would be able to merge into the destination lane by finding a gap in only one lane of traffic. Similarly, a left-turning bicyclist looking to enter a side street could move into the TWLTL without worrying about traffic approaching from behind and then look for a gap in oncoming vehicles in a single lane. A road diet would thus create lower stress and lower risk left-turn movements for bicyclists, even though roadway volumes may not decrease with implementation of the road diet.

The installation of a TWLTL would help to address the perceived bicyclist safety issue identified through community feedback (as part of the City’s Systemic Safety Analysis Report). The implementation of buffered bike lanes would also help. The existing standard Class II bike lanes on W. Gibson Road accommodate the more confident bicycle riders from the surrounding neighborhoods. During the outreach effort for the 2017 Corridor Safety Plan, it was expressed by the community that most people don’t feel safe riding on W. Gibson Road due to the high traffic speed. The buffered bicycle lanes will lower the overall level of traffic stress (LTS) on the corridor by creating a separation between the vehicles and people riding bicycles. The lane narrowing to accommodate the buffers also has the benefit of calming traffic and lower automobile speeds. The new configuration should encourage more less experienced riders to replace everyday trips to school, work, and shopping with the lower stress buffered bike lanes.

The installation of a crosswalk at W. Gibson Road/California Street would increase pedestrian safety in the vicinity. Currently, there are no marked crosswalks across W. Gibson Road between Cottonwood Street and West Street, which is a distance of one-half mile. This long distance encourages pedestrians to cross mid-block, rather than walking excessive distances to a signalized crossing. Crossing mid-block of W. Gibson Road requires looking for an acceptable gap across four lanes of traffic. In addition, the typical pedestrian would be exposed to vehicular traffic for approximately 13 seconds. Therefore, a new crosswalk at California Street would provide a needed enhanced crosswalk across W. Gibson Road. It would roughly bisect the roadway segment between Cottonwood Street and West Street, encouraging more pedestrians to cross W. Gibson Road safely. Furthermore, a road diet would reduce the vehicular cross-section to 3 lanes, meaning that pedestrians would only be exposed to through traffic for about 9-10 seconds and provide the opportunity to install a pedestrian refuge. Aside from these benefits are the obvious pedestrian visibility benefits that would be gained through the creation of a new crosswalk and the installation of a rapid rectangular flash beacon (RRFB). One study found that, for an unaligent signalization, going from a no-beacon arrangement to a two-beacon system increased yielding up to 81% (Sherbitt et al., 2008). The project-specific collision map from the TIMS ATP tool shows a pedestrian injury collision at W. Gibson Road/California Street. The proposed improvements would serve to increase pedestrian safety for future pedestrians.

Sacramento Area Council of Government uses a tool (Performance Performance Assessment Tool (PPA)) to measure performance on the project and compares it to the regional average.

According to SACOG’s PPA Tool (Attachment K-4), the project area has the following measures:

Outcome #3-Increase Multimodal

Bike lanes and paths/total roadway mileage:

According to SACOG’s PPA Tool, the project area has 23%, which is higher than “community type” average of 17% and the regional average of
10%. Facility speed and AADT: 35mph. The traffic volume for W. Gibson Rd. is 10,000; according to the Traffic Volume Reference Table for a Minor Arterial, the project area has a higher volume than the "community type" average of 6,181 and the regional average of 6,145.

# of 3 or 4 intersections per acre:
According to SACOG's PPA Tool, the project area has 0.18, which is higher than "community type" average of 0.11 and the regional average of 0.03.

Transit service:
According to SACOG's PPA Tool, the project area has 0.33, which is higher than "community type" average of 0.19 and the regional average of 0.06.

2036 mode share:
According to SACOG's PPA Tool, the project area has 15%, which is higher than "community type" average of 12% and the regional average of 13%.

For Outcome #6: Safety
According to SACOG's PPA Tool, the proposed project area has a collision rate of 0.15 collisions per 1 million vehicle miles traveled (VMT). This rate is slightly lower than the "community type" average of 0.72 collisions per 1 million VMT, and the regional average of 0.70 collisions per 1 million VMT.

According to SACOG's PPA Tool, the project area has 0% fatal collisions, which is lower than the "community type" average of 1.7% and regional average of 2%.

According to SACOG's PPA Tool, the project area has 33% bike/pedestrian collisions, which is higher than the "community type" average of 14% and the regional average of 14%.

Unsafe speeds were identified as a major primary cause of these collisions, accounting for 40% of the collisions on W. Gibson Road between West Street and CR 98. The combination of road diet, wider buffered bike lanes, narrowed travel lanes and lower speeds will improve safety by providing better visibility of the bicyclists on the roadway at critical conflict points in the corridor. These improvements combine to create a complete street facility that will be safe, attractive, comfortable and appropriately designed for all users.
Attachment

K - 4
## SACOG Project Performance Assessment Summary

Last Update: 3/29/2018

Click 'Enable Editing' to see outputs if they do not appear below

<table>
<thead>
<tr>
<th>Project ID</th>
<th>W. Gibson Rd. Safe Route to School</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jurisdiction</td>
<td>City of Woodland</td>
</tr>
<tr>
<td>Project Type</td>
<td>Bike and Ped</td>
</tr>
<tr>
<td>Community Type</td>
<td>Established</td>
</tr>
</tbody>
</table>

### Outcome #1 - Reduce VMT
- **Metric**: VMT/Capita
- **Project Value**: 18.9
- **Community Type Average**: 17.5
- **Regional Average**: 18.3
- **Diff From Comm Type**: 1.4
- **Diff From Region**: 0.7

<table>
<thead>
<tr>
<th>Metric</th>
<th>Project Value</th>
<th>Community Type Average</th>
<th>Regional Average</th>
<th>Diff From Comm Type</th>
<th>Diff From Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>VMT/Capita</td>
<td>18.9</td>
<td>17.5</td>
<td>18.3</td>
<td>1.4</td>
<td>0.7</td>
</tr>
<tr>
<td>Net Jobs+ Dwelling Units / acre</td>
<td>6.8</td>
<td>6.1</td>
<td>3.1</td>
<td>0.7</td>
<td>3.7</td>
</tr>
<tr>
<td>change VMT/ capita</td>
<td>-6%</td>
<td>-6%</td>
<td>-6%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Net Density increase</td>
<td>0%</td>
<td>16%</td>
<td>31%</td>
<td>-16%</td>
<td>-31%</td>
</tr>
<tr>
<td>Buffer CVMT/VMT</td>
<td>0%</td>
<td>5%</td>
<td>4%</td>
<td>-5%</td>
<td>-4%</td>
</tr>
<tr>
<td>% growth DU + EMP</td>
<td>36%</td>
<td>24%</td>
<td>40%</td>
<td>11%</td>
<td>-4%</td>
</tr>
</tbody>
</table>

### Outcome #2 - Reduce Congestion
- **Metric**: 3- or 4-way intersections per acre
- **Project Value**: 0.18
- **Community Type Average**: 0.11
- **Regional Average**: 0.03
- **Diff From Comm Type**: 0.07
- **Diff From Region**: 0.15

<table>
<thead>
<tr>
<th>Metric</th>
<th>Project Value</th>
<th>Community Type Average</th>
<th>Regional Average</th>
<th>Diff From Comm Type</th>
<th>Diff From Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>3- or 4-way intersections per acre</td>
<td>0.18</td>
<td>0.11</td>
<td>0.03</td>
<td>0.07</td>
<td>0.15</td>
</tr>
<tr>
<td>bike lane + path/ total road mileage</td>
<td>23%</td>
<td>17%</td>
<td>10%</td>
<td>5%</td>
<td>13%</td>
</tr>
<tr>
<td>AADT</td>
<td>10000</td>
<td>See Volume Ref Table</td>
<td>See Volume Ref Table</td>
<td>See Volume Ref Table</td>
<td>See Volume Ref Table</td>
</tr>
<tr>
<td>Posted Speed Limit</td>
<td>35</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td>na</td>
</tr>
<tr>
<td>Transit vehicle stops per acre</td>
<td>0.33</td>
<td>0.19</td>
<td>0.06</td>
<td>0.14</td>
<td>0.27</td>
</tr>
<tr>
<td>T/B/W future mode share</td>
<td>15%</td>
<td>12%</td>
<td>13%</td>
<td>2%</td>
<td>1%</td>
</tr>
</tbody>
</table>

### Outcome #3 - Increase MultiModal
- **Metric**: Transit+ Drive Job Access
- **Project Value**: 106,817
- **Community Type Average**: 410,933
- **Regional Average**: 403,102
- **Diff From Comm Type**: -304,116
- **Diff From Region**: -296,284

<table>
<thead>
<tr>
<th>Metric</th>
<th>Project Value</th>
<th>Community Type Average</th>
<th>Regional Average</th>
<th>Diff From Comm Type</th>
<th>Diff From Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit+ Drive Job Access</td>
<td>106,817</td>
<td>410,933</td>
<td>403,102</td>
<td>-304,116</td>
<td>-296,284</td>
</tr>
<tr>
<td>2012 K-university enrollment per net acre</td>
<td>2.1</td>
<td>1.1</td>
<td>0.2</td>
<td>1.0</td>
<td>1.9</td>
</tr>
<tr>
<td>% Emp growth</td>
<td>107%</td>
<td>41%</td>
<td>49%</td>
<td>66%</td>
<td>58%</td>
</tr>
<tr>
<td>% Ag Acres current</td>
<td>25%</td>
<td>5%</td>
<td>41%</td>
<td>20%</td>
<td>-17%</td>
</tr>
<tr>
<td>% Change In Ag Acres</td>
<td>0%</td>
<td>-20%</td>
<td>-1%</td>
<td>20%</td>
<td>1%</td>
</tr>
</tbody>
</table>

### Outcome #4 - Support Economy
- **Metric**: % Commercial VMT
- **Project Value**: 14%
- **Community Type Average**: 17%
- **Regional Average**: 19%
- **Diff From Comm Type**: -3%
- **Diff From Region**: -5%

<table>
<thead>
<tr>
<th>Metric</th>
<th>Project Value</th>
<th>Community Type Average</th>
<th>Regional Average</th>
<th>Diff From Comm Type</th>
<th>Diff From Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>% Commercial VMT</td>
<td>14%</td>
<td>17%</td>
<td>19%</td>
<td>-3%</td>
<td>-5%</td>
</tr>
<tr>
<td>Commerical CVMT/ Commercial VMT</td>
<td>1%</td>
<td>4%</td>
<td>4%</td>
<td>-3%</td>
<td>-3%</td>
</tr>
<tr>
<td>% industrial Jobs</td>
<td>0%</td>
<td>18%</td>
<td>16%</td>
<td>-18%</td>
<td>-15%</td>
</tr>
</tbody>
</table>

### Outcome #5 - Freight
- **Metric**: Total Collisions/1M VMT
- **Project Value**: 0.15
- **Community Type Average**: 0.72
- **Regional Average**: 0.70
- **Diff From Comm Type**: 0.57
- **Diff From Region**: 0.56

<table>
<thead>
<tr>
<th>Metric</th>
<th>Project Value</th>
<th>Community Type Average</th>
<th>Regional Average</th>
<th>Diff From Comm Type</th>
<th>Diff From Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Collisions/1M VMT</td>
<td>0.15</td>
<td>0.72</td>
<td>0.70</td>
<td>-0.57</td>
<td>-0.56</td>
</tr>
<tr>
<td>% Fatal Collisions (All Roads)</td>
<td>0.0%</td>
<td>1.7%</td>
<td>2.0%</td>
<td>-1.7%</td>
<td>-2.0%</td>
</tr>
<tr>
<td>% Bike/Ped Collisions</td>
<td>33%</td>
<td>14%</td>
<td>14%</td>
<td>19%</td>
<td>20%</td>
</tr>
</tbody>
</table>

### Outcome #6 - Safety
- **Metric**: PCI
- **Project Value**: 62
- **Community Type Average**: na
- **Regional Average**: na
- **Diff From Comm Type**: na
- **Diff From Region**: na

<table>
<thead>
<tr>
<th>Metric</th>
<th>Project Value</th>
<th>Community Type Average</th>
<th>Regional Average</th>
<th>Diff From Comm Type</th>
<th>Diff From Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>PCI</td>
<td>62</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td>na</td>
</tr>
</tbody>
</table>

### Outcome #7 - Maintenance
- **Metric**: AADT
- **Project Value**: 10000
- **Community Type Average**: 2.2
- **Regional Average**: 3.2
- **Diff From Comm Type**: na
- **Diff From Region**: 3.2

<table>
<thead>
<tr>
<th>Metric</th>
<th>Project Value</th>
<th>Community Type Average</th>
<th>Regional Average</th>
<th>Diff From Comm Type</th>
<th>Diff From Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>AADT</td>
<td>10000</td>
<td>See Volume Ref Table</td>
<td>See Volume Ref Table</td>
<td>See Volume Ref Table</td>
<td>See Volume Ref Table</td>
</tr>
<tr>
<td>Complete Street Potential Index</td>
<td>3.3</td>
<td>0.2</td>
<td>0.1</td>
<td>3.2</td>
<td>3.2</td>
</tr>
</tbody>
</table>

### Equity
- **Metric**: LIHM Population
- **Project Value**: 134
- **Community Type Average**: na
- **Regional Average**: na
- **Diff From Comm Type**: na
- **Diff From Region**: na

<table>
<thead>
<tr>
<th>Metric</th>
<th>Project Value</th>
<th>Community Type Average</th>
<th>Regional Average</th>
<th>Diff From Comm Type</th>
<th>Diff From Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>LIHM Population</td>
<td>134</td>
<td>na</td>
<td>na</td>
<td>na</td>
<td>na</td>
</tr>
</tbody>
</table>

% LIHM Population | 2% | 31% | 30% | -29% | -29% |

Attachment K-4
<table>
<thead>
<tr>
<th>Capacity Class</th>
<th>Road Type</th>
<th>AG and Other</th>
<th>Corridor</th>
<th>Developing</th>
<th>Established</th>
<th>Rural Residential</th>
<th>Region Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Freeway (Mixed Flow)</td>
<td>22,924</td>
<td>60,350</td>
<td>38,009</td>
<td>46,577</td>
<td>29,471</td>
<td>46,774</td>
</tr>
<tr>
<td>2</td>
<td>Expressway</td>
<td>11,852</td>
<td>30,864</td>
<td>15,753</td>
<td>23,165</td>
<td>14,755</td>
<td>17,397</td>
</tr>
<tr>
<td>3</td>
<td>Major Arterial</td>
<td>8,041</td>
<td>14,578</td>
<td>7,097</td>
<td>13,594</td>
<td>9,530</td>
<td>13,434</td>
</tr>
<tr>
<td>4</td>
<td>Minor Arterial</td>
<td>2,210</td>
<td>6,631</td>
<td>4,159</td>
<td>6,181</td>
<td>7,395</td>
<td>6,145</td>
</tr>
<tr>
<td>5</td>
<td>Collector</td>
<td>506</td>
<td>2,614</td>
<td>1,327</td>
<td>2,251</td>
<td>999</td>
<td>1,903</td>
</tr>
<tr>
<td>22</td>
<td>Rural Highway</td>
<td>5,095</td>
<td>11,009</td>
<td>7,958</td>
<td>5,003</td>
<td>6,970</td>
<td>5,382</td>
</tr>
<tr>
<td>24</td>
<td>Rural Arterial</td>
<td>1,049</td>
<td>2,616</td>
<td>2,120</td>
<td>2,748</td>
<td>1,974</td>
<td>1,867</td>
</tr>
</tbody>
</table>

*Based on SACSIM15 modeled traffic volumes*
Part B: Narrative Questions

Question #4

PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community based public participation process that culminated in the project.

A. What is/was the process of defining designs to prepare for future needs of users of this project? How did the applicant analyze the alternatives and impacts on the transportation system to influence beneficial outcomes? Describe who was/will be engaged in the identification and development of this project. Describe how stakeholders will continue to be engaged in the implementation of the project. If applicable - Describe the feedback received during the stakeholder engagement process.

(Max of 500 words)

This project was defined based upon the goals of the City’s Bicycle Plan, General Plan and Climate Action plan to improve bicycle and pedestrian network, multiple public outreach meetings, from bicycle and pedestrian advocates to implement wider/buffered bike lanes, complete missing ADA ramps, recurring requests from citizens to address failing road pavement along the bicycle paths, and slow traffic speeds along this corridor, and from parents and school officials from WJUSD School District requests to slow down traffic speed and improve safety around the schools.

One of the main focuses of the City has been the safety for children walking and bicycling to school and to implement programs to educate and encourage students to make safe, healthy, active travel choices. The City collaborated with the Yolo County Health Department on a Woodland Safe Routes to School Program funded by the State ATP Cycle 1 where the City, County, WJUSD staff, community stakeholders and parents performed walk audits for 9 elementary schools and 2 middle schools. The walk audits assessed the school area to evaluate student safety for those walking and biking to school. The input received by these walk audits has played a large part in developing and prioritizing this project.

The City also collaborates with advocate groups like the Woodland Bike Campaign to develop and implement Safe Routes to School activities and the Woodland Bike Map that includes the Woodland Bike Loops. The Bike Map was produced as part of the City’s effort to provide connections to schools, parks, Historic Downtown, and daily services. Preferred bicycle corridors were created with input from community groups to guide bicyclists to routes that provide a comfortable riding experience to key destinations. The Woodland Bike Campaign is an important stakeholder and advocate for promoting active transportation within the City and is engaged in new projects involving new bicycle infrastructure and is highly supportive of this project. Another important stakeholder is the Yolo Solano Air Quality Management District who has assisted and provided input on the routes for the Woodland Bike Map as well.

The City also developed a Systemic Safety Analysis Report (SSAR) that helped the City assess and address safety issues in the City’s most traveled corridors, Gibson Road being one of them. Public Traffic Safety Workshops were conducted and citizens of Woodland were invited to hear about the potential opportunities and challenges for lane reconfigurations. During these workshops citizens provided feedback and prioritized corridors that needed improvement. In addition, the City has performed Online surveys titled, “Improving the City's Bicycle and Pedestrian Network” and “Traffic Safety Public Workshop/Gibson Road Diet Feedback”. These were posted on the City’s website, Facebook and NextDoor.com to identify routes that residents viewed as insufficient and needing repair. The survey resulted in an overwhelming request to improve Gibson Road as the next corridor to be improved by the City. Data and results from the survey are included in Attachment K-6.

B. How did the applicant analyze the range of alternatives and impacts on the transportation system to influence beneficial outcomes? (Max of 500 words)

The City’s General Plan and Climate Action Plan both highlight the need for safe routes to school and improved bike/ped infrastructure. The highest active transportation priority is improving and completing the current bicycle and pedestrian network on the west side of town. The City is continually seeking ways to improve the bicycle and pedestrian infrastructure and has used various grant funds and local funds for bicycle and pedestrian improvements. The City regularly includes improvement to the bicycle and pedestrian network with locally funded pavement projects including narrowing travel lanes, adding bike lanes and improving sidewalks and ADA corner ramps. However, with limited funding, significant barrier removal and network improvement projects such as this remain as unfunded needs.

The City received a grant from Caltrans to study citywide traffic and roadway safety. This workshop will review the findings of this study. Learn about enhancement concepts for major corridors such as Pioneer Ave and Main Street. Hear about the potential opportunities and challenges for successful lane reconfigurations or “Road Diets” on Gibson Road and East Street.

Attach any applicable Public Participation & Planning documents

Attachment K-6-SurveyInfo.pdf
Attachment
K - 6
Where do you feel countermeasures are most needed?

Mark your 1st through 10th Priority Corridors

1. Gibson Rd from CR 9B to College St
2. Gibson Rd from College St to Matmor F
3. Gibson Rd from Matmor Rd to CR 102
4. West St from Kentucky Ave to Main St
5. West St from Main St to Gibson Rd
6. East St from Kentucky Ave to Main St
7. East St from Main St to Gibson Rd
8. Main St from West St to East St
9. Main St from East St to 1-5 NB Off-Ramp
10. Pioneer Ave from Main St to Gibson Rd

Use back for comments.
Comment Card
Woodland Traffic Safety Public Workshop
May 31, 2018

Please share thoughts, comments, or questions you have about the countermeasure “road diet” on Gibson Road, between County Road 98 and College Street and/or between College Street and Matmor Road

There are 7(?) schools off of Gibson - where the traffic going to schools is horrific. Making this road more comfortable for Peds/Bikes would send a strong invitation to reduce car trips to schools - very important to have an education program happening W/ WJUSD to encourage/educate parents to reduce driving and bike/car education about sharing the road.

Please share thoughts, comments, or questions you have about the Woodland Corridor Safety Study

Wow! Glad that this is happening and will benefit future change.

Share the road education + etiquette

Distracted moving

You may submit your comments to staff today or directly to:

Sara Andreotti
City of Woodland
sara.andreotti@cityofwoodland.org
Traffic Safety Public WorkShop/Gibson Road
Diet Feedback

Q1
Mark your 1st through 10th Priority Corridors Marque su Ruta por prioridad del 1 al 10

Answered: 7  Skipped: 0

- Gibson Rd from CR 95 to...
- Gibson Rd from College St...
- Gibson Rd from Marmor Rd to...
- West St from Kentucky Ave...
- West St from Main St to...
- East St from Kentucky Ave...
- East St from Main St to...
- Main St from West St to E...
- Main St from East St to I...
- Pioneer Ave from Main St...
The City of Woodland is looking for opportunities to apply for grants to fund transportation projects within the City. If successful, the City of Woodland plans to provide a network of complete streets that promote and enhance bicycling and pedestrian travel.

Projects are geared to increase mobility by making the existing bicycle routes more visible and convenient for riders and by providing better connectivity to serve east to west destinations of the City.

The plan for El Dorado Dr. from Road 94 to Coloma Way will be to realign narrower travel lanes to accommodate wider bike lanes in addition to buffered bike lanes where possible.

A buffered bicycle lane is a separated path that lies within the roadway and is separated from motor vehicle traffic by double stripes (1-2 feet wide) painted on the road that create additional space between motor vehicles and bikes.

On W. Court Street the travel lanes and the center two-way bike lane will be narrowed and bike lanes will be thinned between West and Catherwood Streets.

The above picture is an example of a buffered bike lane.

Please take a minute to complete the survey here: 


City of Woodland, California

News Details

The Bike Campaign and Bike Garage

The City of Woodland is running a survey on bike usage and to get suggestions on what routes within the City need improvement. We also want feedback on 2 proposed improvements that we are seeking grant funding on. Can you take a minute to take the survey and forward it to others?
Third Street-Coloma
Main Street from 102 to Co. Road 98

Please improve the cycling options for people traveling between Woodland and Davis. Currently, I bike down 102 and it's not a wonderful ride.

Just make sure all Woodland streets where feasible has a bike lane on both sides of the road. There are some inner areas (older sections) no one should be riding a bike...too narrow. All bikers in Woodland (and everywhere) should be required to wear neon colors or a vest so they can be seen.

Gibson - all of it
Pioneer between Gibson and Heritage needs to be improved. It's the major link from the Springlake area. Too many lane width changes. And Gum east of Pioneer needs striping updated.

We need more separate/buffered bike lanes all over - riding on Woodland streets is scary when there's traffic (ie. parts of Cottonwood, along Main and Court - in some cases we're shoved into gutters or along hazardous paving). In general, lights don't respond to bikes, and most corridors are hot and unshaded. It's hard to NOT get in my car even though I'd rather ride my bike. Also, zoning has made it so that there is nowhere within walking distance of my home to shop or take care of errands - except county fair mall, which is sadly non-functional. If rumors are true that there's a proposed bikeway along Farmer's Ditch, that will improve transit to the mall, though honestly not much tempts me there at this point. Sorry, this is a huge almost not-bike-related suggestion. :D

Thanks for working on this issue, though. It's sad that in Woodland biking has polar-opposite dynamics: some bike because they have to (folks with no cars) and some because they have road bikes and leave town. Those in the middle are a bit left out ... and a massive, far-future project? how about a separate bike/walking/greenbelt path between Woodland and Davis (with trees and benches along the way) that doesn't require prayer every time a tomato truck roars by and that could be far more aesthetically pleasing than the ag fields currently are...

Pioneer, Gibson and East. Lots of traffic and no room for bikes.
East Main Street from East St. to Road 102. Horrible or non-existent sidewalks and bike paths.
Gibson Rd from College to Pioneer.
Mow the weeds down on Pioneer from Farmer's Central to Heritage Parkway.

East end of town to downtown area (farmers market and food truck events) and to the community center without crossing the freeway entrances. Spring Lake path to the community center. More bike locking areas at Bel Air and Target centers and signs to watch for bikes.

More walking paths/sidewalks to make walking easier. Having sidewalks with dips for strollers/elderly to cross streets easier. The walking path on road 102 to extend to Davis. This would bring in revenue from Davis people visiting Woodland and supporting our local shops more, etc. more parks with "tracks" like Woodside park has.

Spring lake bike path to the community center!

Bike/pedestrian tunnels and overpasses
Pioneer between Gibson and Kentucky
Co. Rd. 98 between Kentucky and Woodland Ave

Main st

E. Main Street, between East and Pioneer, would be another good place to put in bike lanes.
I also think that sensors for bicycles should be installed, or repaired, at Coloma and Gibson. And what would really help get the non-biking community on board is if traffic laws for bicycles were to be enforced, this is actually a safety issue too and would serve everyone.

On the route to davis and winters on the county roads
Gum and Gibson. Students need a better option to ride and/or walk to school from west of 113 Highway, especially along Gibson (with ingress and egress to 113).
More bike racks (at Marshalls, Walgreens, various other businesses) would be appreciated, too.
Thanks!
West St. Given multiple schools that are on this street and county rd. 99 at woodland southern boundary is the
established county bike way linking to city of davis.
Move train on East street and make it a green belt with bike path
Major routes between hospitals, schools, library, groceries, and residential areas
Can't think of any. To old to use

Main Street or Alleys
Gum

Gibson
What Bike Network???
It would be nice if there were a path connecting Woodland and Davis, away from traffic.
A bike bath along Gibson, especially one that can go over the 113 safely without having to worry about traffic from
and to the highway.
Corridors that lead downtown
Something needs to be done on Main St. before someone is seriously injured. We need to get bikes off the
sidewalks.
why bother walking downtown is hazardous everyone rides on the sidewalk anyway even with bike lanes
Gibson Road, connecting 102 to West and Main street, connecting 102 to West.
Bikes should be separated from cars on class 1 bikeways. If your not willing to buy right of way to do it then your
just creating problems as usual to satisfy special interest groups (liberals).
We believe the city needs more bike lanes to get across town, to downtown and on streets that do not have alot of
traffic. We also need paved bike trails designated for pedestrians and bikes only for families. A perfect example
is the iron horse trail in the bay area
http://www.ebparks.org/parks/trails/iron_horse

Since Woodland is a big grid it should be easy planning to add a bike trail where people can get off at certain
points to shop locally.

I think we should extend bike lanes to WALMART on Gibson, so people will use them for shopping as well.
I think we should extend bike lanes to WALMART on Gibson, so people will use them for shopping as well.
I'm getting sick and tired of these cyclist not paying not adhering to the rules of the road. Law enforcement needs
to start concentrating on enforcing the laws with these cyclists. I think if all these special lanes are provided, you
all should require cyclists pay a yearly fee. Grants are nothing but a redistribution of money also, the three foot
rule is a joke.
Gibson Road
How about some North South routes
Safer bike lanes on Main Street
Part B: Narrative Questions

Question #5

CONCEPT SENSITIVE BIKEWAYS/WALKWAYS and INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the "recognized best" solutions employed in this project appropriate to maximize user comfort and for the local community context?

As you address this question consider the following:

- The posted speed limits and actual speed,
- The existing and future motorized and non-motorized traffic volume,
- The widths for each facility,
- The amount of physical separation from vehicular traffic,
- The adjacent land use, and
- How the project is advancing a low(er) stress environment on each facility or a low stress network
  - What is the current stress level? (low, medium, or high)
  - If the stress level is medium or high, is the project going beyond minimum design standards to maximize potential users of all ages and abilities?

(Max of 500 words) Words Remaining: 152

The proposed road diet from W. Gibson Road/Cottonwood Street to W. Gibson Road/West Street would potentially reduce safety hazards along the corridor. Actual travel speeds would lower to match posted speeds more closely. Additionally, based on traffic operations analysis that was conducted as part of the Systemic Safety Analysis Report (SSAR) for both existing conditions and 2027 conditions, the road diet would not have a substantial impact on the intersections’ capacity. Moreover, it can be expected to observe an increase in transit usage as a likely outcome of road dieting (Road Diet: Case Studies, FHWA, 2017).

Adding buffered bike lanes along the corridor would allow for a physical separation between bicyclists and vehicular traffic, potentially decreasing bicycle-related collisions. This project would encourage less-experienced residents along this corridor to bike to their destinations. It would also make the corridor safer for children riding their bikes to Gibson Elementary School.

The proposed crosswalk with rectangular rapid flash beacon (RRFB) at W. Gibson Road/California Street would provide a much-needed marked crossing at the half-mile stretch of Gibson Road between Cottonwood Street and West Street. This would enhance safety by encouraging pedestrians in the vicinity to use the crosswalk rather than jaywalking. The RRFB would also make vehicles more aware of pedestrians at the Gibson Road/California Street intersection. It would make it possible for pedestrians to more easily access their destinations. This may result in increased pedestrian trips to the church, hospital, and bus stop that is near the intersection.

The current stress level at this corridor can be described as medium. The recognized best solutions employed in this project would potentially increase user comfort and build a lower stress environment by contributing to the perception of safety among network users. Residents of the neighborhood may be encouraged to live a more active life by biking and walking to the nearby parks which, currently, may not be safely accessible by those modes.

Overall, this project can result in improved mobility and accessibility for non-motorized roadway users without substantially deteriorating vehicular traffic operations.

B. Innovative Project Elements

Does this project propose any solutions that are new to their region? Were any innovative elements considered, but not selected? Explain why they were not selected. (Max of 500 words) Words Remaining: 379

This project would be among the first in Woodland to include a road diet and buffered bike lanes. It is hoped that this project would serve as a method of demonstrating the effectiveness of these safety improvements and their minimal impact on automobile travel to Woodland residents in order to gain support for their implementation within other high-risk corridors with similar safety issues and roadway conditions.

Historically, Woodland citizens have not been in favor of reducing the lanes from 4 lanes to 3 lanes and not in favor of bicycle/pedestrian infrastructure and prefer to drive. However, in recent years there has been more support from the citizens for the City to provide adequate infrastructure for walking and bicycling.
**Part B: Narrative Questions**

**Question #6**

**LEVERAGING FUNDS (0-5 POINTS)**

A. The application funding plan will show all federal, state and local funding for the project: (5 points max)

Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. If these numbers do not match the applicant's expectations, the numbers shown earlier need to be revised.

Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

**PA&ED Phase Project Delivery Costs:**
Leveraging Funding: $0
Designate the Funding Type: Local agency funds

**PS&E Phase Project Delivery Costs:**
Leveraging Funding: $0
Designate the Funding Type: Local agency funds

**Right of Way Phase Project Delivery Costs:**
Leveraging Funding: $0
Designate the Funding Type: 

**Construction Phase Project Delivery Costs:**
Leveraging Funding: $1,100
Designate the Funding Type: Local agency funds

**Projects with NON-INFRASTRUCTURE (NI) elements:**
Leveraging Funding: $0
Designate the Funding Type: 

**OVERALL TOTALS FOR PROJECT/APPLICATION:**

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<th>Total Project Costs:</th>
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<td>% of Total Project</td>
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**Total Points received for "leveraging funding":** (Auto-calculated)

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<th>Points</th>
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<tr>
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<td>2</td>
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<tr>
<td>3</td>
<td>At least 10% to 15% of total project cost</td>
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<tr>
<td>4</td>
<td>More than 15% to 20% of the project cost</td>
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<tr>
<td>5</td>
<td>More than 20% of the total project cost</td>
</tr>
</tbody>
</table>

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project. (Max of 100 Words)

**Words Remaining:** 65

The City has prioritized $1,100,000 of local funding to match more than 20% of the total project cost to fund this project. This local funding match is within the City's spending plan.
Hi Clara,

Thank you for reaching out to the California Conservation Corps. Rod Thornhill, District Director from our Placer District has indicated that it's not feasible for the CCC to participate in this project. Please include this email with your application as proof that you reached out to the California Conservation Corps.

Thanks,

JULIE WOLSEY
Legislative, Proposition 1 and ATP Analyst
Legislative Unit
1719 24th Street
Sacramento, CA 95816
P: (916) 341-3207
Julie.wolsey@ccc.ca.gov
ccc.ca.gov

Hi Wei Hsieh—

The City of Woodland is putting forward a grant application for the ATP Program Cycle 4 for the Gibson Rd. Safe Routes to School Project. I will serve as the project Manager for the project.
Project Title: Gibson Road Safe Routes to School Project

Description:
The Gibson Road improvements will include the following elements:
• Limits – County Road 98 to West Street
Approximately 1 mile of improvements.
• Pavement rehabilitation
• Road diet-narrowing travel lanes and addition of buffered bike lanes.
• Traffic signal modifications/improvements at West Street, Cottonwood Street.
• Median Crossing with flashing beacon on California Street
• Median improvements on Ashley Avenue.
• Bike and pedestrian timing and actuation.
• Improved pedestrian signals (addition of countdown pedestrian heads).
• ITS improvements at traffic signals.
• Emergency preemption devices.
• Transit improvements

Please see attached project map, project schedule, and estimate. City is requesting funds for construction. Let me know if you have any questions and if I can please get confirmation that the message was received it will be greatly appreciated.

Thank you,

Clara Olmedo  Associate Engineer
City of Woodland
Community Development Engineering
(530) 661-5824 | 530) 661-5844 fax
Hello Clara,

Baldeo Singh of the Sacramento Regional Conservation Corps has responded that they are able to assist with the Gibson Road Safe Routes to School Project if it receives funding. Please include this email with your application as proof that you reached out to the Local Conservation Corps.

Additionally, feel free to email Baldeo (bsingh@saccorps.org) directly if your project receives funding.

Best,
Dominique

On Wed, Jul 18, 2018 at 8:46 AM, Clara Olmedo <Clara.Olmedo@cityofwoodland.org> wrote:

Hi Dominique Lofton—

The City of Woodland is putting forward a grant application for the ATP Program Cycle 4 for the Gibson Rd. Safe Routes to School Project. I will serve as the project Manager for the project.

Project Title: Gibson Road Safe Routes to School Project

Description:

The Gibson Road improvements will include the following elements:

- Limits – County Road 98 to West Street

Approximately 1 mile of improvements.

- Pavement rehabilitation

- Road diet-narrowing travel lanes and addition of buffered bike lanes.

- Traffic signal modifications/improvements at West Street, Cottonwood Street.

- Median Crossing with flashing beacon on California Street
• Median improvements on Ashley Avenue.
• Bike and pedestrian timing and actuation.
• Improved pedestrian signals (addition of countdown pedestrian heads).
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• Emergency preemption devices.
• Transit improvements

Please see attached project map, project schedule, and estimate. City is requesting funds for construction. Let me know if you have any questions and if I can please get confirmation that the message was received it will be greatly appreciated.

Thank you,

Clara Olmedo  Associate Engineer
City of Woodland

Dominique Lofton | Program Associate
Environmental & Energy Consulting
1121 L Street, Suite 400
Sacramento, CA 95814
916.426.9170 | inquiry@atpcommunitycorps.org
Part B: Narrative Questions

Question #7

SCOPE AND PLAN CONSISTENCY (0 - 2 points)

A. The application, scope and plans are consistent with one another: (2 points max)

The scope and plans are consistent with one another including:
• Improvement location(s)
• Improvement elements(s)
Part B: Narrative Questions

Question #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED COMMUNITY CONSERVATION CORPS (0-5 POINTS)

☐ Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)

☐ Applicant contacted the corps; but does not intend to partner with any corps (-5 points)

Step 1: The applicant must submit the following information via email concurrently to both the CCC AND Certified Community Conservation Corps at least 5 days prior to application submittal to Caltrans. The CCC and Certified Community Conservation Corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

Click on the following links for the California Conservation Corps and Certified Community Conservation Corps Representative ATP contact information:

http://www.ccc.ca.gov/work/programs/ATP/Pages/ATP%20home.aspx
http://calocalcorps.org/active-transportation-program/

The applicant must also attach any email correspondence from the CCC and Certified Community Conservation Corps or Tribal Corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

CCC_Response.pdf

Attach submittal email, response email and any attachment(s) from the Certified Community Conservation Corps:

Corps_Response.pdf

Attach submittal email, response email and any attachment(s) from the Tribal Corps (if applicable):

Step 2: The applicant has coordinated with the CCC AND with the Certified Community Conservation Corps, or the Tribal Corps and determined the following: (check appropriate box)

☑ Applicant intends to utilize the CCC, Certified Community Conservation Corps, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 Words)

<table>
<thead>
<tr>
<th>Words Remaining: 68</th>
</tr>
</thead>
</table>

The Sacramento Conservation Corps is able to assist if funding is received. Scope will be defined at a later date. The California Conservation Corps will not be able to participate in this project.

☐ No corps can participate in the project. (0 points)

☐ At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)

☐ the CCC  ☐ the Certified Community Conservation Corps  ☐ the Tribal Corps (if applicable)
Part B: Narrative Questions

Question #9

APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 to -10 points)

For CTC use only.
Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using “tabs” with appropriate letter designations.

<table>
<thead>
<tr>
<th>Application Signature Page (Required for all applications)</th>
<th>Attachment A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineer's Checklist (Required for Infrastructure &amp; Combo Projects)</td>
<td>Attachment B</td>
</tr>
<tr>
<td>Project Location Map (Required for all applications)</td>
<td>Attachment C</td>
</tr>
<tr>
<td>Project Map/Plans showing existing and proposed conditions (Required for all Infrastructure Projects; Optional for ‘Non-infrastructure’ and ‘Plan’ Projects)</td>
<td>Attachment D</td>
</tr>
<tr>
<td>Photos of Existing Conditions (Required for all applications)</td>
<td>Attachment E</td>
</tr>
<tr>
<td>Project Estimate (Required for all Infrastructure Projects)</td>
<td>Attachment F</td>
</tr>
<tr>
<td>Non-Infrastructure Work Plan (Form 22-R) (Required for all projects with Non-Infrastructure Elements)</td>
<td>Attachment G</td>
</tr>
<tr>
<td>Plan Scope of Work (Form 22-PLAN) (Required for all Plan Projects)</td>
<td>Attachment H</td>
</tr>
<tr>
<td>Letters of Support (10 maximum) (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)</td>
<td>Attachment I</td>
</tr>
<tr>
<td>Exhibit 22-F State Funding</td>
<td>Attachment J</td>
</tr>
<tr>
<td>Additional Attachments</td>
<td>Attachment K</td>
</tr>
</tbody>
</table>

(Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.) (All additional attachments must be scanned into one document.)
Part C: Attachments
Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: [Signature]
Name: BRENT MEYER
Title: CITY ENGINEER
Date: 7/31/18
Phone: 520-661-5947
e-mail: brent.meyer@cityofwoodland.org

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board (For use only when appropriate)
The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: 
Name: 
Title: 
Date: 
Phone: 
e-mail:
ATP Engineer’s Checklist for Infrastructure Projects

Required for “Infrastructure” applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC’s ATP Guidelines and CTC’s Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide and regional ATP selection processes.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer’s Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application’s technical information and engineering data upon which local agency’s recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer’s Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in “responsible charge” of defining the project’s Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped by the engineer until the final application and application attachments are complete and ready for submission to Caltrans.

1. Vicinity map /Location map
   Engineer’s Initials: 
   a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. Project layout-plan/map showing existing and proposed conditions must: Engineer’s Initials: 
   a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project. Scale must be shown on the plan/map
   b. Show the full scope of the proposed project, including any non-participating construction items
   c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
   d. Show agency’s right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans’, Railroad, and all other government agencies ROW lines)

3. Typical cross-section(s) showing existing and proposed conditions. (Include cross-section for each controlling configuration that varies significantly from the typical) Engineer’s Initials: 
   a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. Detailed Engineer’s Estimate Engineer’s Initials: 
   a. The Caltrans Project Estimate (Attachment F) must be filled out per the instructions and attached to the application, in the appropriate location.
   b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
   c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs. The non-participating (or ineligible) costs must be consistent with Caltrans guidelines as shown in Local Assistance Program Guidelines chapter 22.6
   d. All project elements the applicant intends to utilize the CCC, certified community conservation corps, or tribal corps on need to be clearly identified and accounted for
   e. All project development costs to be funded by the ATP need to be accounted for in the total project cost
5. Crash/Safety Data, Collision maps and Countermeasures: Engineer's Initials: \\
a. Confirmation that crash data shown is depicted accurately, is shown to scale, and occurred within influence area of proposed improvements.

6. Project Schedule and Requested programming of ATP funding Engineer's Initials: \\
a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable federal requirements and timeframes.
  b. “Completed Dates” for project Milestone Dates shown in the application have been reviewed and verified
  c. “Expected Dates” for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
  d. The fiscal year and funding amounts shown in the PPR must be consistent with Implementing Agency’s expected project milestone dates and available matching funds.

7. Warrant studies/guidance (Check if not applicable) Engineer's Initials: \\
□ N/A
  a. For new Traffic Control Signals – an engineering study that includes analysis of Signal Warrants 1-9 (CA MUTCD) must be submitted. For ATP funding, warrants 4, 5 or 7 should be met but the final decision to install a signal must be made by the engineer. The engineering study (and any additional documentation of the engineering judgment supporting the Traffic Control Signal, if needed) must include the name and license number of the responsible engineer and must be attached to the application in the “Additional Attachments” section.

8. Additional narration and documentation: Engineer's Initials: \\
a. The text in the “Narrative Questions” in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
 b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First): Kathleen Wurzel
Title: Principal Civil Engineer
Engineer License Number: C 70314
Signature:
Date: 7/31/18
Email: kathie.wurzel@cityofwoodland.org
Phone: 530-461-5454

Engineer's Stamp:
### Project Information:
- **Agency:** City of Woodland
- **Date:** 7/31/2018
- **Project Description:** The W. Gibson Safe Routes to School Project improves W. Gibson Road. Improvements include installation of buffered bike lanes, ADA corner, transit and traffic signal improvements.
- **Project Location:** West Gibson Rd from County Road 98 to West Street
- **Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:** Katie Wurzel
- **License #:** C70314

### Engineer's Estimate and Cost Breakdown:

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<th>Item No.</th>
<th>Item</th>
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<td>7</td>
<td>Installation of ADA Ramps &amp; Adjacent</td>
<td>1</td>
<td>EA</td>
<td>$14,000.00</td>
<td>$14,000</td>
<td>100%</td>
<td>$14,000</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Striping &amp; Signage</td>
<td>1</td>
<td>LS</td>
<td>$114,000.00</td>
<td>$114,000</td>
<td>100%</td>
<td>$114,000</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Bike/Pedestrian Signal Improvements</td>
<td>1</td>
<td>EA</td>
<td>$225,000.00</td>
<td>$225,000</td>
<td>100%</td>
<td>$225,000</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Stamped Concrete Medians</td>
<td>1</td>
<td>LS</td>
<td>$115,000.00</td>
<td>$115,000</td>
<td>100%</td>
<td>$115,000</td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal of Construction Items:</strong></td>
<td></td>
<td></td>
<td></td>
<td>$3,853,610</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

#### Construction Item Contingencies (% of Construction Items): 10.00%
- **Total (Construction Items & Contingencies) cost:** $4,238,971

### Project Delivery Costs:

<table>
<thead>
<tr>
<th>Type of Project Cost</th>
<th>Cost $</th>
<th>ATP Eligible Costs</th>
<th>Non-participating Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering (PE)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental Studies and Permit (PA/ED)</td>
<td>$10,000</td>
<td>$10,000</td>
<td></td>
</tr>
<tr>
<td>Plans, Specifications and Estimates (PS&amp;E)</td>
<td>$590,000</td>
<td>$590,000</td>
<td></td>
</tr>
<tr>
<td><strong>Total PE:</strong></td>
<td>$600,000</td>
<td>$600,000</td>
<td></td>
</tr>
<tr>
<td>Right of Way (RW)</td>
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<tr>
<td>Right of Way Engineering</td>
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<td></td>
<td></td>
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<tr>
<td>Acquisitions and Utilities</td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total RW:</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Construction Engineering (CE)</td>
<td>$400,000</td>
<td>$400,000</td>
<td></td>
</tr>
<tr>
<td><strong>Total Project Delivery:</strong></td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td></td>
</tr>
<tr>
<td><strong>Total Project Delivery:</strong></td>
<td>$4,638,971</td>
<td>$4,638,971</td>
<td></td>
</tr>
</tbody>
</table>

### Documentation of Ineligible (Non-Participating) Costs:

The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form. Separate logic is required for each construction item listed above which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.

<table>
<thead>
<tr>
<th>Item Number(s):</th>
<th>Description of Engineer's Logic:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Item Number(s):</td>
<td>(See examples shown in the Instructions)</td>
</tr>
</tbody>
</table>

---

**Attachment F**
GENERAL NOTES

1. ALL STRIPING SHALL BE THERMOPLASTIC, PER SECTION 16 OF THE MATERIALS AND CONSTRUCTION METHODS - CITY OF WOODLAND STANDARD SPECIFICATIONS.

2. ALL STRIPING SHALL BE PULLED FOR THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

3. THERMOPLASTIC MARKINGS ARE TO BE PLACED ONLY ON UNIFORM UNIFORM.

4. WHEN ANY PORTION OF A CROSSWALK OR STOP BAR IS DAMAGED OR REMOVED IT SHALL BE REPLACED IN ITS ENTIRETY.

5. WHEN ANY PORTION OF A CROSSWALK OR STOP BAR IS DAMAGED OR REMOVED IT SHALL BE REPLACED IN ITS ENTIRETY.

6. WHEN ANY PORTION OF A CROSSWALK OR STOP BAR IS DAMAGED OR REMOVED IT SHALL BE REPLACED IN ITS ENTIRETY.

7. WHEN ANY PORTION OF A CROSSWALK OR STOP BAR IS DAMAGED OR REMOVED IT SHALL BE REPLACED IN ITS ENTIRETY.

NOTE:}

3. BUFFERED BIKE LANE NEAR INTERSECTION

2. BUFFERED BIKE LANE

4. RECTANGULAR BEACONS

GENERAL NOTES

1. ALL STRIPING SHALL BE THERMOPLASTIC, PER SECTION 16 OF THE MATERIALS AND CONSTRUCTION METHODS - CITY OF WOODLAND STANDARD SPECIFICATIONS.

2. ALL STRIPING SHALL BE PULLED FOR THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

3. THERMOPLASTIC MARKINGS ARE TO BE PLACED ONLY ON UNIFORM UNIFORM.

4. WHEN ANY PORTION OF A CROSSWALK OR STOP BAR IS DAMAGED OR REMOVED IT SHALL BE REPLACED IN ITS ENTIRETY.

5. WHEN ANY PORTION OF A CROSSWALK OR STOP BAR IS DAMAGED OR REMOVED IT SHALL BE REPLACED IN ITS ENTIRETY.

6. WHEN ANY PORTION OF A CROSSWALK OR STOP BAR IS DAMAGED OR REMOVED IT SHALL BE REPLACED IN ITS ENTIRETY.

7. WHEN ANY PORTION OF A CROSSWALK OR STOP BAR IS DAMAGED OR REMOVED IT SHALL BE REPLACED IN ITS ENTIRETY.

NOTE:
REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA
KATHLEEN A. WURZEL
CIVIL EXP. _________
C70314

ATTACHMENT SHEET NOTES

BIKE LEGEND - USE CITY OF WOODLAND STENCIL
1. INSTALL BUFFERED BIKE LANE PER SHEET 2, DETAIL 2
2. INSTALL DASH BUFFERED BIKE LANE PER SHEET 2, DETAIL 3. USE FOR 100' IN ADVANCE OF LIMITS AND INTERSECTIONS.
3. INSTALL RECTANGULAR RAPID-FLASHING BEACONS PER SHEET 2, DETAIL 4.
4. CALTRANS STANDARD STRIPING DETAIL NUMBER

West Gibson Road (From Country Road 98 to Columbia Dr.), Typical

West Gibson Road (From Columbia Dr. to Cottonwood St.), Typical

West Gibson Road (From Cottonwood St to West St.), Typical

PRELIMINARY
NOT FOR CONSTRUCTION
Pedestrian crossing W. Gibson Road southbound at Ashley Avenue. (Picture looking northeast at W. Gibson Road/Ashley Avenue).

Students crossing W. Gibson Road northbound at Cottonwood Street towards Whitehead Elementary School. (Picture looking northwest at W. Gibson Road/Cottonwood Street).
Students crossing W. Gibson Road northbound towards Whitehead Elementary School. (Picture looking east at W. Gibson Road/Cottonwood Street).

Student riding eastbound on W. Gibson Road towards Lee Middle School. (Picture looking east at W. Gibson Road/Cottonwood Street).
Cyclist close to eastbound travel lane on W. Gibson Road. Lawn clippings and parked cars push cyclist closer to vehicle travel lane. (Picture looking east on W. Gibson Road).

Student riding westbound on W. Gibson Road near California Street. (Picture looking northwest on W. Gibson Road).
Multiple vehicle lanes and high speeds on W. Gibson Road discouraging cyclists from using bike facilities (Google Map Image, 2016). (Picture looking west on W. Gibson Road).

Multiple City public meetings were held to receive feedback from citizens on pedestrian and bicycle corridors in need of improvements throughout the City. (City Hall Council Chambers)

Parents, City staff, Yolo County Health Department, Bike Campaign and school staff performed multiple walk audits at eight elementary and two middle schools to assess the needs for students walking and riding their bicycle to school. (Whitehead Elementary Walk Audit Report - one of ten reports prepared)
July 18, 2018

CALTRANS
Division of Local Assistance,
1120 N Street MS 1
Attn: Office of State Programs
Sacramento, CA 95814

Re: Gibson Rd Safe Routes to School Project Grant Application

To Whom It May Concern:

The Woodland Joint Unified School District, and specifically the Gibson Elementary and Whitehead Elementary School administration, staff and parents approve and support the City of Woodland’s efforts to improve the safety of students on their way to and from school. The installation of buffered bike lanes and narrowing travel lanes on Gibson Rd will increase visibility and safety of students on that route and increase safety of our children as they walk and bike to school. Improving safety around our schools will encourage more parents to allow their children to walk and bike to school.

The proposed grant program improvements further our goal of student safety and encouraging students to walk and bike to and from school. The Woodland Joint Unified School District, and specifically the Gibson Elementary and Whitehead Elementary School communities, strongly encourages your full support of this important safety project. Currently both Gibson Elementary and Whitehead Elementary are not listed on the District’s school’s closure list.

Sincerely,

Barbara Herms
Director, Elementary Education
July 23, 2018

CALTRANS
Division of Local Assistance,
1120 N Street MS 1
Attn: Office of State Programs
Sacramento, CA 95814

Re: Gibson Rd Safe Routes to School Project Grant Application

To Whom It May Concern:

Lee Middle School administration supports the City of Woodland’s efforts to improve the safety of students on their way to and from school. The installation of buffered bike lanes and narrowing travel lanes on Gibson Rd will increase visibility and safety of bicyclist on that route and increase safety of our children as they walk and bike to school. Improving safety around our school will encourage more parents to allow their children to walk and bike to school.

The proposed grant program improvements further our goal of student safety and encouraging students to walk and bike to and from school. The Lee Middle School administration strongly encourages your full support of this important safety project. Currently Lee Middle School is not listed on the District’s school’s closure list.

Sincerely,

[Signature]

Gurkamal Jagpal – Principal
Lee Middle School
July 27, 2018

CALTRANS
Division of Local Assistance,
1120 N Street MS 1
Attn: Office of State Programs
Sacramento, CA 95814

Re: Gibson Rd Safe Routes to School Project Grant Application

To Whom It May Concern:

Douglass Middle School administration, and staff approve and support the City of Woodland’s efforts to improve the safety of students on their way to and from school. The installation of buffered bike lanes and narrowing travel lanes on Gibson Rd will increase visibility and safety of bicyclist on that route and increase safety of our children as they walk and bike to school. Improving safety around our school will encourage more parents to allow their children to walk and bike to school.

The proposed grant program improvements further our goal of student safety and encouraging students to walk and bike to and from school. The Douglass Middle School community strongly encourages your full support of this important safety project. Currently Douglass Middle School is not listed on the District’s school’s closure list.

Yours in Education,

Douglass Middle School
530-559-9422
July 16, 2018

CALTRANS
Division of Local Assistance,
1120 N Street MS 1
Attn: Office of State Programs
Sacramento, CA 95814

Re: Gibson Rd Safe Routes to School Project Grant Application

To Whom It May Concern:

Zamora Elementary administration, staff and parents approve and support the City of Woodland’s efforts to improve the safety of students on their way to and from school. The installation of buffered bike lanes and narrowing travel lanes on Gibson Rd will increase visibility and safety of bicyclist on that route and increase safety of our children as they walk and bike to school. Improving safety around our school will encourage more parents to allow their children to walk and bike to school.

The proposed grant program improvements further our goal of student safety and encouraging students to walk and bike to and from school. The Zamora Elementary community strongly encourages your full support of this important safety project. Currently Zamora Elementary is not listed on the District’s school’s closure list.

Sincerely,

Dr. Felicia Wilson – Principal
Zamora Elementary
July 17, 2018

CALTRANS
Division of Local Assistance,
1120 N Street MS 1
Attn: Office of State Programs
Sacramento, CA 95814

RE: Gibson Rd Safe Routes to School Project Grant Application

To Whom It May Concern:

Thank you for the opportunity to express our support for the City of Woodland’s Gibson Rd Safe Routes to School Project Grant Application. As a strong collaborator with the City of Woodland, the Woodland Joint Unified School District supports this grant and the efforts to keep our students safe.

The Woodland Joint Unified School District supports bicycling and walking to and from school. The Gibson Rd Safe Routes to School Project will provide a unique opportunity to improve connectivity across town and encourage students to ride or walk to school. In addition, these improvements will greatly improve the safety on the routes taken by many students that walk or ride their bike to school and provide access between schools, neighborhoods, and Community Centers.

We are pleased to support the Gibson Rd Safe Routes to School Project grant application.

Sincerely,

[Signature]

Tom Pritchard
Superintendent
Woodland Joint Unified School District
July 17, 2018

CALTRANS
Division of Local Assistance,
1120 N Street MS 1
Attn: Office of State Programs
Sacramento, CA 95814

RE: Gibson Rd Safe Routes to School Project Grant Application

To Whom It May Concern:

The Yolo County Transportation District (YCTD) is pleased to support the City of Woodland’s project, Gibson Rd Safe Routes to School Project. We believe that putting this project forward for the Regional Funding Grant Program provides an opportunity to ensure this critical multi-modal transportation project is constructed.

We are excited about this project as it will provide more adequate access to our facilities within the corridor for all users. YCTD has a major transit stops within the project limits which would be more accessible by cyclists and pedestrians if this project is constructed.

Providing safe access to transit to all is very important to YCTD and I hope that the application for the Gibson Road Safe Routes to School Project is favorably considered and receive full support.

Sincerely,

TERRY V. BASSETT
Executive Director
Yolo County Transportation District
July 18, 2018

CALTRANS
Division of Local Assistance
1120 N Street MS 1
Attn: Office of State Programs
Sacramento, CA 95814

RE: Gibson Road Safe Routes to School Project Grant Application

To Whom It May Concern:

Thank you for the opportunity to express the Yolo-Solano Air Quality Management District’s support for the Gibson Road Safe Routes to School Project.

The District supports bicycling and walking in Yolo and Solano counties as alternatives to single-occupancy vehicles. The Gibson Road Safe Routes to School Project will encourage both bicycle and pedestrian activity in Woodland. By providing infrastructure for alternative modes of transportation, the project will help reduce automobile trips which will in turn reduce air pollutant emissions.

In addition, the bikeway component of the project ties into a regional bikeway system that includes connections into neighboring communities. This promises to be a highlight of the City of Woodland’s many planned improvements.

The District hopes Caltrans will favorably consider the ATP funding application for the Gibson Road Safe Routes to School Project.

Sincerely,

Mat Ehrhardt, P.E.
Air Pollution Control Officer
July 30, 2018

CALTRANS
Division of Local Assistance,
1120 N Street MS 1
Attn: Office of State Programs
Sacramento, CA 95814

RE: Gibson Rd Safe Routes to School Project Grant Application

To Whom It May Concern:

The Bike Campaign strongly supports the City’s application for grant funding for the Gibson Rd Safe Routes to School Project. The project will provide a unique opportunity to improve connectivity across town and encourage students from all parts of the community to ride or walk while reducing traffic congestion and increasing safety for children and adults.

There are seven public schools off of Gibson artery and significant number of students that currently walk and bike to school using Gibson Road. This project will improve the safety of the students. The project will also help support The Bike Campaign’s efforts to encourage more parents/students/staff to walk or bike to school and to reduce car traffic and dangerous congestion at schools.

We sincerely hope that our support of this application and the overall efforts of the City of Woodland and its residents will work in synergy to create a more bike-friendly community.

Sincerely,

Maria Contreras-Tebbutt
Founder and Director of
The Bike Campaign & Bike Garage
Nationally Certified Cycling Instructor
Exhibit A
Additional application materials

Post-submittal:

Responses to Working Group questions
City of Woodland

Follow-up Questions to Regional ATP Application

West Gibson Safe Routes to School Project

1. For the roads that are part of the Woodland Bike Loop and connect to the West Gibson project, what are the existing facilities?

The bicycle improvements along the Woodland Bike Loop include Class II and Class III bicycle lanes. The City added improvements along the Bike Loop to encourage residents to use the Loop as a preferred route to get around Woodland. Some of the improvements included installation of bicycle lanes and shared bicycle markings as shown in Exhibit A. This Bike Loop connects to Gibson Road that is a highly traveled street that stretches from the east to the west of Woodland. It is an important corridor that provides connection and access to commercial uses and provides regional and local transit access for residents.

2. You noted the potential to use a lower amount in the project scope description (Regional ATP Supplement, page 3) How would the project be scaled down if a lesser amount was awarded? E.g. would the project length be reduced, scope elements cut, other options?

We prefer full funding to make the best project, however if partial funding is received we will do as much of the scope as possible starting on the west end to ensure as much connectivity as possible with the bike and pedestrian network and connection to the bicycle and pedestrian improvements that will be constructed with a different project along Gibson Street (Gibson Rd. Improvement Project) from West Street to East Street. This project is fully funded for Construction 2022.
3. **What is relationship of new development noted in application (Regional ATP Supplement, page 17) and this project?**

The project aims to improve alternative transportation for daily activities. Having mixed used development near residential areas make it easy for people to walk and bike to these destinations. Gibson Road will serve the new proposed Walkable Neighborhood Center and the Mixed-Used Corridor along East Street and Gibson Road. (Figure #1)

The improvements proposed on the West Gibson SRTS Project and the Gibson Improvement Project (2022) will provide a multi-modal corridor from County Road 98 to East Street. Therefore, Gibson Road will provide continuous multi-modal access between existing residential and commercial/mixed used development if both of these projects are constructed.

![Figure 1: Connectivity from Gibson Road to Future Mixed Used Corridor/Commercial Development](image-url)
Exhibit A: Woodland Bike Loop Improvements