This project applied to the State ATP prior to competing through the Regional ATP—pages 2-45 reflect their Regional ATP supplemental application and pages 46 through 167 reflect their original State ATP application.
West Woodland Safe Routes to School Project

Active Transportation Program
Cycle 2
&
Regional Bicycle & Pedestrian Funding Program

ORIGINAL COPY
June 19, 2015

Ms. Lacey Symons-Holtzen, ATP Team Manager
Sacramento Area Council of Goverments
1415 L Street, Suite 300
Sacramento, CA 95814

RE: CITY OF WOODLAND-WEST WOODLAND SAFE ROUTES TO SCHOOL PROJECT
ACTIVE TRANSPORTATION PROGRAM AND REGIONAL BICYCLE & PEDESTRIAN
PROGRAM APPLICATION

Dear Ms. Symons-Holtzen,

The City of Woodland is pleased to submit our application for the West Woodland Safe Routes to Schools for funding under the Regional Active Transportation Program and Regional Bicycle & Pedestrian Program. At this time, the City is seeking funds for construction. The City anticipates this effort will cost $2,274,000 and is requesting $1,592,000 in funding under the Regional Active Transportation Program and/or Regional Bicycle & Pedestrian Program.

Per the program guidelines, the City of Woodland is submitting one original signed application and five 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

[Signature]

Brent Meyer, PE, SE, TE
City Engineer
Six-County Regional Active Transportation Program Cycle 2

&

Four-County Regional Bicycle & Pedestrian Funding Program

Joint Application

Supplement to the State ATP Application

O. Sections I-V

Please read the Application Instructions at http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html and http://www.sacog.org/regionalfunding/fundingprograms_bikeped-overview.cfm prior to filling out this application.
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This Supplemental Application is for projects that applied through the State ATP and also want to compete in the Regional Active Transportation Program (available to jurisdictions within El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties) and/or the Regional Bicycle & Pedestrian Funding Program (available to jurisdictions within Sacramento, Sutter, Yolo, and Yuba counties). With this streamlined approach, your project has the opportunity to compete for regional funding in the event your project is not awarded funding through the state competition.

Note: Please note that these materials constitute the release of the call for projects for the Regional ATP. The framework, which dictates all application materials related to the Regional Active Transportation Program, was adopted by the California Transportation Commission on May 28, 2015, marking the formal release of the Regional ATP call for projects. All materials are available online at:

http://www.sacog.org/regionalfunding/fundingprograms_bikeped-overview.cfm
I. Project Sponsor Information

(Please read the Caltrans “ATP instructions” and the SACOG “Program and Application Guidelines” documents prior to responding to the questions in this application.)

PROJECT SPONSOR: 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.

PROJECT SPONSOR’S NAME:  
City of Woodland

PROJECT SPONSOR’S ADDRESS:  
300 First St., Woodland, CA 95695

PROJECT SPONSOR’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
II. Project Information

1. Project is applying for (check all that apply): ☒ Regional Bicycle & Pedestrian Program (4-county)
   ☒ Regional Active Transportation Program (6-county)

2. Application number: 1 out of 2 applications (ranked by project sponsor priority)

3. Project Name  (To be used in the CTC project list)
   West Woodland Safe Routes to Schools

4. Project Location  (Include a map in the Appendix)
   The project is bounded by W. Woodland Ave. on the north, County Road (CR) 98 on the west, East St. on the east, and El Dorado Dr. on the south.

5. Project Description/Scope:

   a. What is the full project description and scope for the project applying for funds?
      This project will complete the bicycle network near eight schools in West Woodland and will close gaps in the bike network on major east-west and north-south corridors.

      The project improvements are shown on the attached map (Attachment D in Appendix) and are also listed below:

      Construct bicycle lanes on W. Woodland Avenue and California Street closing significant gaps in high use routes to school.

      Construct ADA corner ramp improvements along W. Woodland Avenue along a significant pedestrian route to school.

      Construct 1.5 miles of bicycle lanes and repair damaged pavement on W. Court Street. Heavy vehicle traffic in the outside travel lanes (future bike lanes) has damaged the asphalt and the condition is unsafe for cyclists. This closes a critical gap in the bikeway and removes a major barrier for east-west travelers.

      Construct traffic signal improvements to properly provide bicycle/pedestrian actuation and timing to improve safety of crossings.
Shared Lane Markings (Sharrows) and route signage along the corridors provides cyclists a more comfortable and safer ride, directs them to the preferred routes and alert drivers to share the road.

North-South Routes

Coloma Way (3/4 mile - El Dorado Av. to Hays St.)
Hays Street (1/8 mile - Coloma Wy. to First St.)
First Street (1 mile - Hays St. to Clover St.)
Clover Street (1/8 mile - First St. to Third St.)
Third Street (1/2 mile - Clover St. to Woodland Av.)
West Street (3/4 mile - Gibson Rd. to Cross St.)
College Ave. (1/2 mile - Gibson Rd. to Bartlett Av.)

East-West Routes

Southwood Drive (3/4 mile - Cottonwood St. to McKinley Av.)
Bartlett Avenue (3/8 mile - McKinley Av. to College St.)
Gum Avenue (1/4 mile - Fourth St. to East St.)
Beamer Street (1 mile - West St. to East St.)

Refer to Attachment F of State application for additional photos of existing conditions.

b. Is there a usable partial scope of the project? Describe the scope and cost estimate.

Click here to enter text:

6. Project Funding Request:
   Please verify your funding request meets the minimum dollar amount and matching requirements identified in Screening Criteria #5.
   Project funding request: $1,592,000
   Project matching funds: $682,000
   TOTAL PROJECT COST: $2,274,000

7. Project Programming Request (PPR) and Cost & Schedule Summary:
   Please include Excel versions of the completed PPR and the Cost & Schedule Summary with your electronic application submittal. (Project status and expected delivery schedule.) The project status and expected delivery schedule must assume use of federal funding.
If your funding request to the Regional ATP and/or Regional BPFP is different from what was requested through the State ATP, please ensure that information is updated in your PPR.

8. Current state of the project area:

For infrastructure projects:

a. Are there existing bike/ped facilities?
   Generally in the project area there are sidewalks. Not all of the sidewalks and ramps are ADA compliant. There are bike routes and lanes on segments of some of the roadways in the project area. This project will construct continuous bike facilities.

b. If the project is adjacent to a roadway, what is the posted speed limit?
   See chart on next page

c. If the project is adjacent to a roadway, what are the daily traffic volumes? Peak hour traffic volumes?
   See chart on next page

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<th>To</th>
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d. Are there any projects near the project area anticipated for construction in the immediate future (next four years)?
   Currently under construction:
   Main Street Frontage improvements from Elm to Cleveland (includes new sidewalks, narrow travel lanes and sharrows)
   Main Street Frontage improvements from Third to Sixth – federal aid (includes new sidewalks, narrow travel lanes and sharrows)

   Planned and funded:
   Kentucky Avenue Complete Streets Project – East to West streets – 2016/2017
   E. Main Street improvements from East to I5 overcrossing (narrow travel lanes, add bike lanes, add bike path) – 2017

   Planned unfunded/Applying for funding:
   W. Main Street from CR98 to West Street (narrow travel lanes, improvements to sidewalks, add bike lanes) – 2019 if funded

   Recently Completed (within the last three years):
   West Street from Cross to Kentucky – restriped narrow travel lanes and wider bike lanes

For non-infrastructure projects:

a. What other plans or programs are currently in place within the project area, or recently concluded?
   N/A

b. Are there any plans or programs in or near the project area anticipated to begin in the immediate future (next four years)?
   N/A
III. Screening Criteria

Please fill out Part III in its entirety.

1. Explain how this project is consistent with the EDCTC Regional Transportation Plan, PCTPA Regional Transportation Plan, or the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). (Please only answer the option most applicable to your project.)

   A. 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 169

   50027 West Woodland Ave.
   50033 College Street
   50021 Court Street
   50045 California Street
   50046 Clover Street
   50047 Southwood Drive
   50052 Coloma Way
   50054 Third Street
   50058 Bartlett Ave.
   50061 Gum Avenue

   B. 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. Click here to enter text:

   C. Non-Infrastructure Project meets at least one of two eligibility requirements:

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

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

2. Project is identified in the project sponsor’s Statement of Intent to Apply correspondence. Please include a copy of the letter in the application Appendix.

Yes ☒ No ☐

3. Project is ready for inclusion into the Metropolitan Transportation Improvement Program, with project scope and cost.

Yes ☒ No ☐

   a. Please include an appropriate project description per the below guidelines:

   (Location:) + (Limits) + (;) + (Improvement)

   Example: In Bakersfield: Between 1st Street and Pine Boulevard; fill in sidewalk gaps and add a protected bike lane.

   Construct Class 2 and Class 3 bicycle and pedestrian improvements near eight schools on the west side of Woodland.
4. **Project is eligible for appropriate funding sources.** (i.e. ATP for ATP-only applications; CMAQ, RSTP, and STIP for BPPF-only applications; ATP, CMAQ, RSTP, and STIP for applications to both programs)

   Yes ☒ 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 categories.**
   A. Infrastructure project minimum total cost is $282,390 ($250,000 funding request + $32,390 local match).

   Yes ☒ No ☐

   B. Non-Infrastructure project minimum total cost is $56,478 ($50,000 funding request + $6,478 local match).

   Yes ☐ No ☐

6. **Project proposal culminated from a community-based public participation process.**

   Yes ☒ No ☐

   A. **Is the total project cost over $1 Million?** Yes ☒ No ☐

      If yes: Is the project prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan?

      Yes ☒ No ☐

      List the plan and project number or page number to demonstrate project priority:
      *City of Woodland Bicycle Transportation Plan, Pages 21, 22, and 23*

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

   The applicant must send the following information to the CCC and CALCC prior to application submittal to SACOG:
   
   Project Description  
   Detailed Estimate  
   Project Schedule  
   Project Map  
   Preliminary Plan

   The corps agencies can be contacted at:
   
   **California Conservation Corps representative:**  
   Name: Wei Hsieh  
   Email: atp@ccc.ca.gov  
   Phone: (916) 341-3154

   **Community Conservation Corps representative:**  
   Name: Danielle Lynch  
   Email: inquiry@atpcommunitycorps.org  
   Phone: (916) 426-9170

---

2015 Application for the  
Active Transportation Program and Bicycle & Pedestrian Funding 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 ☐
   • Please include a copy of the correspondence in the application Appendix.

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 ☐
   • Please include a copy of the correspondence in the application Appendix.

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

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

None

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

None

*If the applicant has indicated intended use of the CCC or CALCC in the approved application, a copy of the agreement between the implementing agency and the CCC or CALCC must be provided by the implementing agency, and will be incorporated as part of the original application, prior to request for authorization of funds for construction.

Or

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

Or

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

Yes ☒ No ☐

If applicable, please explain how the project falls outside of developer-funded basic good practices (100 words or less).
IV. Narrative Questions (Sections 1-6)
15 pages maximum, 12 point font
(ATP: 0-95 points total; BPFP: 0-83 points total)

Please note: The Supplemental Application offers applicants the opportunity to provide additional, relevant information focused on the priorities of the Regional Funding Programs, allowing project sponsors to add pertinent information not included in the State ATP application and help projects compete effectively at the regional level. DO NOT include information already included in your State ATP application.

1. Increasing Walking & Biking
   (ATP: 0-30 points; BPFP: 0-44 points)
   Note: In relation to the State ATP, the Regional ATP places additional emphasis on clearly demonstrating how well the project supports improving access to transit services, increasing access to schools, and eliminating gaps or barriers in the bicycle/pedestrian network. In each of your responses, be sure to describe the current and projected types and numbers/rates of users. The suballocation of points further establishes areas of emphasis for the Regional BPFP.

A. Schools/Students
   Describe the potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools. Please include any relevant walk audit, needs assessment, or other supporting materials. The Active Transportation Working Group will consult your State ATP application in addition to any information included below to determine points earned for this question.
   (ATP: 0-10 points; BPFP: 0-11 points)

   Besides the increased walking and biking to school that this project provides to the 5,000 school children living in the area, there are an additional 20,000 residents that will be provided an opportunity to increase the walking and biking that they are able to do for errands, commuting to work and recreation.

W. Court Street looking west. Many types of users use these corridors for utilitarian uses.
B. Transit Services

Describe the potential for increased walking and bicycling access to and from transit services, including transit stops and transfer centers. If a pedestrian project, is it located within one-half mile radius of transit stops? If a bicycle project, is it located within 3 mile radius of transit services? The Active Transportation Working Group will consult your State ATP application in addition to any information included below to determine points earned for this question.

( ATP: 0-10 points; BPPF: 0-11 points)

As stated in the State ATP application, improving the bicycle network improves access to transit; as people who live further away from transit routes can more easily and safely get to a transit stop. Thus making it more likely that transit is used.

Specifically this project improves bicycle access to Yolobus Route 45 (commute bus to downtown Sacramento and Route 242 (commute bus to Davis). The improvements to First Street (east side of Bike Loop) allow bike riders to travel north to Court Street or south to Gibson to reach either commuter bus. The improvements to Bartlett Ave. /Southwood Dr. (east-west route) allow bike riders to travel west to Cottonwood Street to reach either commuter bus. Or if they prefer, bike riders can travel south on either West Street or College Street from Bartlett Ave./Southwood Dr. to reach the bus commuter routes on Gibson Road. Additionally part of Routes 45 and 242 traverse Court Street. The new bike lanes on Court Street will allow riders to get to the bus stops on this street.

Yolobus Route 215 runs between Cache Creek Casino and Woodland and primarily travels along Main Street. The improvements on Court Street, California Street and First Street will make it more convenient for people to get to Main Street if they want to travel to Cache Creek Casino for work or recreation.

If people can walk or bike to transit they are more likely to use transit. Once people get into their vehicle, they are more likely to drive to their final destination instead of driving to a transit stop, parking and then getting onto transit.

C. Barrier Removal and Gap Closure

Describe how the project removes a barrier, closes a gap, or otherwise completes a facility related to non-motorized mobility. Include a description of the existing barriers and/or gaps, how the barriers and gaps within the existing facility discourage walking or biking, and how non-motorized mobility will be
effectively addressed upon project completion. The Active Transportation Working Group will consult your State ATP application in addition to any information included below to determine points earned for this question. (ATP: 0-10 points; BPFP: 0-22 points)

Click here to enter text:

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<th>BPFP Points</th>
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<tr>
<td>Projects with no potential</td>
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<td>0 points</td>
</tr>
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2. Improving Safety for Bicyclists & Pedestrians

(ATP: 0-25 points; BPFP: 0-19 points) Note: In relation to the State ATP, the Regional ATP places additional emphasis on providing data that demonstrates the benefits this project will have on reducing walking/bicycling fatalities and injuries. Please describe the 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. The suballocation of points further establishes areas of emphasis for the Regional BPFP.

A. History of Collisions
Describe the plan/program influence area or project location’s history of collisions (both the number of collisions and the rate of collisions in relation to the population around the area, and/or the number of people biking or walking exposed to the risk of collision) resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). The Active Transportation Working Group will consult your State ATP application in addition to any information included below to determine points earned for this question. (ATP: 0-10 points; BPFP: 0-4 points)

Click here to enter text:

B. Community Need

Please describe the need for the project and provide an analysis of the project’s benefit to your community and the region. Qualitative benefits can be measured using various factors. Factors to discuss, as applicable, include: accident reduction, existing and projected usage/ridership/productivity, increase or decrease in ADT, life cycle cost reduction, VMT decrease, pavement quality index, congestion relief (idle reduction, stop and go reduction, and travel time decrease), reduced operating or maintenance costs, etc. (ATP: 0-5 points; BPFP: 0-4 points)

The community living on the west side of Woodland needs these active transportation improvements 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 recreate. The project will allow this primarily disadvantaged community the opportunity to improve their health and have better access to transit services.
This project will 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 active transportation infrastructure through the older areas of town. This project creates continuous routes that are appealing and comfortable for active transportation uses.

C. Safety Hazards
Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities (discussed in A and B above); including but not limited to the following possible areas; include a description of the existing facility, how the incomplete facility discourages walking or biking, and how the completed facility will be better utilized upon project completion. The Active Transportation Working Group will consult your State ATP application in addition to any information included below to determine points earned for this question. (ATP: 0-10 points; BFPF: 0-11 points)
- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

Click here to enter text:

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<tr>
<td>Projects with no potential</td>
<td>0 points</td>
<td>0 points</td>
</tr>
</tbody>
</table>

3. Supporting greenhouse gas reduction goals & linking to MTP/SCS
(ATP: 0-10 points; BFPF: 0-21 points)
Describe below 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, and supports implementation of the 2012 MTP/SCS. Figure 7.7 of the 2012 MTP/SCS ("Greenhouse Gas Emissions per Capita from On-Road Sources", page 179) may be used to demonstrate your project’s potential to support greenhouse gas reduction goals; if you already completed a project-specific GHG analysis for this project, please describe the methodology used and the results of the analysis. The Regional BFPF places emphasis on a project’s potential role in a placemaking strategy, and on the project’s potential to replace vehicle trips or reduce vehicle miles traveled.

A. Supportive Development Efforts
Please describe how the project supports land use and economic development efforts in alignment with MTP/SCS performance goals and the land use vision for the area, as described in the SCS, or the local...
general and/or specific plan.
(ATP: 0-5 points; BPPF: 0-5 points)

1. Please describe the project's Community Type (i.e. development context) as described in the MTP/SCS for 2035 (i.e. Centers and Corridors, Established Communities, Developing Communities, Rural Residential Communities, or Lands Not Identified for Development)—definitions of the Community Types can be found in Chapter 3 of the MTP/SCS for 2035: http://sacog.org/mtpscss/mtpscss/). Next, please describe the amount of development and type of uses that are expected to be built over the next 20 years for that Community Type in your jurisdiction (reference Appendix E-3 of the 2012 MTP/SCS). If your project is located in the Community Type of “Lands Not Identified for Development” or there is insufficient information in the 2012 MTP/SCS Appendix E-3 for your project plan area, please describe the project's development context using the applicable local land use plan.

The project area is part of two Community Types in the MTP/SCS – Centers and Corridors, and Established Communities. The Centers and Corridors type is centered on East Street from Woodland Ave. to Gibson Road, and Main Street from North Street to Lincoln Ave. The balance of the project area 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. However, within the project area the dwelling unit density in 2035 is expected to be above 8.5 in the area bounded by Beamer Street, CR 98, Southwood Dr. and East Street. Depending on the density of existing land uses, some Established Communities have bus service; others may have commuter bus service or very little service. The majority of the region’s roads are in Established Communities in 2008 and in 2035.

In the Center and Corridor area Woodland is expecting about 1,000 new jobs out 7,125 expected in the entire City. This area is expecting about 741 new housing units, almost full buildout for this Community Type, out of 5,231 expected in the entire City. The Established Community area is expecting about 5,971 of the 7,125 total new jobs. It is expecting 982 new housing units, almost full buildout for this Community Type, out of 5,231 expected in the entire City.

2. Describe how the project, in this Community Type, will support biking and walking in place of vehicle trips. (e.g. the project connects a multifamily housing development to a school or shopping center where no such connection previously existed.)

The West Woodland area is expected to accommodate 84 percent of the new job growth in the City of Woodland. Combined with its higher dwelling unit density, 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.
### Project Performance

<table>
<thead>
<tr>
<th>Description</th>
<th>ATP Points</th>
<th>BPFP Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant exceptionally describes the project’s Community Type (or development context) and supportive development efforts, and the ability of those efforts to support biking and walking in place of vehicle trips.</td>
<td>5 points</td>
<td>5 points</td>
</tr>
<tr>
<td>Applicant adequately describes the project’s Community Type (or development context) and supportive development efforts, and the ability of those efforts to support biking and walking in place of vehicle trips.</td>
<td>2-4 points</td>
<td>2-4 points</td>
</tr>
<tr>
<td>Applicant minimally describes the project’s Community Type (or development context) and supportive development efforts, and the ability of those efforts to support biking and walking in place of vehicle trips.</td>
<td>1 point</td>
<td>1 point</td>
</tr>
<tr>
<td>Applicant does not describe the project’s Community Type (or development context) or supportive development, nor the ability to support biking and walking in place of vehicle trips.</td>
<td>0 points</td>
<td>0 points</td>
</tr>
</tbody>
</table>

### B. Placemaking

Describe/explain the project’s role in a placemaking strategy for the future land use and transportation vision for the area it is located, as described in the MTP/SCS and/or the local general/specific plan. **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.**

(BPFP: 0-5 points)

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.

<table>
<thead>
<tr>
<th>Description</th>
<th>ATP Points</th>
<th>BPFP Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant exceptionally described the project’s role as a placemaking strategy.</td>
<td>N/A</td>
<td>4-5 points</td>
</tr>
<tr>
<td>Applicant adequately described the project’s role as a placemaking strategy.</td>
<td>N/A</td>
<td>2-3 points</td>
</tr>
<tr>
<td>Applicant minimally described the project’s role as a placemaking strategy.</td>
<td>N/A</td>
<td>1 point</td>
</tr>
<tr>
<td>Applicant did not describe the project’s role as a placemaking strategy.</td>
<td>N/A</td>
<td>0 points</td>
</tr>
</tbody>
</table>

### C. Reducing or shortening vehicle trips

Building on your responses in sections A and B, describe the project’s potential to reduce the number (i.e. replace) of or shorten vehicle miles traveled (VMT), particularly trips serving utilitarian purposes (e.g. trips to school, work, services, shopping). The resource map “2012 MTP/SCS Vehicle Miles Traveled Per Capita” (available on http://www.sacog.org/regionalfunding/fundingprograms_bikeped-overview.cfm) illustrates average VMT per capita throughout the region by 2035 and may be used to support a description of your project’s potential to achieve VMT reductions in your community; alternatively, you may use information from approved local plans or other applicable documents to support a description of how your project will support reduced VMT.

(ATP: 0-5 points; BPFP: 0-11 points)

The VMT in 2008 for the West Woodland project area is consistent with the region average of 14.5 to
19.3. Approximately 25 percent of the project area is expected to have a lower VMT (9.1 to 14.5) 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.

Encouraging children to walk and bike to school now, 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.

<table>
<thead>
<tr>
<th>Project Performance</th>
<th>ATP Points</th>
<th>BPFP Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project demonstrates significant potential to replace or shorten VMT in the region.</td>
<td>4-5 points</td>
<td>8-11 points</td>
</tr>
<tr>
<td>Project demonstrates moderate potential to replace or shorten VMT in the region.</td>
<td>2-3 points</td>
<td>4-7 points</td>
</tr>
<tr>
<td>Project demonstrates minimal potential to replace or shorten VMT in the region.</td>
<td>1 point</td>
<td>1-3 points</td>
</tr>
<tr>
<td>Project demonstrates no potential to replace or shorten VMT in the region.</td>
<td>0 points</td>
<td>0 points</td>
</tr>
</tbody>
</table>

4. **Cost effectiveness**  
(Total ATP: 0-10 points, BPFP: 0-4 points + Other Considerations)  
*Note: In relation to the State ATP, the Regional ATP emphasizes cost-effectiveness as a way of determining the appropriate facility improvement or project given the needs of the intended users, how well it is expected to perform, what other financial support (i.e. match) is pledged, and how it minimizes construction or operating costs. The suballocation of points further establishes areas of emphasis for the Regional BPFP.*

A. **Context Sensitive Design**  
Describe how the project design is appropriate for the community and surrounding environment.  
(ATP: 0-5 points; BPFP: 0-4 points)

W. Court Street has a posted speed limit of 30 mph with 85th percentile speeds near 33 mph and no bike lanes. In addition the ADT ranges from 5,262 on the west end to over 11,000 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. Continuing the bike lanes on the commercial 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.

B. **Describe Alternatives**  
*The Regional ATP asks the same question as the State ATP application to discuss alternatives considered. The Active Transportation Working Group will consult your State ATP application to determine points earned for this part of the question.*  
(ATP: 0-3 points; BPFP: Part of Other Considerations)

*Click here to enter text:*
<table>
<thead>
<tr>
<th>Project Performance</th>
<th>ATP Points</th>
<th>BPFP Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant considers alternatives and exceptionally justifies the project nominated.</td>
<td>7 to 8 points</td>
<td>4 points</td>
</tr>
<tr>
<td>Applicant considers alternatives and adequately justifies the project nominated.</td>
<td>3 to 4 points</td>
<td>2 to 3 points</td>
</tr>
<tr>
<td>Applicant considers alternatives and minimally justifies the project nominated.</td>
<td>1 to 2 points</td>
<td>1 point</td>
</tr>
<tr>
<td>Applicant did not consider alternatives or justify the project nominated.</td>
<td>0 points</td>
<td>0 points</td>
</tr>
</tbody>
</table>

C. Calculation

The Regional ATP asks the same question as the State ATP application to calculate cost effectiveness. The Active Transportation Working Group will consult your State ATP application to determine points earned for this part of the question.

(ATP: 0-2 points; BPFP: Part of Other Considerations)

Click here to enter text:

<table>
<thead>
<tr>
<th>Project Performance</th>
<th>ATP Points</th>
<th>BPFP Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant demonstrated that the values inputted into the B/C Tool are appropriate, provided documentation of the output B/C value calculated by the Tool, and provided constructive feedback for CTC’s and Caltrans’ consideration.</td>
<td>1-2 points</td>
<td>N/A</td>
</tr>
<tr>
<td>Applicant did not use the B/C Tool appropriately, provide documentation of the output B/C value calculated by the Tool, or provide constructive feedback for CTC’s and Caltrans’ consideration.</td>
<td>0 points</td>
<td>N/A</td>
</tr>
</tbody>
</table>
5. Improved Public Health
*(ATP: 0-10 points)*

*Note: In relation to the State ATP, the Regional ATP emphasizes the same performance outcomes and asks the same questions to determine improved public health. The Active Transportation Working Group will consult your State ATP application to determine points earned for this question.*

<table>
<thead>
<tr>
<th>Project Performance</th>
<th>ATP Points</th>
<th>BPFP Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant exceptionally described the targeted users and how the project will enhance public health</td>
<td>7 to 10 points</td>
<td>N/A</td>
</tr>
<tr>
<td>Applicant adequately described the targeted users and how the project will enhance public health</td>
<td>4 to 6 points</td>
<td>N/A</td>
</tr>
<tr>
<td>Applicant minimally described the targeted users and how the project will enhance public health</td>
<td>1 to 3 points</td>
<td>N/A</td>
</tr>
<tr>
<td>Applicant did not describe the targeted users or how the project will enhance public health</td>
<td>0 points</td>
<td>N/A</td>
</tr>
</tbody>
</table>

6. Benefit to Disadvantaged Communities
*(ATP: 0-10 points)*

*Note: In relation to the State ATP, the Regional ATP emphasizes the same performance outcomes and asks the same questions to determine benefit to disadvantaged communities. The Active Transportation Working Group will consult your State ATP application to determine points earned for this question.*

If your State ATP application does not include a map demonstrating your project’s location in or near a Disadvantaged Community, please include one in the Appendix.

<table>
<thead>
<tr>
<th>Project Performance</th>
<th>ATP Points</th>
<th>BPFP Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>80% to 100% of project funding benefits the disadvantaged community</td>
<td>5 points</td>
<td>N/A</td>
</tr>
<tr>
<td>60% to 79% of project funding benefits the disadvantaged community</td>
<td>4 points</td>
<td>N/A</td>
</tr>
<tr>
<td>40% to 59% of project funding benefits the disadvantaged community</td>
<td>3 points</td>
<td>N/A</td>
</tr>
<tr>
<td>20% to 39% of project funding benefits the disadvantaged community</td>
<td>2 points</td>
<td>N/A</td>
</tr>
<tr>
<td>1% to 19% of project funding benefits the disadvantaged community</td>
<td>1 point</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Performance</th>
<th>ATP Points</th>
<th>BPFP Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project clearly and significantly addresses health, safety, and/or infrastructure challenges in the disadvantaged community</td>
<td>5 points</td>
<td>N/A</td>
</tr>
<tr>
<td>Project adequately addresses health, safety, and/or infrastructure challenges in the disadvantaged community</td>
<td>3 points</td>
<td>N/A</td>
</tr>
<tr>
<td>Project minimally addresses health, safety, and/or infrastructure challenges in the disadvantaged community</td>
<td>1 point</td>
<td>N/A</td>
</tr>
</tbody>
</table>
V. Other Considerations
2 pages maximum, 12 point font
(ATP:0-10 points BPPP: 0-12 points )

A. Applicant’s Performance on Past Grants

1. Describe how your agency intends to deliver this project on time and within budget. If your agency has had difficulty delivering past grant or federal aid projects during the past five years, then also describe what changes your agency will take in order to deliver this project. Woodland has a long history of demonstrated ability to deliver projects to meet both state and federal requirements. Woodland is proposing to use its local funds for the environmental and design phases of the project. In this manner time is saved by not needing and allocation and/or a project authorization. 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 during FY17-18.

See the State ATP grant for a discussion of prior difficulties and the resulting changes.

2. Describe one of your agency’s prior experiences allocating a project though the California Transportation Commission.

The City of Woodland is actively working with the California Transportation Commission, Caltrans and SACOG staff on the East Main Street project to move funding authorize project phases and ready the project for design and construction.

B. Project Readiness

To demonstrate project readiness and ability to move forward on a timely schedule (i.e. clear schedule, cost, and partnerships to deliver the project), please fill out the Cost and Schedule Summary & the Project Programming Request, both in Excel, available at:

http://www.sacog.org/regionalfunding/fundingprograms_bikeped-overview.cfm

C. Community and Stakeholder Support

1. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc. The City is building on a culture of community participation to develop plans to improve streets for all users. The City has focused on safety for children walking and bicycling to school and programs to educate and encourage students to make safe, healthy, active travel choices.

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 also collaborates with advocate groups like the Woodland Bike Campaign to develop and implement SR2S activities and the Woodland Bike Loop. The Woodland 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.

2. Describe the local participation process that resulted in the identification and prioritization of the project.
Input received by residents has played a large part in developing and prioritizing this project. In 2012, the City worked with WJUSD parent groups to identify safety improvements and to encourage students walking and biking to school. Completed surveys 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.

City staff worked with the Woodland Bike Campaign and Yolo Solano Air Quality Management District to develop the Woodland Guide Bicycle Loop and the Crosstown Bike Connector routes.

Most recently in 2015, the City performed an online survey titled “Improving the City’s Bicycle and Pedestrian Network”. This was posted on the City’s website, Facebook and NextDoor.com to identify routes that residents viewed as insufficient. The survey resulted in an overwhelming request to improve crosstown routes for bicycle travel and closing gaps in the existing network.

3. Attach any relevant notices and materials associated with the public outreach identifying support for this project.
   The Woodland Guide and Bike Map are included in the State ATP grant as Attachment I-1. Data and results from the survey are included in the State ATP grant as Attachment I-3.

D. Cost Effectiveness

Refer to Narrative Question 4 for consideration of Regional BFPF points awarded.

<table>
<thead>
<tr>
<th>Project Performance</th>
<th>ATP Points</th>
<th>BPFP Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant demonstrated complete adherence with identified criteria: excellent prior grant performance, immediate project readiness and a timely schedule, and strong stakeholder support</td>
<td>7 to 10 points</td>
<td>9 to 12 points</td>
</tr>
<tr>
<td>Applicant adequately demonstrated adherence with identified criteria: adequate prior grant performance, good project readiness and a timely schedule, and some stakeholder support</td>
<td>4 to 6 points</td>
<td>5 to 8 points</td>
</tr>
<tr>
<td>Applicant minimally met the criteria of this section: poor prior grant performance, poor project readiness, and weak or no stakeholder support</td>
<td>1 to 3 points</td>
<td>1 to 4 points</td>
</tr>
<tr>
<td>Applicant did not describe how the project met the criteria of this section</td>
<td>0 points</td>
<td>0 points</td>
</tr>
</tbody>
</table>

VI. 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 program schedule (Section 1: Reference Information) in the Guidelines for important dates.

- **Application contents:** Review pages for all needed elements. Review the section of the Guidelines on Project Evaluation (Part G) and check that the application contains all information necessary. Page limits are listed in Part I.
  - Cover letter with a wet signature
  - Completed Application—Part O
    - Project Sponsor Information—Section I
    - Project Information—Section II
• Screening Criteria—Section III
• Other Considerations—Section V
• Narrative Questions—Section IV

- Complete Appendix—in order
  a. Copy of Statement of Intent to Apply correspondence (due June 5, 2015) —Part K
  b. Cost & Schedule Summary (Excel)— Part L
  c. Project Programming Request (Excel)— Part M
  d. Engineer’s Estimate (Excel)—Part N
  e. Emissions Benefit Calculations for CMAQ (BPFP Applicants)—Part P
  f. Map(s) of project location—or included in Narrative
  g. Photographs of project location—or included in Narrative
  h. Copy of CCC & CALCC Correspondence
  i. Any additional exhibits
  j. Partner Support Letters (if project is co-sponsored)
  k. Miscellaneous—Any other information in support of your project

☑ Implementation Requirements: Review the Implementation section in the Guidelines (Part J) and evaluate your ability to meet all federal and SACOG requirements, including providing local matching funds of at least 11.47 percent of the total project cost and following SACOG’s “Use it or Lose It” policy.

☑ Submittal Deadline: Please submit one (1) signed original, five (5) color copies of the complete grant application no later than 1:00 p.m. on Friday, June 19, 2015, to:

Lacey Symons-Holtzen, Active Transportation Team Manager
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

E-mailed applications are not acceptable. This deadline will be strictly enforced. Please refer to Part I and Part J for additional information. 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 or compact disc with a PDF file of all the application contents no later than 1:00 p.m. on Friday, June 19, 2015.

Include electronic versions of your Engineer’s Estimate, Cost & Schedule Summary, and PPR (in Excel) in the electronic submittal. The additional materials may be scanned into a PDF file, such as maps, graphics, etc. If a Project Study Report (PSR) or equivalent is complete, please submit a PDF of the PSR on the USB or compact disc. Please do not include a complete Master Plan or other local planning document.
Appendix A-Statement of Intent to Apply (Part K)
Statement of Intent to Apply: Suggested Template

(Park K of application)

To: lsymons-holtzen@sacog.org

CC: vcacciatore@sacog.org
    jbarton@edctc.org
    ahoyt@pctpa.net

Subject: Statement of Intent to Apply

Ms. Symons-Holtzen:

The City of Woodland intends to submit 2 projects to the Active Transportation Program and/or the Bicycle and Pedestrian Funding Program. The titles of the project(s) are listed below:

1. West Woodland Safe Routes to School
2. Sports Park Drive POC

Please contact Clara Olmedo at (530) 661-5824 with any further questions on these projects identified in our Statement of Intent to Apply. I acknowledge that identifying a project in the Statement of Intent to Apply does not commit my agency to submitting an application for funding for this project.

[Signature]

Clara Olmedo, Associate Engineer
Great, thank you Clara.

Lacey

On Jun 2, 2015, at 14:49, Clara Olmedo <Clara.Olmedo@cityofwoodland.org> wrote:

Ms. Symons-Holtzen:

The City of Woodland intends to submit 2 projects to the Active Transportation Program and/or the Bicycle and Pedestrian Funding Program. The titles of the project(s) are listed below:

1. Sports Park Drive POC
2. West Woodland Safe Routes to School

Please contact Clara Olmedo at (530) 661-5824 with any further questions on these projects identified in our Statement of Intent to Apply. I acknowledge that identifying a project in the Statement of Intent to Apply does not commit my agency to submitting an application for funding for this project.

[electronically signed]
Clara Olmedo, Associate Engineer

Thank you,

Clara Olmedo   Associate Engineer
City of Woodland
Community Development   Engineering
300 First Street   Woodland CA 95695
(530) 661-5824   530) 661-5844 fax
www.cityofwoodland.org

<BFPFP Statement of Intent to Apply 4-20 (5).pdf>
Appendix B- Cost and Schedule Summary
Basic Tool: Cost and Schedule Summary
For use with Community Design, Regional ATP and Regional BPFP applicants only
Fill in BLUE SECTIONS where appropriate. Edit the formula cells at your own risk.

Project Sponsor
City of Woodland

Project Title
West Woodland Safe Routes to School

Project Description (scope and limits)
This project will complete the bicycle network near eight schools in West Woodland and will close gaps in the bike network on major east-west and north-south corridors. The project is bounded by W. Woodland Ave. on the north, County Road (CR) 98 on the west, East St. on the east, and El Dorado Dr. on the south.

<table>
<thead>
<tr>
<th>SUMMARY</th>
<th>Start</th>
<th>End</th>
<th>Costs</th>
<th>Requests</th>
</tr>
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<tbody>
<tr>
<td>Non-capital Activities</td>
<td>Jan-00</td>
<td>Jan-00</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Environmental &amp; Design</td>
<td>Jan-16</td>
<td>Oct-17</td>
<td>$200,000</td>
<td>$</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td></td>
<td></td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Construction</td>
<td>Oct-17</td>
<td>Jan-18</td>
<td>$2,074,000</td>
<td>$1,592,000</td>
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<tr>
<td>TOTAL</td>
<td>Jan-16</td>
<td>Jan-18</td>
<td>$2,274,000</td>
<td>$1,592,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Applicant Comment Summary</th>
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<tbody>
<tr>
<td>70.01%</td>
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ENVIRONMENTAL & DESIGN

Authorization to Proceed    | Mar-16 |
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>NEPA</td>
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<td>CEQA</td>
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</table>

Environmental Document Type | CE | Cat Ex

Environmental Decision Type | CE | Cat Ex

For more information, visit the Caltrans Standard Environmental Reference webpage

Environmental Clearance | Jan-16 | Mar-16 |

Final Design (Plans, Specs, & Est) | Mar-16 | Oct-17 |

Totals | Jan-16 | Oct-17 |

RIGHT-OF-WAY

Authorization to Proceed    | |
|---------------------------|-------|

Need ROW Acquisition?      | no    |

Need Utilities Relocation? | no    |

Totals | Jan-00 |

CONSTRUCTION

Authorization to Proceed    | Oct-17 | Jan-18 |
|---------------------------|--------|--------|

Totals | Oct-17 | Jan-18 |
Appendix C-Project Programming Request (Part M)
### Project Information:

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<th>District</th>
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### Funding Information:

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### Project Information:

- **Project Title:** West Woodland Safe Routes to School Project
- **District:** 3
- **County:** Yolo
- **Route:**
- **EA:**
- **Project ID:**
- **PPNO:**

### Funding Information:

**DO NOT FILL IN ANY SHADED AREAS**

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Appendix D-Engineer’s Estimate (Part N)
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Total Project Cost: $47,834 x 1.10 = $52,617.40

Please circle current status of project: Feasibility Study, PSR, Environmental, 30% Design, 60% Design, 90% Design, 100% Design.
Appendix E-Emissions Benefit Calculations for CMAQ (Part P)
BICYCLE FACILITIES

County: Yolo
Federal Number: 
Approval Date: 
Caltrans DIST-EA: 3
Short Description: West Woodland Safe Routes to School Project
  Project Scope: Installation of Class II bike lanes along W. Woodland Avenue, California Street, and W. Court Street for a total length of roadway of 12,000 linear feet.
  Project Sponsor: City of Woodland
  Private Agency: No

CMAQ Funding: $2,273,921 Annual Auto Trips Reduced: 28,724
Local Match: $682,176 Annual Auto VMT Reduced: 51,704
Capital Recovery Factor: 0.08
Project Analysis Period: 15 years
  Days (D): 200 days of use/year
  Average Daily Traffic (ADT): 6,060 trips per day
  Adjustment (A) on ADT: 0.0207
  Credit (C) for Activity Centers near project: 0.0030

EMISSION FACTORS:
  Auto Trip End Factor
  ROG: 0.399 grams per trip 0.132 grams per mile
  NOx: 0.189 0.146
  PM10: 0.003 0.087

EMISSION REDUCTIONS:
  Pounds per Year
  ROG: 40
  NOx: 29
  PM10: 10
  Total: 79

Cost-effectiveness of:
  CMAQ Funds $2,412.33 per pound 4,824,657 per ton
  All Funding Sources $3,136.03 per pound 6,272,054 per ton
Appendix F-Location Map
Appendix H- Copy of CCC & CALCC
Hi Clara,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

Monica

On Thu, May 21, 2015 at 8:56 AM, Clara Olmedo <Clara.Olmedo@cityofwoodland.org> wrote:

Hi Wei Hsieh—

The City of Woodland is pleased to submit our information for the Active Transportation Program Cycle 2. I will serve as the Project Manager and lead contact person for the project.

Project Title: West Woodland Safe Routes to School Project

Project Description:

The West Woodland Safe Routes to School project that will benefit 4 schools and also ties preferred bicycle routes to improve connectivity in the east to west direction of the City. We are also trying to close gaps in the neighborhoods that do not have bike facilities. The attachment shows the improvements that are included in the grant. Project includes striping of bicycle lanes, installation of ADA ramps, and pavement treatment. The project consists of bike lanes and pedestrian improvements on the following streets:

- W. Court Street (Walnut Street to Ashley Avenue)
- W. Woodland Ave. (Mariposa to County Road 98)
- California Street (Main Street to Beamer Street)

Sharrows and bike route signage on the following streets:

- West Street
• College Street
• Bartlett Avenue
• Southwood Dr.

The City is requesting funds for design and construction. No preliminary plans have been produced, location and scope have been identified only. Please see attached for preliminary estimate and schedule. Location map is also included.

Attached is the detailed Estimate, Project Schedule, Project Map.

Let me know what the next steps are after submission of this application or if I can get confirmation that the message was received it will greatly be appreciated.

Thank you,

Clara Olmedo  Associate Engineer

City of Woodland

Community Development  Engineering

300 First Street | Woodland CA 95695
(530) 661-5824  |  (530) 661-5844 fax
www.cityofwoodland.org

--

Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
916.426.9170 | inquiry@atpcommunitycorps.org
Hi Clara,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

Hi Wei Hsieh—

The City of Woodland is pleased to submit our information for the Active Transportation Program Cycle 2. I will serve as the Project Manager and lead contact person for the project.

The project will transform existing vehicle-centric roadways that are adjacent to residential and commercial land uses into a bike friendly street. The primary goal of this transformation is to provide transportation options to students along the preferred bicycle routes. It will also help encourage pedestrian and bicycle use along the corridor by slowing speeds and providing connectivity to various land uses in the neighborhood.

Project includes striping of bicycle lanes, installation of ADA ramps, and pavement treatment. The project consists of bike lanes and pedestrian improvements on the following streets:

- W. Court Street (Walnut Street to Ashley Avenue)
• W. Woodland Ave. (Mariposa to County Road 98)
• California Street (Main Street to Beamer Street)

Sharrows and bike route signage on the following streets:
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Let me know what the next steps are after submission of this application or if I can get confirmation that the message was received it will greatly be appreciated.

Thank you,

Clara Olmedo | Associate Engineer
City of Woodland
Community Development | Engineering
300 First Street | Woodland CA 95695
(530) 661-5824 | 530) 661-5844 fax
www.cityofwoodland.org
ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Project unique Application No.: 03-Woodland-2

Implementing Agency's Name: City of Woodland

ORIGINAL
PART A
ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.: 03-Woodland-2

Auto populated

Total ATP Funds Requested: $ 1,592 (in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

- Part A: General Project Information
- Part B: Narrative Questions
- Part C: Application Attachments

Application Part A: General Project 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 CITY ZIP CODE
300 First Street Woodland CA 95695

IMPLEMENTING AGENCY'S CONTACT PERSON: Clara Olmedo

CONTACT PERSON'S PHONE NUMBER: (530)661-5824

CONTACT PERSON'S TITLE: Associate Engineer

CONTACT PERSON'S EMAIL ADDRESS: clara.olmedo@cityofwoodland.org
Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency’s information shall be provided below.
(The Grant Writer’s or Preparer’s information should not be provided)

PROJECT PARTNERING AGENCY’S NAME:
N/A

PROJECT PARTNERING AGENCY’S ADDRESS ____________________________ CITY ____________________________ ZIP CODE CA

PROJECT PARTNERING AGENCY’S CONTACT PERSON:

CONTACT PERSON’S TITLE:

CONTACT PERSON’S PHONE NUMBER:

CONTACT PERSON’S EMAIL ADDRESS:

MASTER AGREEMENTS (MAs):

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

Implementing Agency’s Federal Caltrans MS number  
03-5046R

Implementing Agency’s State Caltrans MS number  
00192S

* 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 NAME: (To be used in the CTC project list)
West Woodland Safe Routes to School

Application Number: 2 out of 2 Applications

PROJECT DESCRIPTION: (Max of 250 Characters)
The West Woodland Safe Routes to School Project provides cross town connectivity and provides gap closure on bicycle and pedestrian networks to access schools, parks, and other facilities while providing a safe and accessible route for all users.

PROJECT LOCATION: (Max of 250 Characters)
Various streets within the west side of Woodland, California (see Attachment D). Some streets include W. Woodland Avenue, California Street, and W. Court Street.
Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? □ Yes  □ No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format)    Lat. 38.678940    long. -121.793267

Congressional District(s): 3  □  □  □
State Senate District(s): 3  □  □  □  State Assembly District(s): 4  □  □  □
Caltrans District(s): 03
County: Yolo County
MPO: SACOG
RTPA: Other
MPO UZA Population: Small Urban (Pop =or<200,000 but > than 5,000)

ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts: Pedestrians 3,462  Bicyclists 1,710
One Year Projection: Pedestrians 4,581  Bicyclists 2,255
Five Year Projection: Pedestrians 5,451  Bicyclists 2,685

BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)

Bicycle: Class I  □  Class II  □  Class III  □  Other □
Pedestrian: Sidewalk  □  Crossing  □  Other  □  ADA Ramps
Multiuse Trails/Paths: Meets "Class I" Design Standards □  Other □

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria:  □ Yes  □ No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income  □  Yes  □  No  CalEnvioScreen  □  Yes  □  No
Student Meals  □  Yes  □  No  Local Criteria  □  Yes  □  No

Is the majority of the project physically located within the limits of a Disadvantaged Community: □ Yes  □ No

CORPS

Does the agency intend to utilize the Corps: □ Yes  □ No
PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) ☒ OR Non-Infrastructure (NI) ☐ OR Combination (N/NI) ☐

"Plan" applications to show as NI only

Development of a Plan in a Disadvantaged Community: ☐ Yes ☒ No

If Yes, check all Plan types that apply:

☐ Bicycle Plan
☐ Pedestrian Plan
☐ Safe Routes to School Plan
☐ Active Transportation Plan

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan ☒ Pedestrian Plan ☐ Safe Routes to School Plan ☐ Active Transportation Plan ☐

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

☒ Bicycle Transportation % of Project 79.0 % (ped + bike must = 100%)
☒ Pedestrian Transportation % of Project 21.0 %
☒ Safe Routes to School (Also fill out Bicycle and Pedestrian Sub-Type information above)

How many schools does the project impact/serve: 8

If the project involves more than one school: 1) Insert "Multiple Schools" in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: Multiple Schools
School address: Multiple Schools
District name: Woodland Joint Unified School District
District address: 435 Sixth Street
Co.-Dist.-School Code: 57-72710-Multiple Schools

School type (K-8 or 9-12 or Both) ☒ Both Project improvements maximum distance from school 0.5 mile

Total student enrollment: 5,124
% of students that currently walk or bike to school% 45.0 %
Approx. # of students living along route proposed for improvement: 5,124
Percentage of students eligible for free or reduced meal programs ** 62.2 %

**Refer to the California Department of Education website: http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area,
2) the students considered to be along the walking route being improved, 3) the project improvements.
Trails (Multi-use and Recreational):  (Also fill out Bicycle and Pedestrian Sub-Type information above)

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:
Do you feel a portion of your project is eligible for federal Recreational Trail funding?
  ☐ Yes  ☐ No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding:

If yes, estimate the % of the total project costs that serve “transportation” uses?

 Applicants intending to pursue “Recreational Trails Program funding” must submit the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter either the date the milestone was completed (for all milestones already complete prior to submitting the application) or the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. See the application instructions for more details.

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited.
For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a “*” and can provide “N/A” for the rest.

<table>
<thead>
<tr>
<th>MILESTONE:</th>
<th>DATE COMPLETED</th>
<th>OR</th>
<th>EXPECTED DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>CTC - PA&amp;ED Allocation:</td>
<td></td>
<td></td>
<td>6/30/16</td>
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<tr>
<td>* CEQA Environmental Clearance:</td>
<td></td>
<td></td>
<td>7/25/16</td>
</tr>
<tr>
<td>* NEPA Environmental Clearance:</td>
<td></td>
<td></td>
<td>8/1/16</td>
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<tr>
<td>CTC - PS&amp;E Allocation:</td>
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<tr>
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<tr>
<td>* Construction Complete:</td>
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<td></td>
<td>10/15/17</td>
</tr>
<tr>
<td>* Submittal of “Final Report”</td>
<td></td>
<td></td>
<td>12/30/17</td>
</tr>
</tbody>
</table>
PROJECT FUNDING (in 1000s)
Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged.

See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>ATP funds for PA&amp;D:</td>
<td>$0</td>
</tr>
<tr>
<td>ATP funds for PS&amp;E:</td>
<td>$0</td>
</tr>
<tr>
<td>ATP funds for Right of Way:</td>
<td>$0</td>
</tr>
<tr>
<td>ATP funds for Construction:</td>
<td>$1,592</td>
</tr>
<tr>
<td>ATP funds for Non-Infrastructure:</td>
<td>$0</td>
</tr>
</tbody>
</table>

Total ATP funds being requested for this application/project: $1,592

Local funds leveraging or matching the ATP funds: $682

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs.
Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP: $0

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: $2,274

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 some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding? Yes ☑ No ☐

If “Yes”, provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f".

The City of Woodland is requesting State-Only funds for the Safe Routes to School project to minimize the impact on city resources, since City of Woodland has a relatively small staff with varied, competing responsibilities.

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.
PART B
ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions
(Application Screening/Scoring)

Project unique application No.: 03-Woodland-2

Implementing Agency’s Name: City of Woodland

Important:
- Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.
- Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.

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Part B: Narrative Questions
Detailed Instructions for: 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:
   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 enrolling outside their neighborhood school boundaries. Crossing town to walk or bike to school is challenging given the discontinuous active transportation infrastructure through the older areas of town. This project creates continuous routes that are appealing and comfortable for active transportation uses.

   Currently the City does not have complete crosstown bike facilities in the east-west or north-south directions. Closing bicycle network gaps and facilitating riding crosstown will encourage students to ride to school and other residents to ride for daily activities. 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.

   In addition, there is growing interest from residents and community groups that want active transportation improvements within the City.
This project will complete the bicycle network near eight schools in West Woodland and will close gaps in the bike network on major east-west and north-south corridors.

The City has an annual budget of approximately $1 million for pavement maintenance, road rehabilitation and sidewalk and bikeway improvements and expansions. With over 200 miles of roadway, the City does not have the fiscal capacity to entirely fund this project. The City has identified a local match of $682,176 (30%) for the project. This represents over half the annual budget for transportation projects however; the City understands the importance of this project and has a desire to continue promoting active transportation. Over the past five years, the City has spent 25% of its funds for transportation projects to improve bike and pedestrian connectivity and enhance safe routes to schools.

This project does not include elements related to past or future environmental mitigation resulting from a separate development or capital project.

2. Consistency with Regional Plan.

SACOG’s Regional Transportation Plan (MTP/SCS) was adopted in April 2012. The MTP/SCS calls for expending $3.2 billion from all funding sources for bicycle and pedestrian projects in the region in the next 20 years. An appendix to the MTP/SCS is the Regional Bicycle, Pedestrian and Trails Master Plan. One of the goals of the plan is to: “Create a comprehensive regional bicycling and walking network within and between communities with strong current and future demand.” The streets proposed for improvements are listed on page 169-170 of the Regional Bicycle, Pedestrian and Trails Master Plan (attached Part C).

This project is consistent with the MTP/SCS and the Regional Master Plan because there is a strong current demand for walking and bicycling, it closes gaps in the existing network and will greatly improve the Citywide bicycle network connectivity.

The City’s General Plan and Climate Action Plan highlight the need for safe routes to school, improved and expanded pedestrian infrastructure and community programs encouraging cycling to reduce greenhouse gas emissions to 15% below the 2005 baseline by 2020.
Over the past three years the city has seen a strong increase in the number of bicyclists within the community and these improvements will encourage more travelers to convert to active modes of transportation.

Part B: Narrative Questions
Detailed Instructions for: Question #1

QUESTION #1
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. (0-30 POINTS)

A. Describe the following:
   -Current and projected types and numbers/rates of users. (12 points max.)

The City's West Woodland Safe Routes to School project aims to directly increase walking and bicycling among students from Freeman Elementary, Dingle Elementary, Maxwell Elementary, Beamer Elementary, Whitehead Elementary, Lee Jr. High, Douglass Jr. High and Woodland Sr. High School. The proposed project improvements lie within ¾ mile of these schools. These eight schools have a total of 5,124 students enrolled who live within walking and bicycle distance of their school. Based on bicycle and pedestrian counts performed by city staff, currently about 45% of students between the eight schools walk or bike to school.

While this percentage is decent, Woodland is a small community with flat terrain and significant disadvantaged areas. The City aims to increase the number of students walking and biking to 75% over the next ten years. It is anticipated that when combined with encouragement and education, the proposed project will result in a 30% increase over the 12 months following completion.

These increases in walking and bicycling among students will be accomplished through closing gaps in the bicycle network and providing clear, easily accessed crosstown connections. These connections will provide safe, defined routes for students who walk and ride to schools outside their neighborhoods.
The City's current pedestrian and bicycle network in the west side of town has bike lane gaps and lacks connectivity making it challenging for students to walk or ride their bike to school. The project will create strong east-west and north-south bikeways that will provide connectivity and access to schools throughout the west side of town. Parents have identified the lack of well-defined bicycle and pedestrian connections as a major barrier preventing them from allowing their children to ride their bikes to school.

The project will provide convenient, direct routes to and from major destinations and provide connections to schools, parks, and other recreational locations throughout the City. The project increases the feasibility for parents to bike or walk their children to school and then continue on to their place of employment rather than making these trips by car. This safe route to school project primarily benefits the students but also serves the entire community.

B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, 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 via:
   a. creation of new
   b. removal of barrier to mobility
   c. closure of gaps
   d. other improvements to routes
   e. educates or encourages use of existing routes

Recently, the City published the "Woodland Guide & Map" (Attachment I-1). The map shows a preferred bicycle loop (Woodland Bicycle Loop) that provides connection to the City's schools, parks, Historic Downtown and businesses on the west side of town. This bicycle loop was created by the City with input from community groups aiming to guide bicyclists to routes providing a better riding experience. The map includes a Crosstown Bike Connector that identifies a cyclist preferred east-west route connecting the west to the east side of the City.

While the Woodland Bicycle Loop shows the cyclist preferred routes, in some locations along the routes, critical bicycle infrastructure is not in place. This project will
construct gap closure infrastructure along these routes and crosstown connections both in the north-south and east-west directions, providing better access and connectivity to schools within the disadvantage community.

The project improvements are shown on the attached map (Attachment D) and are also listed below:

- Construct bicycle lanes on W. Woodland Avenue and California Street closing significant gaps in high use routes to school.
- Construct ADA corner ramp improvements along W. Woodland Avenue along a significant pedestrian route to school.
- Construct 1.5 miles of bicycle lanes and repair damaged pavement on W. Court Street. Heavy vehicle traffic in the outside travel lanes (future bike lanes) has damaged the asphalt and the condition is unsafe for cyclists. This closes a critical gap in the bikeway and removes a major barrier for east-west travelers.
- Construct traffic signal improvements to properly provide bicycle/pedestrian actuation and timing to improve safety of crossings.
- Shared Lane Markings (Sharrows) and route signage along the corridors provides cyclists a more comfortable and safer ride, directs them to the preferred routes and alert drivers to share the road.

**North-South Routes**
- Coloma Way (3/4 mile - El Dorado Av. to Hays St.)
- Hays Street (1/8 mile - Coloma Wy. to First St.)
- First Street (1 mile - Hays St. to Clover St.)
- Clover Street (1/8 mile - First St. to Third St.)
- Third Street (1/2 mile - Clover St. to Woodland Av.)
- West Street (3/4 mile - Gibson Rd. to Cross St.)
- College Ave. (1/2 mile - Gibson Rd. to Bartlett Av.)

**East-West Routes**
- Southwood Drive (3/4 mile - Cottonwood St. to McKinley Av.)
- Bartlett Avenue (3/8 mile - McKinley Av. to College St.)
- Gum Avenue (1/4 mile - Fourth St. to East St.)
- Beamer Street (1 mile - West St. to East St.)
The project will complete bicycle lanes on W. Woodland Avenue between Mariposa Street and County Road 98 and on California Street from Main Street to Beamer Street. Closing the gap on Woodland Avenue completes the bicycle facilities on the north leg of the Woodland Bicycle Loop and provides continuous access for students from the northwestern part of Woodland to Freeman Elementary, Maxwell Elementary and Woodland High School. The gap closure on California provides additional, continuous access to those schools. The addition completes bike lanes through the 1.5-mile long extent of California Street creating a continuous north-south crosstown connector for students travelling longer distances to schools.

The improvements along W. Court Street complete a 2-mile long, east-west bike lane traversing the entire width of west Woodland. This connector serves students traveling to school, parents biking and walking their children to school and continuing on to their place of employment and other users in the community. W. Court Street is zoned commercial and 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 lack of bike lanes, many people do not bike and instead drive their cars for short errands. Those that do cycle on this corridor often do so in an unsafe manner riding on the sidewalk or traveling in the wrong direction.

Currently, there are no bike facilities along W. Court Street between Ashley Avenue and Walnut Street. The project
will close this gap to encourage residents from surrounding neighborhoods to walk and bike for nearby destinations such as grocery shops, medical facilities, gyms, or other commercial facilities located in this corridor.

Along W. Court Street at Ashley Avenue cyclists are connect to the Woodland Bicycle Loop for access to schools and parks in the southwest and northwest areas.

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 central business corridor is accessible to all users.

W. Court Street bicycle and pedestrian improvements will improve the feasibility of multimodal travel to, and through, Woodland for school access, local trips and commuting. Residents will be able ride and walk to multiple transit stops along W. Court Street. The local transit agency has bike racks on all its buses for cyclists utilizing transit further increasing the project benefits.

C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

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.
Part B: Narrative Questions
Detailed Instructions for:  Question #2

QUESTION #2
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 the plan/program influence area or project location’s history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)

Streets without safe places to walk or bicycle put people at risk. Historically, roads were built to move cars and not non-motorized users. Improving the bicycle and pedestrian facilities increases awareness and visibility of pedestrians and bicyclists.

In the five year reporting period, from 2008-2013, there were 149 recorded collisions involving a pedestrian or bicyclist within 0.5 mile from Woodland schools (Transportation Injury Mapping System (TIMS), Safe Routes to School Collision Map Viewer, Accessed May 2015). Of these bicycle and pedestrian involved collisions, 7 were fatal and 15 were severe injuries. A collision map and detailed collision data can be found in Attachment I-2.

As expected, many of the reported collisions occurred at intersections which have the highest potential for bicycle and pedestrian interaction with vehicles. However, because of roadway characteristics there are additional non-typical conflict points including at driveways/sidewalks and the roadway.

Based on the TIMS, Safe Routes to School Collision Map Viewer, there were 5-12 collisions within 0.5 miles of the target schools - some reporting severe injuries. See Attachment I-2 for data.

W. Court Street has a posted speed limit of 30 mph with 85th percentile speeds near 33 mph and no bike lanes. This combines to create an environment where cyclists feel more comfortable riding on the sidewalks creating non-typical conflict points with vehicles and cyclists as drivers are not expecting them on the sidewalk, especially when travelling the wrong direction. In one hour, along a one block section of W. Court
Street, staff observed two near misses between vehicles and bikes at driveways. During that same time and same section of Court Street, three near misses and one collision between pedestrians and cyclists were witnessed.

Because riding on the sidewalk puts cyclists in unexpected locations and increases pedestrian versus bicycle collisions the City discourages this action and in some areas it is illegal. However, staff finds that those who bike, do so where they perceive to be safest, regardless of the true hazards.

City of Woodland collision reports from 2009-2014 are shown in the graphic below. The most common collision types along the corridor are:

• Vehicle vs. bicycle collision; cyclist riding on sidewalk and vehicle exiting commercial driveway not seeing/expecting the cyclist.

• Vehicle vs. bicycle collision at crosswalk; turning vehicle did not see the cyclist.

![W. Court Street Collisions](image)

B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

Improving the bicycle and pedestrian facilities and access to these facilities the users will likely travel in expected locations rather than having wheelchairs in bike lanes and bikes on sidewalks. Encouraging expected movements and providing defined separation between users on transportation corridors improves visibility and
awareness of alternate travel modes, increases compliance with traffic laws and reduces conflict points along the corridor.

The defined routes marked by sharrows and bike signage, like Southwood Drive, were selected to provide cyclists a direct, preferred route and to alert drivers of their presence. Generally, these are wide streets with low traffic volume. Of the collisions reported on Southwood Drive none involved pedestrians or cyclists.

Proposed infrastructure improvements will improve inadequate or non-existent ADA corner ramps removing physical barriers for pedestrians accessing the sidewalk. These upgrades and improvements provide reasonable, convenient access to all users including those with disabilities.

The project improvements on W. Court St. will narrow travel lane widths and add bicycle lanes in anticipation of reducing vehicles speed up to 5 mph. The reduced vehicle speeds will improve driver perception/reaction time. Converting vehicle to pedestrian and bicycle trips results in lower traffic volumes on the corridors.

Signal improvements along W. Court St. 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 will further reduce the potential for conflict between travel modes.
Part B: Narrative Questions
Detailed Instructions for: Question #3

QUESTION #3
PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

A. Who: Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

The City is building on a culture of community participation to develop plans to improve streets for all users. The City has focused on safety for children walking and bicycling to school and programs to educate and encourage students to make safe, healthy, active travel choices.

WJUSD leaders, parents, residents and local stakeholders have helped identify and continue to add to Safe Routes to School projects for the City. Input received by residents has played a large part in developing and prioritizing this project.

The City has worked with the school community and local stakeholders to gather information on increasing safety around schools.

The City also collaborates with advocate groups like the Woodland Bike Campaign to develop and implement SR2S activities and the Woodland Bike Loop. The Woodland 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.

The City collaborates with Yolo County Health Department for SR2S encouragement and education activities. The Yolo Solano Air Quality Management District has assisted and provided input on the routes for the Woodland Bike Loop.

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

In 2012, the City worked with WJUSD parent groups to identify safety improvements and to encourage students walking and biking to school. Completed surveys 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.

City staff worked with the Woodland Bike Campaign and Yolo Solano Air Quality Management District to develop the Woodland Guide Bicycle Loop and the Crosstown Bike Connector routes. The City promotes and supports the national and regional May is Bike Month effort. Promotions include events such as ‘Cycle de Mayo’, publication of the Bike Loop Map and hosting education programs through the Safe Routes to School projects.

Most recently in 2015, the City performed an online survey titled “Improving the City’s Bicycle and Pedestrian Network”. This was posted on the City’s website, Facebook and NextDoor.com to identify routes that residents viewed as insufficient. The survey resulted in an overwhelming request to improve crosstown routes for bicycle travel and closing gaps in the existing network. Data and results from the survey are included in Attachment I-3.

The City also works with land developers to provide context sensitive bicycle and pedestrian infrastructure in new development areas and redevelopment and infill projects.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project’s overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)

Through these planning partnerships and participations, staff accumulates information on preferences for the bicycle and pedestrian networks for incorporation in plans such as the Woodland Guide Bicycle Loop. During the development of the Woodland Bicycle Loop the City and Woodland Bike Campaign worked (and rode) alongside cyclists and residents. The comments received from residents then, and during the recent online survey, have combined to help the City identify the preferred routes. The City also addresses identified preferences through incorporating into infrastructure rehabilitation and maintenance projects.

The school parent surveys provided an understanding of community needs; from this information, new projects and ideas to increase walking and biking to
schools are being developed. This proposed project was developed using this information. In 2012, the City was awarded approximately $500,000 for a Safe Routes to School project. The project enhanced pedestrian visibility and safety near schools. Improvements included high visibility crosswalks and speed feedback signs. This project added to SR2S projects already completed throughout the City.

In 2014, the City partnered with Yolo County Department of Health and was awarded $539,000 for an education and encouragement project targeted at students walking or biking to school and promoting the use of previously constructed infrastructure.

The recent online survey asked Woodland residents to report if they ride or walk to parks, schools or for recreation. Some of the responses generated from this survey included comments regarding the lack of east-west or north-south connections. The data collected showed that 46% of the residents who don’t currently ride their bikes were extremely willing to change their habits if the bicycle network were improved.

D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)

The City will continue to work with WJUSD, parents, residents and local stakeholders to gather information on ways to improve the pedestrian and the bicycle networks. The City plans to continue surveys and working with Yolo County Health Department’s Safe Routes to School encouragement/educational project to gather information on improvements the City can make to improve pedestrian and bicycle networks.
Part B: Narrative Questions
Detailed Instructions for: Question #4

QUESTION #4
IMPROVED PUBLIC HEALTH (0-10 points)

- NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

When streets are designed only for cars, they deny people the opportunity to choose more active modes of travel. Inactivity contributes to many diseases including diabetes, heart disease, and obesity. Active transportation programs provide opportunities for increased physical activity by promoting walking and bicycling.

According to data provided by Yolo County Health Department, over 50% of Yolo County youth are overweight or obese and in Woodland, more than half of WJUSD students are overweight or obese. Only 28.2%, 32.3% and 39.9% of WJUSD students in the fifth, seventh and ninth graders respectively, meet all the fitness standards (Attachment I-5: www.kidsdata.org). The current health status of California shows a 30.4% child obesity rate. (Attachment I-5: www.healthiergeneration.org).

The proposed project will increase the number of students walking or riding their bicycle to school and have a positive effect on obesity rates.

Only 40% of students meet recommendations for daily physical activity and only 5% of all Woodland residents (adults and children) report walking or cycling to work/school. 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) Encouraging active transportation alternatives results in less vehicle travel, thus improving air quality and decreasing air pollution that contributes to asthma.

Increased physical activity has a positive relationship with academic achievement, cognitive skills and improved attitudes (http://www.cdc.gov/healthyyouth). Walking and cycling to school results in improvements to the mental health of children and teenagers.
B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

The Center for Disease Control and Prevention (CDC) supports strategies that provide and support health and increase physical activity. They recommend providing opportunities for physical activities by providing and supporting active transportation infrastructure. A community with a complete bicycle and pedestrian network ensures people can be physically active as part of their daily routine thus avoiding heart disease and receiving many benefits of physical activity.

The West Woodland Safe Routes to School project will increase physical activity among students. Creating complete bicycle networks and improving pedestrian access provides continuous infrastructure that encourages active transportation choices. The project goal is to increase walking and cycling, which are the most common ways to increase physical activity. The Woodland Bicycle Loops were developed to provide direct access to schools and parks. These convenient direct routes to schools encourage more students to walk and bike to school. The direct access to parks creates more opportunities for physical activities for children. This improves children's physical and mental health and cognitive development.
Part B: Narrative Questions

Detailed Instructions for: Question #5

**QUESTION #5**

**BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)**

**A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)**

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income: $55,147
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantaged communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

**Option 1:** Median household income, by census tract for the communities benefited by the project: **$47,605**

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<thead>
<tr>
<th>Census Tract Number</th>
<th>Population</th>
<th>Median Income</th>
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<td>$47,078</td>
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<tr>
<td>43671010901</td>
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<tr>
<td>43671011002</td>
<td>3,263</td>
<td>$65,057</td>
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</table>

Refer to Attachment I-6 for a map of census tract.

**Option 2:** California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: **24.36**

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

**Option 3:** Percentage of students eligible for the Free or Reduced Price Meals Programs: 62.2%

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal
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<thead>
<tr>
<th>Schools</th>
<th>No. of Students Eligible for Free or Reduced Lunch-FRPM (%)</th>
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<tbody>
<tr>
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<td>Whitehead Elementary</td>
<td>65.1</td>
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<tr>
<td>Woodland High School</td>
<td>49.1</td>
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</table>

**Option 4:** Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

**B. For proposals located within disadvantage community: (5 points max)**

What percent of the funds requested will be expended in the disadvantaged community? Explain how this percent was calculated.

Ninety percent of the requested funding is to fund improvements located within an income based disadvantaged community or within disadvantaged school boundaries. The remaining 10% constructs improvements on Coloma Way. This segment is not within a disadvantaged community or school boundary however, it completes a portion of the Woodland Bike Loop that provides access and connectivity around the city for all users to parks and schools regardless of income. Further, this portion of the loop connects directly to bike lanes along Sixth Street serving lower income, high density residential areas. (Refer to Attachment D)

The percentage was calculated based on the actual cost of the improvements, separating out the specific work on Coloma Way that does not fall within the disadvantaged community or disadvantage school boundary.
C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

The project directly benefits the disadvantaged community and disadvantaged schools providing a clear, direct link between neighborhoods and the schools children attend. The project area includes four census tracts in the City. Median income ranges from $38,321 to $47,078 falling below average median incomes for the area. Pedestrian and bicycle improvements are located within 3/4 mile of the disadvantage areas.

Further, the project connects and provides access to, through and around disadvantaged areas of the City; it assures meaningful, equal access to the entire community and its amenities regardless of income.

WJUSD students within the disadvantaged community benefit from the projects improved bicycle and pedestrian facilities encouraging their use by students thereby providing useful, necessary access to schools and assuring students proper opportunity for education.

In addition to school aged facility users, much of the adult population is well suited to cycling or walking for transportation due to disability, income or other factors. Providing major connection improvements provides a clear benefit to these residents by providing direct access to employment, education, medical and other services available to disadvantaged families; many of whom rely solely on active transportation.

Part B: Narrative Questions
Detailed Instructions for: Question #6

QUESTION #6
COST EFFECTIVENESS (0-5 POINTS)

A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)
The project was initially scoped to include bike lanes and reduced travel lanes along W. Court Street as that corridor is a known major barrier in the West Woodland bicycle/pedestrian network and it completes a significant east-west bikeway through West Woodland. Two additive alternatives were considered to further enhance the network connectivity to schools.

The first consideration was to enhance the Woodland Bike Loop and connectivity to schools by adding shared lane markings along several streets to improve connectivity. The second would add bike lanes and reduce travel lanes along W. Woodland Avenue and California Street - two primary school routes that do not currently have bike lanes. All options remove major bike and pedestrian barriers along W. Court Street by adding bike lanes and reducing travel lanes, improvements proven to slow traffic speeds. This results in more attractive environments for bicycle and pedestrian users which further encourages use. Shared lane markings are low cost circulation improvements that raise awareness of bicycles along promoted routes.

Once the alternatives were weighed and the costs and benefits identified, it was determined that the best project combined all alternatives. This addresses West Woodland entirely and improves bicycle and pedestrian interconnectivity within the area and to other portions of the City. By incorporating the entire scope all the benefits are realized, bicycle/pedestrian access to school and work is improved, and a complete corridor for kids traveling to school is provided. These improvements create a safe route to school allowing parents comfort in walking and biking their young children to school and eventually letting their children bike and walk themselves to school. The combined project provides the most interconnectivity, greater pedestrian/bicycle benefits and the benefit to project cost comparison is highest.

B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC's website at: [http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html](http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html). After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)

\[
\left( \frac{\text{Benefit}}{\text{Total Project Cost}} \right) \text{ and } \left( \frac{\text{Benefit}}{\text{Funds Requested}} \right).
\]
The values put into the ATP Benefit/Cost Tool were calculated from research gathered and crash data from the Transportation Injury Mapping System (TIMS). A Benefit Cost Ratio of 140.04 is calculated for this project (see Attachment I-6 for the results).

The tool does a good job of numerically valuing the benefit of projects, however, not all aspects are quantifiable and therefore not fully captured. It is difficult, if not impossible, to measure social, health, safety and community benefits afforded by projects that improve the livability of communities and quality of life for residents. These immeasurable benefits make a quantitative analysis somewhat infeasible. However, the inability to calculate benefit should not discourage agencies from providing well planned, designed and executed bike/pedestrian facilities since encouraging active transportation and improving multi modal transportation improves quality of life for residents and intercommunity travelers.

Specific feedback regarding the Benefit/Cost Tool is below:

- Quick explanation and written descriptions of calculation methods would help to understand and back check results.
- Better instructions and guidance on providing future/projected use and numbers.

**Part B: Narrative Questions**

**Detailed Instructions for: Question #7**

**QUESTION #7**

**LEVERAGING OF NON-ATP FUNDS (0-5 points)**

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

The total cost of the proposed project is $2,273,921. The City believes that this critical project exemplifies the City's goals for the bicycle/pedestrian network. Because of this, the City is committed to provide 30% funding for the project, this equates to local commitment of $682,176.
Woodland will fund the PA&ED and the PS&E phases of the project which have not started. It is more cost and time efficient for Woodland to fund preliminary engineering with local funds. Below is a table with the funding breakdown:

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<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Woodland</td>
<td>$10,000</td>
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<tr>
<td>Woodland</td>
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<td>PS&amp;E</td>
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<td>Woodland</td>
<td>$482,000</td>
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<tr>
<td>ATP Request</td>
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<td>Con</td>
</tr>
<tr>
<td>TOTAL PROJECT</td>
<td>$2,274,000</td>
<td></td>
</tr>
</tbody>
</table>

The City understands that no additional points are awarded for projects leveraging more than 20% of the cost, however we feel that this project warrants serious consideration and our financial commitment given the community significance. Even though the leveraging funding is over half the annual transportation budget, it is money wisely spent to remove significant barriers in our bicycle/pedestrian system for school children.
Part B: Narrative Questions
Detailed Instructions for: Question #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)

Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?

Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)

X No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to both the CCC AND certified community conservation corps 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

California Conservation Corps representative:
Name: Wei Hsieh
Email: atp@ccc.ca.gov
Phone: (916) 341-3154

Community Conservation Corps representative:
Name: Danielle Lynch
Email: inquiry@atpcommunitycorps.org
Phone: (916) 426-9170

Step 3: The applicant has coordinated with Wei Hsieh with the CCC AND Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):

X Neither corps can participate in the project (0 points)

Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

________________________________________________________________________

________________________________________________________________________

Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)

Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.
**Part B: Narrative Questions**

**Detailed Instructions for: Question #9**

**QUESTION #9**

**APPLICANT’S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS**

(0 to-10 points OR disqualification)

A. **Applicant:** Provide short explanation of the Implementing Agency’s project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

The City has successfully allocated, authorized and executed the 2012 Safe Routes to School (SR2S), the Downtown Streetscape Improvement Project (Bicycle/Pedestrian), the East Main Street Improvement Project (Bicycle/Pedestrian), and the Kentucky Avenue Complete Streets and Widening Project (Bicycle/Pedestrian).

The City has, as of the writing of this application, one project listed on the inactive list with Caltrans. This project, the East Kentucky Bike Gap Closure Project was on-time for funding authorization, milestone delivery and the project was successfully constructed and accepted. However, due to the project manager’s retirement, the City was delayed in invoicing for reimbursement. That invoice was submitted in May but remains on the inactive list and noted that Caltrans is reviewing the invoice. The City is in the process of replacing the position and does not foresee similar issues in the future.

Woodland has an HSIP project identified as delayed. This project was being designed and managed by City staff until staff was laid off during the recession. The project was not budgeted for using consultants and the City does not have funding available to further supplement the project. To date, the position is not filled and the Caltrans right-of-way process has changed, requiring staff to reassess the project. To remedy this deficiency, six months ago the City assigned staff to manage the project with a directed goal of completion by 2016.

Woodland has a long history of demonstrated ability to deliver projects to meet both state and federal requirements. The two projects mentioned above are very much out of the ordinary for our delivery history.
B. *Caltrans response only:*
Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.
PART C
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.

- **Application Signature Page**
  - Required for all applications
  - Attachment A

- **ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)**
  - Required for all applications
  - Attachment B

- **Engineer's Checklist**
  - Required for Infrastructure Projects
  - Attachment C

- **Project Location Map**
  - Required for all applications
  - Attachment D

- **Project Map/Plans showing existing and proposed conditions**
  - Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)
  - Attachment E

- **Photos of Existing Conditions**
  - Required for all applications
  - Attachment F

- **Project Estimate**
  - Required for Infrastructure Projects
  - Attachment G

- **Non-Infrastructure Work Plan (Form 22-R)**
  - Required for all projects with Non-Infrastructure Elements
  - Attachment H

- **Narrative Questions backup information**
  - Required for all applications
  - Label attachments separately with "H-#" based on the # of the Narrative Question
  - Attachment I

- **Letters of Support**
  - Required or Recommended for all projects (as designated in the instructions)
  - Attachment J

- **Additional Attachments**
  - Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.
  - Attachment K
ATTACHMENT A
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] Date: 5/28/2015
Name: BRENT MEYER Phone: (630) 661-5947
title: CITY ENGINEER 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 of 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: [Signature] Date: 
Name: [Name] Phone: 
title: [Title] e-mail: 

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)
The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: [Signature] Date: 5/27/2015
Name: Dr. Maria Armstrong Phone: 530-406-3202
title: Superintendent e-mail: maria.armstrong@wjusd.org

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)
If the application’s project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? _____ If yes, no signature is required. If no, the following signature is required.

Signature: [Signature] Date: 
Name: [Name] Phone: 
title: [Title] e-mail: 

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm
### Project Information:

**Project Title:** West Woodland Safe Routes to School Project  
**District:** 3  
**County:** Yolo

### Funding Information:

**DO NOT FILL IN ANY SHADED AREAS**

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<thead>
<tr>
<th>Component</th>
<th>Prior</th>
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<th>15/16</th>
<th>16/17</th>
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### ATP Funds: Infrastructure Cycle 2

**Proposed Funding Allocation ($1,000s)**

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### ATP Funds: Non-Infrastructure Cycle 2

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### ATP Funds: Plan Cycle 2

**Proposed Funding Allocation ($1,000s)**

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### ATP Funds: Previous Cycle

**Proposed Funding Allocation ($1,000s)**

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### ATP Funds: Future Cycles

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### Project Information:

**Project Title:** West Woodland Safe Routes to School Project

**District:** 3  
**County:** Yolo

### Funding Information:

**Fund No. 2:** Future Source for Matching

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ATTACHMENT
C
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 ATP selection process.

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 projects 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 until the final application and application attachments are complete and ready for submission to Caltrans.

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

2. Project layout-plan/map showing existing and proposed conditions must:
   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
   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)
   Engineer’s Initials: D.A.

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

4. Detailed Engineer’s Estimate
   a. Estimate is reasonable and complete.
   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.
   d. All project elements the applicant intends to utilize the CCC (or a certified community conservation 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
   Engineer’s Initials: D.A.
5. Crash/Safety Data, Collision maps and Countermeasures:
   a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. Project Schedule and Requested programming of ATP funding
   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 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 the values shown in the
      project cost estimate(s), expected project milestone dates and expected matching funds.

7. Warrant studies/guidance (Check if not applicable)
   a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented
      as having been met based on the CA MUTCD

8. Additional narration and documentation:
   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): Ayon, Diana
Title: Associate Civil Engineer
Engineer License Number: C73038
Signature: Diana R. Ayon
Date: 6/11/2015
Email: diana.ayon@cityofwoodland.org
Phone: (530) 661-5967

Engineer’s Stamp:
ATTACHMENT D
ATTACHMENT E
NOTE:
FOR ALL FABRIC SEALS, FABRIC IS NOT TO BE PLACED IN INTERSECTIONS. MATERIAL SHOULD BE HELD OFF 75 FEET FROM CENTER LINE OF INTERSECTING STREET. SURFACE TREATMENT SHALL CONTINUE THROUGH LIMITS AS SHOWN ON MAP.

PRELIMINARY
NOT FOR CONSTRUCTION
INSTALL SHARED LANE MARKINGS FOR THE FOLLOWING STREETS:

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<td>Gibson Road</td>
<td>Southwood Drive</td>
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NOTES:
1. ALL STRIPING SHALL BE THERMOPLASTIC, PER SECTION 16 OF THE MATERIALS AND CONSTRUCTION METHODS – CITY OF WOODLAND STANDARD SPECIFICATIONS AND DETAILS, UNLESS OTHERWISE NOTED.
2. ALL MARKINGS ARE TO BE PLACED PER THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
Woodland Ave (From County Rd 98 to Mariposa St), Typical

California St (From W. Beamer St to W. Main St), Typical

W. Court St (N. Ashley Ave. to Walnut St), Typical

**PRELIMINARY NOT FOR CONSTRUCTION**
NOTE:
FOR ALL FABRIC SEALS, FABRIC IS NOT TO BE PLACED IN INTERSECTIONS. MATERIAL SHOULD BE HELD OFF 75 FEET FROM CENTER LINE OF INTERSECTING STREET. SURFACE TREATMENT SHALL CONTINUE THROUGH LIMITS AS SHOWN ON MAP.
CALIFORNIA STREET FROM W. REAMER ST TO W. MAIN ST

WOODLAND AVENUE FROM COUNTY ROAD 98 TO MARIPOSA ST

COURT STREET FROM N. ASHLEY ST TO WALNUT ST

PRELIMINARY NOT FOR CONSTRUCTION
ATTACHMENT F
Photos of Existing Conditions

Bicyclists riding on the wrong side of W. Court Street looking west (Google Maps Image, 2015). Bicyclists prefer to ride on the wrong side of the street due to the lack of bicycle lanes and to see oncoming traffic.

Bicyclists riding on sidewalk on W. Court Street looking east (Google Maps Image, 2015). Bicycles on the sidewalks create conflict points with pedestrians on the sidewalk. There are also conflict points with cars along the driveway cuts.

Attachment F
Photos of Existing Conditions

W. Court Street looking west. Many types of users use these corridors and they all use the sidewalk creating conflict points for collisions. People on wheelchairs will sometime have to ride on the street because there are too many users on the sidewalk.

Students crossing W. Court Street and West Street.

Attachment F
Photos of Existing Conditions

Lack of bicyclist on W. Woodland Avenue Looking West (Google Maps Image, 2015)

Bicyclists riding on W. Court & California Street (Google Maps Image, 2015). There is a gap in the bicycle network due to lack of bike lanes W. Court Street and California Street.
Attachment F
Photos of Existing Conditions

Students walking from school. Picture shows lack of bicycle lanes on California Street Looking North (Bing Map Image, 2015)

Students walking/bicycling from school (Maxwell Elementary Crossing) heading towards Woodland Avenue.
Photos of Existing Conditions

Whitehead Elementary Crossing – Bicycling to school riding from the preferred route Southwood Dr.

Students walking to school. (Whitehead Elementary Crossing - Southwood Dr. and Cottonwood Street)

Attachment F
Photos of Existing Conditions

Preferred route on wide streets, low traffic volume and room for bicyclists to ride on. First Street looking North (Bing Map Image, 2015).

Freeman Elementary/Woodland High School (Cyclist heading to W. Woodland Avenue where there are no bicycle lanes).
ATTACHMENT G
# Detailed Engineer's Estimate and Total Project Cost

**Important:** Read the instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

## Project Information:

**Agency:** City of Woodland  
**Application ID:** 03-Woodland-2  
**Prepared by:** Diana Ayon  
**Date:** 5/29/2015  
**Project Description:** The West Woodland Safe Routes to School Project provides cross town connectivity and provides gap closure on bicycle and pedestrian networks to access schools, parks, and other facilities while providing a safe and accessible route for all users.  
**Project Location:** Various streets within the west side of Woodland, California (see Attachment D). Some streets include W. Woodland Avenue, California Street, and W. Court Street.

## Engineer's Estimate and Cost Breakdown:

### Engineer's Estimate (for Construction Items Only)

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<td>SF</td>
<td>$0.26</td>
<td>$194,182</td>
<td>100%</td>
<td>$194,181.52</td>
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<td></td>
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<tr>
<td>5</td>
<td>Asphalt Patching</td>
<td>62,403</td>
<td>SF</td>
<td>$8.75</td>
<td>$546,026</td>
<td>100%</td>
<td>$546,025.25</td>
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<tr>
<td>6</td>
<td>Installation of ADA Ramps</td>
<td>35</td>
<td>EA</td>
<td>$6,000.00</td>
<td>$210,000</td>
<td>100%</td>
<td>$210,000.00</td>
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</tr>
<tr>
<td>7</td>
<td>Bike Lane Signs</td>
<td>19</td>
<td>EA</td>
<td>$329.00</td>
<td>$4,591</td>
<td>100%</td>
<td>$4,591.00</td>
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</tr>
<tr>
<td>8</td>
<td>Bike/Pedestrian Signal Improvements</td>
<td>4</td>
<td>EA</td>
<td>$100,300.00</td>
<td>$402,000</td>
<td>100%</td>
<td>$402,000.00</td>
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<tr>
<td>9</td>
<td>Stripping</td>
<td>61,230</td>
<td>LF</td>
<td>$3.00</td>
<td>$183,690</td>
<td>100%</td>
<td>$183,690.00</td>
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<tr>
<td>10</td>
<td>Striping Bike Legends</td>
<td>37</td>
<td>EA</td>
<td>$250.00</td>
<td>$9,250</td>
<td>100%</td>
<td>$9,250.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Shared Lane Markings</td>
<td>101</td>
<td>EA</td>
<td>$250.00</td>
<td>$25,250</td>
<td>100%</td>
<td>$25,250.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>13</td>
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<td></td>
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<tr>
<td>14</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>15</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Subtotal of Construction Items:** $1,721,746  
**Construction Item Contingencies (% of Construction Items):** 10.00%  
**Enter in the cell to the right:** $172,175  
**Total (Construction Items & Contingencies) cost:** $1,893,921

## Project Cost Estimate:

### Type of Project Delivery Cost

<table>
<thead>
<tr>
<th>Type of Project Delivery Cost</th>
<th>Cost $</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engineering (PE)</td>
<td></td>
</tr>
<tr>
<td>Environmental Studies and Permits (PA&amp;ED)</td>
<td>$10,000</td>
</tr>
<tr>
<td>Plans, Specifications and Estimates (PS&amp;E)</td>
<td>$190,000</td>
</tr>
<tr>
<td><strong>Total PE:</strong></td>
<td>$200,000</td>
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<tr>
<td><strong>Total PE:</strong></td>
<td>10.56%</td>
</tr>
<tr>
<td><strong>25% Max</strong></td>
<td></td>
</tr>
<tr>
<td>Right of Way (RW)</td>
<td></td>
</tr>
<tr>
<td>Right of Way Engineering</td>
<td>$</td>
</tr>
<tr>
<td>Acquisitions and Utilities</td>
<td>$</td>
</tr>
<tr>
<td><strong>Total RW:</strong></td>
<td>$</td>
</tr>
<tr>
<td>Construction (CON)</td>
<td></td>
</tr>
<tr>
<td>Construction Engineering (CE)</td>
<td>$180,000</td>
</tr>
<tr>
<td><strong>Construction Items &amp; Contingencies:</strong></td>
<td>$1,893,921</td>
</tr>
<tr>
<td><strong>Total CON:</strong></td>
<td>$2,073,921</td>
</tr>
</tbody>
</table>

**Total Project Cost Estimate:** $2,273,921
ATTACHMENT

1-1
ATTACHMENT

I-2
### Summary Result: 149 Collisions.
Warning: 2013 data is provisional and incomplete

#### PCF Violation

<table>
<thead>
<tr>
<th>Violation</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 - Driving or Bicycling Under the Influence of Alcohol or Drug</td>
<td>3</td>
<td>2%</td>
</tr>
<tr>
<td>02 - Impeding Traffic</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>03 - Unsafe Speed</td>
<td>6</td>
<td>4%</td>
</tr>
<tr>
<td>04 - Following Too Closely</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>05 - Wrong Side of Road</td>
<td>20</td>
<td>13.4%</td>
</tr>
<tr>
<td>06 - Improper Passing</td>
<td>1</td>
<td>0.7%</td>
</tr>
<tr>
<td>07 - Unsafe Lane Change</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>08 - Improper Turning</td>
<td>12</td>
<td>8.1%</td>
</tr>
<tr>
<td>09 - Automobile Right of Way</td>
<td>16</td>
<td>10.7%</td>
</tr>
<tr>
<td>10 - Pedestrian Right of Way</td>
<td>25</td>
<td>16.8%</td>
</tr>
<tr>
<td>11 - Pedestrian Violation</td>
<td>29</td>
<td>19.5%</td>
</tr>
<tr>
<td>12 - Traffic Signals and Signs</td>
<td>9</td>
<td>6%</td>
</tr>
<tr>
<td>13 - Hazardous Parking</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>14 - Lights</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>15 - Brakes</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>16 - Other Equipment</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>17 - Other Hazardous Violation</td>
<td>7</td>
<td>4.7%</td>
</tr>
<tr>
<td>18 - Other Than Driver (or Pedestrian)</td>
<td>1</td>
<td>0.7%</td>
</tr>
<tr>
<td>19 -</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>20 -</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>21 - Unsafe Starting or Backing</td>
<td>1</td>
<td>0.7%</td>
</tr>
<tr>
<td>22 - Other Improper Driving</td>
<td>1</td>
<td>0.7%</td>
</tr>
<tr>
<td>23 - Pedestrian or Other Under the Influence of Alcohol or Drug</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>24 - Fell Asleep</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>00 - Unknown</td>
<td>2</td>
<td>1.3%</td>
</tr>
<tr>
<td>- - Not Stated</td>
<td>16</td>
<td>10.7%</td>
</tr>
</tbody>
</table>

#### Type of Collision

<table>
<thead>
<tr>
<th>Type</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>A - Head-On</td>
<td>11</td>
<td>7.4%</td>
</tr>
<tr>
<td>B - Sideswipe</td>
<td>9</td>
<td>6%</td>
</tr>
<tr>
<td>C - Rear End</td>
<td>2</td>
<td>1.3%</td>
</tr>
<tr>
<td>D - Broadside</td>
<td>46</td>
<td>30.9%</td>
</tr>
<tr>
<td>E - Hit Object</td>
<td>1</td>
<td>0.7%</td>
</tr>
<tr>
<td>F - Overturned</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>G - Vehicle/Pedestrian</td>
<td>61</td>
<td>40.9%</td>
</tr>
<tr>
<td>H - Other</td>
<td>10</td>
<td>6.7%</td>
</tr>
<tr>
<td>- - Not Stated</td>
<td>9</td>
<td>6%</td>
</tr>
</tbody>
</table>

#### Collision Severity

<table>
<thead>
<tr>
<th>Severity</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Fatal</td>
<td>7</td>
<td>4.7%</td>
</tr>
<tr>
<td>2 - Injury (Severe)</td>
<td>15</td>
<td>10.1%</td>
</tr>
<tr>
<td>3 - Injury (Other Visible)</td>
<td>66</td>
<td>44.3%</td>
</tr>
<tr>
<td>4 - Injury (Complaint of Pain)</td>
<td>61</td>
<td>40.9%</td>
</tr>
</tbody>
</table>

#### State Highway

- YES: 8.5%

#### Vehicle Involvement

<table>
<thead>
<tr>
<th>Type</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian Collision</td>
<td>76</td>
<td>51%</td>
</tr>
<tr>
<td>Bicycle Collision</td>
<td>73</td>
<td>49%</td>
</tr>
<tr>
<td>Motorcycle Collision</td>
<td>2</td>
<td>1.3%</td>
</tr>
<tr>
<td>Truck Collision</td>
<td>2</td>
<td>1.3%</td>
</tr>
</tbody>
</table>
TIMS (2008-2013 Data)
Bicycle and Pedestrian Involve Collisions
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Beamer Elementary
525 Beamer St. | Woodland | Yolo County | CDS: 57727106056444

<table>
<thead>
<tr>
<th>Types of Collisions:</th>
<th>Bicycle</th>
<th>Pedestrian</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision Severity:</td>
<td>Fatal</td>
<td>Severe Injury</td>
</tr>
<tr>
<td>Years:</td>
<td>2010 - 2012</td>
<td></td>
</tr>
</tbody>
</table>

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;¼ mi.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>¼ - ½ mi.</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
</tbody>
</table>
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Dingle Elementary
625 Elm St. | Woodland | Yolo County | CDS: 57727106056469

<table>
<thead>
<tr>
<th>Types of Collisions:</th>
<th>Bicycle</th>
<th>Pedestrian</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision Severity:</td>
<td>Fatal</td>
<td>Severe Injury</td>
</tr>
<tr>
<td>Years:</td>
<td>2010 - 2012</td>
<td></td>
</tr>
</tbody>
</table>

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;¼ mi.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>2</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>¼ - ½ mi.</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>12</td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>9</td>
<td>8</td>
<td>7</td>
<td>15</td>
</tr>
</tbody>
</table>

http://tims.berkeley.edu/tools/srts/main.php

5/26/2015
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Douglass Middle
525 Granada Dr. | Woodland | Yolo County | CDS: 57727106071278

<table>
<thead>
<tr>
<th>Types of Collisions:</th>
<th>Bicycle</th>
<th>Pedestrian</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision Severity:</td>
<td>Fatal</td>
<td>Severe Injury</td>
</tr>
<tr>
<td>Years:</td>
<td>2010 - 2012</td>
<td></td>
</tr>
</tbody>
</table>

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;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>
<td>0</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>5</td>
</tr>
</tbody>
</table>

http://tims.berkeley.edu/tools/srts/main.php

5/26/2015
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Freeman Elementary
126 North West St. | Woodland | Yolo County | CDS: 57727106056477

<table>
<thead>
<tr>
<th>Types of Collisions:</th>
<th>Bicycle</th>
<th>Pedestrian</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision Severity:</td>
<td>Fatal</td>
<td>Severe Injury</td>
</tr>
<tr>
<td>Years:</td>
<td>2010 - 2012</td>
<td></td>
</tr>
</tbody>
</table>

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;¼ mi.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>¼ - ½ mi.</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
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<td>1</td>
<td>2</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>6</td>
</tr>
</tbody>
</table>

http://tims.berkeley.edu/tools/srts/main.php

5/26/2015
SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Lee Middle
520 West St. | Woodland | Yolo County | CDS: 57727106056519

<table>
<thead>
<tr>
<th>Types of Collisions:</th>
<th>Bicycle</th>
<th>Pedestrian</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision Severity:</td>
<td>Fatal</td>
<td>Severe Injury</td>
</tr>
<tr>
<td>Years:</td>
<td>2010 - 2012</td>
<td></td>
</tr>
</tbody>
</table>

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;¼ mi.</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>1</td>
<td>3</td>
<td>5</td>
<td>8</td>
</tr>
<tr>
<td>¼ - ½ mi.</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
<td>8</td>
<td>4</td>
<td>5</td>
<td>7</td>
<td>12</td>
</tr>
</tbody>
</table>

SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

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

Woodland Senior High
21 North West St. | Woodland | Yolo County | CDS: 57727105738802

<table>
<thead>
<tr>
<th>Types of Collisions:</th>
<th>Bicycle</th>
<th>Pedestrian</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision Severity:</td>
<td>Fatal</td>
<td>Severe Injury</td>
</tr>
<tr>
<td>Years:</td>
<td>2010 - 2012</td>
<td></td>
</tr>
</tbody>
</table>

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;¼ mi.</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>¼ - ½ mi.</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>3</td>
<td>7</td>
</tr>
</tbody>
</table>

http://tims.berkeley.edu/tools/srts/main.php

5/26/2015
ATTACHMENT

I-3
Survey For Improving the City’s Bicycle and Pedestrian Network

May 6, 2016

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 aims to provide a network of complete streets that promote and enhance bicycling and pedestrian travel. Projects are geared to increase mobility by making existing bicycle routes more viable and convenient for riders and by providing better connectivity to main east to west destinations of the City.

The plan for El Dorado Dr. from Reed 90 to Coloma Way will be to realign narrow travel lanes to accommodate wider on-street 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 creates 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 installed between West and Cottonwood Streets.

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

Please take a minute to complete the survey: https://www.surveymonkey.com/s/YYC1228

The Bike Campaign and Bike Garage
Saturday at 1:00 PM

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?

**Improving the City's Bicycle and Pedestrian Network**

**Suggestions of other corridors that should be included for future projects?**

<table>
<thead>
<tr>
<th>Response Text</th>
</tr>
</thead>
<tbody>
<tr>
<td>Can anything be done on Main Street between East Street out to 102?</td>
</tr>
<tr>
<td>College St and Court St</td>
</tr>
<tr>
<td>California, College, Pioneer, new roads.</td>
</tr>
<tr>
<td>College Street</td>
</tr>
<tr>
<td>I would like to see some corridors that run north/south to the west of Matmor and east of Cottonwood. Perhaps I'm not remembering correctly, but I can't think of any corridors north-south within those boundaries. Not only would it benefit the downtown area (if properly located), but also offers a route for folks to connect to the numerous east/west routes. There used to be a bike lane on West street that was north of gibson and south of main, which should be replaced. If possible, one on College (north of Gibson) would also help with bike traffic to Dougless and the YMCA from the older portions of town.</td>
</tr>
<tr>
<td>El Dorado has a great bike lane already.</td>
</tr>
<tr>
<td>Other corridors to consider: Lincoln Ave. and Cross St.</td>
</tr>
<tr>
<td>West st</td>
</tr>
<tr>
<td>Woodland Ave from county road 98 to College street.</td>
</tr>
<tr>
<td>College St. and Main St.</td>
</tr>
<tr>
<td>College St. and Main St.</td>
</tr>
<tr>
<td>West woodland Ave</td>
</tr>
<tr>
<td>North-south route, such as making Third and College one-way in opposite directions to create room for a bike lane. More four-way stops on these two streets would improve pedestrian safety and reduce speeding.</td>
</tr>
<tr>
<td>West st</td>
</tr>
<tr>
<td>CR 102 between Maxwell &amp; Gibson. All of Main St. CR 98 between Gibson &amp; northern city boundary. College St. Third St.</td>
</tr>
<tr>
<td>cross street and pendegast street</td>
</tr>
<tr>
<td>East St. from Court St. to Gibson Rd., and the Gum Ave. to Farnham Ave. to Maxwell Ave. to get to the Target/Costco shopping center.</td>
</tr>
<tr>
<td>There are lots of cyclists on East Street, and it isn't very cycle friendly. Improving East St. would connect Court St. to the Gum corridor leading to Target/Costco, and also to Gibson leading to road 102, or West St. to get to Davis.</td>
</tr>
</tbody>
</table>
Thank you for this survey! I’m so excited to see the improvements that have already been made and would like to see Woodland become a safe biking town. Is there any possibility of Main Street doing what the City of Davis did on 5th Street? They reduced four lanes to two lanes with pullouts for left turns to keep the traffic flowing. Then they added a large visible bike lane painted green with a very thick line. It would be wonderful to be able to ride to downtown Woodland on Main Street to attend events such as Stroll Through History, to attend the Farmer’s Market, and to go visit the Food Trucks.

Another area of need is the 113 overpass on Gibson. We live on Hoover Drive and I’d like my kids to be able to ride their bikes to Pioneer High School, but the traffic on Gibson is downright scary.

College Ave. is another road that we should look at since Douglass is there, and I’d like to see more kids riding home (including mine).

Thank you so much for considering making the roads safer for bikes. Woodland is a lovely town and I encourage the city to add protected bike lanes wherever possible.

North-South routes such as College and West Streets, particularly between Gibson and Main Street.
Lincoln, college, main...come on...all the major streets need decent bike lanes

Rd 102 and throughout the costco/target shopping plaza
All along lincoln from east street to rd 98

Kentucky avenue needs sidewalks and bike lanes it is a mess
More parking structures and more bike lanes, especially on Main Street.
Cross Street, Lincoln Street, Ashley, College, West, East
Designated bike left turn lanes on busy streets would be nice.

The relatively new streets and bike lanes (or lack thereof) around Pioneer High School are a disgrace to this community. Biking on East Gum and then south on to Pioneer is a really great example of poor planning. Because there is no bike lane on Pioneer, a bike rider is forced to use the sidewalk. This is dangerous for the rider and pedestrians. My suggestion is that when you lay out roads in the new areas make sure they are bike friendly. A cyclist should not have to keep changing the side of the road that they use and they should not be forced to use pedestrian walkways as, for example, south of Pioneer High School. Bike lanes on Pioneer south of Gibson are also way too narrow. The planners, engineers and council members should all get on their bikes together and ride that area so they understand how dangerous and stupid it is.

Pioneer
Lincoln Avenue

Slower speed limit on Heritage Pkwy (as there is a bike lane along this road). It is scary to ride next to 40mph vehicular traffic.

Additional walkways in spring lake neighborhood
Gibson over 113
Lincoln Ave

There needs to be a protected bike path on main street east of East Street. It would be nice if there was a dedicated path that had protections from traffic. Also an over pass or a protected lane on Gibson Rd where it cross HW 113. I used to go to work very early in the morning and it was hard to see pedestrians who had to cross on south bound HW 113 entrance ramp. Right now this town is divided by 113 and there needs to be a way where bikes and pedestrains could cross hw 113 with out feeling like they were going to get hit by a car.

Thanks for pursuing this!
More bike access from Spring Lake to the rest of town, especially near Pioneer High. Also, what about a connection across 113 to the community center?

Crossing south from Springlake eastwards south if county fair mall.
More bike lanes within neighborhoods altogether.
## City of Woodland Online Survey Comments

<table>
<thead>
<tr>
<th>Third Street-Coloma</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Street from 102 to Co. Road 98</td>
</tr>
</tbody>
</table>

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  
Gipson  
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
A neighbor told me about her experience biking in Berkeley along the "bike boulevards" and I think this would be a fantastic idea for Woodland. It's a creative system that doesn't require additional bike paths, but protects bikers from fast car traffic. Here are more details.

https://www.cityofberkeley.info/bicycleboulevards/

This could easily be done along First Street from the Douglas Middle school all the way up to Beamer, creating a safe corridor for children to get to school. It's next to College and through speed bumps and 15 MPH speed limits on First, you could subtly redirect non-resident car traffic away from First.

The same could be done to make Oak Avenue a cross town Bike Boulevard, south of Lincoln, which would allow children to get to/from Dingle and City Park.

(i'm not sure if this went through before.... apologies if it's duplicated)

A neighbor told me about her experience biking in Berkeley along the "bike boulevards" and I think this would be a fantastic idea for Woodland. It's a creative system that doesn't require additional bike paths, but protects bikers from fast car traffic. Here are more details.

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The same could be done to make Oak Avenue a cross town Bike Boulevard, south of Lincoln, which would allow children to get to/from Dingle and City Park.

Thank you for consulting the public on this. I would love to bike more but even with bike lanes I'm frankly afraid of cars and aggressive drivers. I'd rather bike on a quieter residential street that try to defend myself on a busy cross-town street like W. Court or El Dorado.
What about adding bike lanes, or better yet, bike boulevards in the historic neighborhoods? Berkeley developed an innovative system of 15 mph roads parallel to major streets and added speed bumps and barriers to discourage car traffic beyond residents. For example, you could create a de facto North-South corridor the entire length of 1st avenue. Car traffic would naturally then take College or 2nd avenue. It doesn't require any special lanes, but it does make biking much, much safer. It was an amazing system. I rode a bike through 8 years of graduate school and never once owned a car. I honestly don't bike in Woodland because of the aggressive car traffic. Even with bike lanes, I feel nervous. This unique system developed in Berkeley allowed me to be a biker because I could avoid cars and only had to travel a block or two to connect up "bike boulevards" as they call them.

As a pedestrian, there are two dangerous intersections in this area: Lincoln and First (because of bushes at the engineering firm, northbound cars cannot see who is coming from the west on Lincoln....) Oak and First is very dangerous because the First street traffic must stop by the Oak Street traffic goes through. It's very confusing to drivers. I've seen many people strolling through the neighborhood almost get hit at both these intersections.

I'd be happy to contribute more ideas and planning. Feel free to contact me: liza.homelife@gmail.com

530-419-2811.

Yours sincerely,
Dr. Liza Grandia

A walking path/overpass/underpass from spring lake to the target/costco shopping center. Better bike lanes or a separate bike path from davis to spring lake (parallel to rd 102).

Pioneer ave, Gibson Rd from 102 to rd 98
spend money on giving back what the city took, not on new frivolous, useless, pet projects

Generally reduce Speed Limits and in areas where you want to encourage alternate travel modes. Spring Lake especially including Road 102 are areas that need attention. Linkage between the Gateway Center and Woodland. (Including within the Center itself) Gibson Road, including speed control elements. Also need better north-south connections to Downtown. Improve pedestrian frienliness on Main west of downtown. Consider including a mid block crossing on W Court west of East Street. People cross mid block all the time to get to the La Superior Market shopping center and it is 5 lanes wide.

An overpass between the Springlake community and the community center. It would be nice to have some sort of connection between Davis and woodland as well. I work in Davis but live in Woodland. I would ride my bike to work if i felt safe on the county roads that connect Davis and woodland.
there are better things to spend city fund on, like lights on dark streets, repaving streets,

Direct bike and pedestrian access via an overcrossing from Spring Lake to the center on the west side of 113 would be awesome.

Would like to see bike lanes along all of Main Street and Gibson.

Make two of the older, narrow N-S streets on-way to accommodate safe bike lanes - e.g., First and Second Streets.

Main St and Industrial, especially on the railroad side. No sidewalk and yet the bus stops there!
W. Kentucky could also do with bike paths and sidewalks.

There is a dangerous lack of biking space approaching Pioneer High from all directions, especially from the south. It would also be nice to have a bicycle-friendly path for integrating the Spring Lake subdivision to the rest of the city. In the long-term, an overpass or underpass connecting to the Community Center would be ideal. In the short-term, maybe there's a way to make crossing Gibson at Pioneer less dangerous? Thank you!

Bike lanes along East Street, all of County Road 98 in the City of Woodland and the repavement of a number of roads in and around Woodland like County Roads 97, 98, Bourne, 25, 25A, 27, 29 and all of Gibson Road.
Clara Olmedo

From: Trista R. Kennedy
Sent: Monday, May 18, 2015 9:31 PM
To: Katie Wurzel; Clara Olmedo
Cc: Ellie Murphy
Subject: Improving The City's Bicycle and Pedestrian Network Pass on

Good Morning Katie and Clara,

It has been a day since I posted the "Improving the City's Bicycle and Pedestrian Network" on WPD's Nextdoor feed. There have been several comments and one inbox message that I wanted to pass along to you:

Rosalinda B. from Christiansen

"About the pedestrian part is their anything that can be done to slow the flow of speeding cars down Beamer st in front of the Christiansen park area. Like I can see a stop sign for children's safe crossing to the park Or baseball field. So many cars speed an almost never stop to let pedestrians cross. Iv had many cars speed up when in the middle of crossing an then get upset. This has always been a concern for me."

Chuck G. from Beamer Park

"I think its a waste of time. everyone seems to ride on the side walk now anyway. especially downtown even though there are bike lanes."

Liza G. from Cross,Gibson,East,West

"Thanks for sharing! For a North-South route, I would suggest creating a "Safe to School" Bike Boulevard along 1st street from Douglass Middle school at Hayes up to Beamer Park Elementary -- https://www.cityofberkeley.info/bicycleboulevards/ Unlike buffered bike lanes, his kind of bike boulevard (15 MPH, with speed bumps to discourage nonresident traffic) requires no additional space for special lanes. As the City of Berkeley has shown, it keeps bikers off more heavily trafficked roads. If successful it could be replicated low cost throughout the city."

Chris B. from Midway Drive

"I belong to WOW, Woodland on Wheels. It's a community bike club. We meet at Douglas Middle School bike garage on Saturdays at 10 AM and bike around Woodland for about 1 to 2 hours. We are always looking for bike friendly streets and this bike/pedestrian project is what the group is all about. Come join us on a Saturday and meet some fun people, get some exercise and learn bike rules of the road. There are about 10-15 of us that ride regularly."

Chris & Elizabeth D. from Cottonwood and Beamer

"Yolo County needs something similar to the Iron Horse Regional Trail designated for bicycles and pedestrians. What is so nice about that trail is that you can get off the trail at certain points to shop and dine locally. Here is the link: http://www.ebparks.org/parks/trails/iron_horse"

Eric O. from Gibson Ranch

"How about cops citing bicyclists riding on the wrong side of the road, see it all the time. Matter of fact one of the city cops on patrol hit a bicyclist riding on the wrong side of the street last year."

Melissa T. from Cross,Gibson,East,West

"I certainly appreciate the east/west bike lanes and my family uses the El Dorado one almost every morning when biking my son to school to Zamora. Having said that, it would be REALLY awesome if there was a north/south route that
connected people to the one on El Dorado. Right now, we're biking part of Coloma or College after weaving through more residential areas to avoid traffic, but something connecting folks to all of the east/west routes would be helpful. Some of the north/south streets can get dicey with a 5 year old and car doors opening. :)

**Ryan H. from Farmers Central/Pioneer**

"I agree with the comments from above. In addition, the following areas could use some help. Main Street from East St. to Road 102. Horrible or non-existent sidewalks and bike paths. Gibson Rd from College to Pioneer. Same as above. Lastly, a little maintenance on a good path that is now unusable. Mow the weeds down on the sidewalk on Pioneer from Farmer's Central to Heritage Parkway. I saw the chain gang out on Gibson & Pioneer on Saturday. They were mowing down weeds on the field side of the road. Not sure who uses the West side of Pioneer -across from the High School- to walk."

**Inbox Message from Chris & Elizabeth D.**

"Hi Trista: This is Elizabeth. Does the city need any volunteer help searching for grants? If so, as a contract grant writer, I would be happy to donate a few hours to help search for grants and send them the information. Our email address is didioce@gmail.com."

I will keep you updated when more come in. Thanks!

Trista Kennedy
Social Media Coordinator- WPD Nextdoor
Summary: Woodland Joint Unified

Kindergartners with All Required Immunizations
Year(s): 2015

<table>
<thead>
<tr>
<th></th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yolo County</td>
<td>92.6%</td>
</tr>
<tr>
<td>Woodland Joint Unified</td>
<td>96.8%</td>
</tr>
</tbody>
</table>

Students Who Are at a Healthy Weight or Underweight, by Grade
Year(s): 2014

<table>
<thead>
<tr>
<th></th>
<th>Percent</th>
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<tbody>
<tr>
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<td>59.7%</td>
</tr>
<tr>
<td></td>
<td>63.4%</td>
</tr>
<tr>
<td></td>
<td>64.6%</td>
</tr>
<tr>
<td>Woodland Joint Unified</td>
<td>52.6%</td>
</tr>
<tr>
<td></td>
<td>59.5%</td>
</tr>
<tr>
<td></td>
<td>59.2%</td>
</tr>
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</table>

Students Meeting All Fitness Standards, by Grade
Year(s): 2014

<table>
<thead>
<tr>
<th></th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grade 5</td>
<td>28.2%</td>
</tr>
<tr>
<td>Grade 7</td>
<td>32.3%</td>
</tr>
<tr>
<td>Grade 9</td>
<td>39.9%</td>
</tr>
</tbody>
</table>
Woodland Joint Unified
(School District)

<table>
<thead>
<tr>
<th>Grade</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grade 6</td>
<td>30.1%</td>
</tr>
<tr>
<td>Grade 7</td>
<td>34.3%</td>
</tr>
<tr>
<td>Grade 9</td>
<td>30.1%</td>
</tr>
</tbody>
</table>

Students Who Ate Breakfast in Past Day (Student Reported), by Race/Ethnicity

Year(s): 2011-2013  Answer: Yes

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

http://www.kidsdata.org/region/1645/woodland-joint-unified/summary
California

Child Obesity Rate
California is the 26th most obese state in the U.S. for children.

30.4%

*Child Health Data

Adult Obesity Rate
California is the 46th most obese state in U.S. for adults.

24.1%

*2014 F as in Fat Report (p. 10)

California has the 26th highest childhood obesity rate in the United States. Currently 30.4% of youth in California are overweight or obese.

Obese children are more likely to become obese adults. And if you’re overweight as a child, your obesity in adulthood is likely to be more severe. So the changes you make now can help your state provide the next generation with the most opportunities to live a longer and healthier life.

Physical Inactivity Rate: 21.4%

*2014 F as in Fat Report (p. 10)

This is the percentage of adults that live a lifestyle with no or irregular physical activity. Research shows that the amount of time parents spend physically active can influence the amount of time their children are physically active. Adults needs at least 30 minutes of physical activity every day and youth need at least 60 minutes, so let’s lead by example and create the most opportunities for movement for our youth.

Tips to Increase Physical Activity in Your Home
COMMUNITY HEALTH STATUS ASSESSMENT
In Yolo County, obesity is more common among males and Hispanic/Latinos. In addition, there is an inverse relationship between household income and obesity levels; as household income increases, obesity levels decrease. Reductions in the percentage of both overweight and obese adults have been observed across genders, ethnic groups, and income levels, but combined; the percentage of adults who are either overweight or obese in Yolo County still represents about 53% of the adult population.

Table 59: Weight Status, Adults 2009 to 2011-2012

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Gender</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Male</td>
<td>46%</td>
<td>31%</td>
</tr>
<tr>
<td>Female</td>
<td>26%</td>
<td>19%</td>
</tr>
<tr>
<td><strong>Ethnicity</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hispanic/Latino</td>
<td>31%</td>
<td>46%</td>
</tr>
<tr>
<td>Non Hispanic/Latino</td>
<td>38%</td>
<td>16%</td>
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<tr>
<td><strong>Household Income</strong></td>
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<td></td>
</tr>
<tr>
<td>Less than $50,000</td>
<td>39%</td>
<td>30%</td>
</tr>
<tr>
<td>$50,001 - $100,000</td>
<td>36%</td>
<td>21%</td>
</tr>
<tr>
<td>Greater than $100,001</td>
<td>27%</td>
<td>17%</td>
</tr>
</tbody>
</table>

Among youth, the percentage of Yolo County students in grades 5, 7, and 9 who are overweight or obese increased between 2006 and 2010 at a faster rate than statewide.
ASTHMA

Asthma prevalence is a significant health indicator, as it can be strongly influenced by environmental factors such as air quality, pollution, smoking, and the presence of other allergens and irritants.

Between 2005 and 2012, Yolo County had a similar percentage to the state of residents aged 1 year and older with a formal diagnosis of asthma from a doctor. Most recent data indicates 16% countywide compared to 14% statewide.

Figure 49: Asthma Diagnoses, 1 Year and Older (2005-2012)

Figure 50: Emergency/Urgent Care Visits in Past Year for Asthma Related Diagnoses (2005-2012)
A lower than statewide percentage of asthma patients in Yolo County reported having visited an emergency room or urgent care facility because of their asthma within the past 12 months, and the countywide number of hospitalizations due to asthma has declined since 2007. The decrease in hospitalizations, however, was observed predominantly in adults, as the number of hospitalizations for asthma among youth below 18 years of age increased from 18% to 33% between 2007 and 2010 before decreasing again to 18% in 2011.

**OBESITY**

Excess weight is a nationwide health concern, as it is indicative of unhealthy habits such as poor diet and sedentary lifestyle. It also presents an increased risk for future health issues such as diabetes, stroke, and heart disease. Both statewide and countywide, the percentage of adults who are obese (i.e., having a body mass index of 30 or greater) has consistently met the Healthy People 2020 target of 30.5% or fewer percentage of adults. However, an increasing percentage of Yolo County adults are reported as being overweight (i.e., having a body mass index between 25 and 30).
ATTACHMENT

I-6
### 20 Year Invest Summary Analysis

<table>
<thead>
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<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
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<td>Total Benefits</td>
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<td>Net Present Benefit</td>
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<tr>
<td>Benefit-Cost Ratio</td>
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</table>

### 20 Year Itemized Savings

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Mobility</td>
<td>$107,837,484.74</td>
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<tr>
<td>Health</td>
<td>$11,383,516.23</td>
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<tr>
<td>Recreational</td>
<td>$17,109,137.51</td>
</tr>
<tr>
<td>Gas &amp; Emissions</td>
<td>$3,742,515.03</td>
</tr>
<tr>
<td>Safety</td>
<td>$183,553,281.48</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funds Requested</td>
<td>$1,591,745.00</td>
</tr>
<tr>
<td>Net Present Cost of Funds Requested</td>
<td>$1,530,524.04</td>
</tr>
<tr>
<td>Benefit Cost Ratio</td>
<td>140.04</td>
</tr>
</tbody>
</table>
### Cost Benefit Ratio Results and Input Data

#### Project Name:
West Woodland Safe Routes to School Project

#### Bike Projects (Daily Person Trips for All Users) (Box 1A)

<table>
<thead>
<tr>
<th></th>
<th>Without Project</th>
<th>With Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>1710</td>
<td>2255</td>
</tr>
<tr>
<td>Forecast (1 Yr after completion)</td>
<td>1796</td>
<td></td>
</tr>
<tr>
<td>Existing Trips</td>
<td>188</td>
<td>564</td>
</tr>
<tr>
<td>New Daily Trips</td>
<td>94.05</td>
<td>94.05</td>
</tr>
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</table>

#### Project Information- Non SR2S Infrastructure

<table>
<thead>
<tr>
<th>Bike Class Type</th>
<th>Bike Class II</th>
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</thead>
<tbody>
<tr>
<td>Average Annual Daily</td>
<td>10.539</td>
</tr>
</tbody>
</table>

#### Project Costs (Box 1D)

<table>
<thead>
<tr>
<th></th>
<th>Non-SR2S Infrastructure Project Cost</th>
<th>SR2S Infrastructure Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$0</td>
<td>$2,273,921</td>
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#### ATP Requested Funds (Box 1E)

<table>
<thead>
<tr>
<th></th>
<th>Non-SR2S Infrastructure</th>
<th>SR2S Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$0</td>
<td>$1,591,745</td>
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</table>

#### CRASH DATA (Box 1F)

<table>
<thead>
<tr>
<th></th>
<th>Last 5 Yrs</th>
<th>Annual Average</th>
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<tbody>
<tr>
<td>Fatal Crashes</td>
<td>7</td>
<td>1.4</td>
</tr>
<tr>
<td>Injury Crashes</td>
<td>142</td>
<td>28.4</td>
</tr>
<tr>
<td>PDO</td>
<td>0</td>
<td>0</td>
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</tbody>
</table>

#### SAFETY COUNTERMEASURES (Improvements) (Box 1G)

<table>
<thead>
<tr>
<th></th>
<th>Y or N (Capitalized)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian countdown signal heads</td>
<td>Y</td>
</tr>
<tr>
<td>Pedestrian crossing</td>
<td>Y</td>
</tr>
<tr>
<td>Advance stop bar before crosswalk</td>
<td>N</td>
</tr>
<tr>
<td>Install overpass/underpass</td>
<td>Y</td>
</tr>
<tr>
<td>Raised medians/refuge islands</td>
<td>N</td>
</tr>
<tr>
<td>Pedestrian crossing (new signs and markings only)</td>
<td>N</td>
</tr>
<tr>
<td>Pedestrian crossing (safety features/curb extensions)</td>
<td>N</td>
</tr>
<tr>
<td>Pedestrian signals</td>
<td>Y</td>
</tr>
<tr>
<td>Bike lanes</td>
<td>Y</td>
</tr>
<tr>
<td>Sidewalk/pathway (to avoid walking along roadway)</td>
<td>N</td>
</tr>
<tr>
<td>Pedestrian crossing (with enhanced safety features)</td>
<td>N</td>
</tr>
<tr>
<td>Pedestrian crossing</td>
<td>Y</td>
</tr>
<tr>
<td>Other reduction factor countermeasures</td>
<td>N</td>
</tr>
</tbody>
</table>

#### Safe Routes to School (SR2S) (Box 1C)

<table>
<thead>
<tr>
<th>Total</th>
<th>5,124</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of student enrollment</td>
<td></td>
</tr>
<tr>
<td>Approximate no. of students living along school route proposed for improvement</td>
<td>5124</td>
</tr>
<tr>
<td>Percentage of students that currently walk or bike to school</td>
<td>45.00%</td>
</tr>
<tr>
<td>Projected percentage of students that will walk or bike to school after the project</td>
<td>75.00%</td>
</tr>
</tbody>
</table>
SAFE ROUTES TO SCHOOL

**Infrastructure**

**Before Project**

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of students enrollment</td>
<td>5,124</td>
</tr>
<tr>
<td>Approximate no. of students living along school route proposed for improvement</td>
<td>5124</td>
</tr>
<tr>
<td>Percent that currently walks/bikes to school</td>
<td>45%</td>
</tr>
<tr>
<td>Number of students that walk/bike to school</td>
<td>2305.8</td>
</tr>
</tbody>
</table>

**After Project**

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of students enrollment</td>
<td>5,124</td>
</tr>
<tr>
<td>Approximate no. of students living along school route proposed for improvement</td>
<td>5124</td>
</tr>
<tr>
<td>Projected percentage of students that will walk or bike because of the project</td>
<td>75%</td>
</tr>
<tr>
<td>Number of students that will walk/bike to school after the project</td>
<td>3843</td>
</tr>
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</table>

**ATP Shift**

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
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<tbody>
<tr>
<td>ATP Shift</td>
<td>553,392</td>
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</table>

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
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</thead>
<tbody>
<tr>
<td>Fuels Saved</td>
<td>$94,353.34</td>
</tr>
<tr>
<td>Emissions Saved</td>
<td>$6,917.40</td>
</tr>
<tr>
<td>Annual Mobility Benefits</td>
<td>$3,606,706</td>
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<tr>
<td>Annual Health Benefits</td>
<td>$224,975</td>
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<tr>
<td>Annual Safety Benefits</td>
<td>$3,777,225</td>
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<tr>
<td>Fuel and Emissions Saved</td>
<td>$101,271</td>
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<td>Recreational Benefits</td>
<td>$0</td>
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</tbody>
</table>
ATTACHMENT

1-8
Clara Olmedo

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Sent: Friday, May 22, 2015 4:51 PM
To: Clara Olmedo; atp@ccc.ca.gov
Subject: Re: ATP Grant- City of Woodland- West Woodland Safe Routes to School Project

Hi Clara,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

Monica

On Thu, May 21, 2015 at 8:56 AM, Clara Olmedo <Clara.Olmedo@cityofwoodland.org> wrote:

Hi Wei Hsieh—

The City of Woodland is pleased to submit our information for the Active Transportation Program Cycle 2. I will serve as the Project Manager and lead contact person for the project.

Project Title: West Woodland Safe Routes to School Project

Project Description:

The West Woodland Safe Routes to School project that will benefit 4 schools and also ties preferred bicycle routes to improve connectivity in the east to west direction of the City. We are also trying to close gaps in the neighborhoods that do not have bike facilities. The attachment shows the improvements that are included in the grant. Project includes striping of bicycle lanes, installation of ADA ramps, and pavement treatment. The project consists of bike lanes and pedestrian improvements on the following streets:

- W. Court Street (Walnut Street to Ashley Avenue)
- W. Woodland Ave. (Mariposa to County Road 98)
- California Street (Main Street to Beamer Street)

Sharrows and bike route signage on the following streets:

- West Street
- College Street
- Bartlett Avenue
- Southwood Dr.

The City is requesting funds for design and construction. No preliminary plans have been produced, location and scope have been identified only. Please see attached for preliminary estimate and schedule. Location map is also included.

Attached is the detailed Estimate, Project Schedule, Project Map.

Let me know what the next steps are after submission of this application or if I can get confirmation that the message was received it will greatly be appreciated.

Thank you,

**Clara Olmedo** | Associate Engineer

**City of Woodland**

*Community Development*  *Engineering*

300 First Street | Woodland CA 95695
(530) 661-5824 | 530) 661-5844 fax
[www.cityofwoodland.org](http://www.cityofwoodland.org)

---

**Monica Davalos** | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
916.426.9170 | inquiry@atpcommunitycorps.org
Clara Olmedo

From: Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC
<ATP@CCC.CA.GOV>
Sent: Friday, May 22, 2015 4:08 PM
To: Clara Olmedo
Cc: Hsieh, Wei@CCC; ATP@CCC; inquiry@atpcommunitycorps.org; Thornhill, Rod@CCC; Monroe, Carie@CCC
Subject: RE: ATP Grant- City of Woodland- West Woodland Safe Route to School Project

Hi Clara,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

---

From: Clara Olmedo [mailto:Clara.Olmedo@cityofwoodland.org]
Sent: Thursday, May 21, 2015 8:56 AM
To: ATP@CCC
Subject: ATP Grant- City of Woodland- West Woodland Safe Route to School Project
Importance: High

Hi Wei Hsieh—

The City of Woodland is pleased to submit our information for the Active Transportation Program Cycle 2. I will serve as the Project Manager and lead contact person for the project.

The project will transform existing vehicle-centric roadways that are adjacent to residential and commercial land uses into a bike friendly street. The primary goal of this transformation is to provide transportation options to students along the preferred bicycle routes. It will also help encourage pedestrian and bicycle use along the corridor by slowing speeds and providing connectivity to various land uses in the neighborhood.

Project includes striping of bicycle lanes, installation of ADA ramps, and pavement treatment. The project consists of bike lanes and pedestrian improvements on the following streets:

- W. Court Street (Walnut Street to Ashley Avenue)
W. Woodland Ave. (Mariposa to County Road 98)

California Street (Main Street to Beamer Street)

Sharrows and bike route signage on the following streets:

- West Street
- College Street
- Bartlett Avenue
- Southwood Dr.

The City is requesting funds for design and construction. No preliminary plans have been produced, location and scope have been identified only. Please see attached for preliminary estimate and schedule. Location map is also included.

Let me know what the next steps are after submission of this application or if I can get confirmation that the message was received it will greatly be appreciated.

Thank you,

Clara Olmedo  |  Associate Engineer
City of Woodland
Community Development  |  Engineering
300 First Street  |  Woodland CA 95695
(530) 661-5824  |  530) 661-5844 fax
www.cityofwoodland.org
ATTACHMENT

J
May 27, 2015

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

RE: City of Woodland, West Woodland Safe Routes to School Project, Active Transportation Grant Application

To Whom It May Concern:

The Woodland Joint Unified School strongly supports the City’s application for the Active Transportation Program. The West Woodland Safe Routes to School Project will provide a unique opportunity to improve connectivity across town and encourage students to ride their bike to school.

We sincerely hope that our support of this application and the overall effort will aid in the recognition of the City’s need and the benefit of this program.

Sincerely,

Dr. Maria Armstrong
Superintendent
May 20, 2015

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

Re: West Woodland Safe Routes to School ATP Grant Program

To Whom It May Concern:

The administration and staff of C.E. Dingle Elementary School supports the City of Woodland’s application to the Safe Routes to School grant program.

The installation of share the road signs near corridors that are highly use by our students will bring awareness to those students riding their bicycles.

The Safe Routes to School grant will provide funding to construct improvements that increase the safety of a major school route to C.E. Dingle Elementary School. We appreciate your favorable consideration of the City’s grant funding request.

Sincerely,

Silvia Tovar – Principal
C.E. Dingle Elementary School
May 21, 2015

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

Re: West Woodland Safe Routes to School ATP Grant Program

To Whom It May Concern:

The administration, staff and parents of Maxwell Elementary School would like to express support for the City of Woodland’s Safe Routes to School grant application.

The installation of bike lanes on Woodland Avenue will increase visibility and safety of bicyclist on that route to 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.

This project will increase the safety of a major school route to Maxwell Elementary School. Your support in funding this request to ensure the safety of our children is strongly encouraged by the Maxwell Elementary School community. We appreciate your consideration and time devoted to this important project.

Sincerely,

Ricardo Perez – Principal
Rhoda Maxwell Elementary
May 20, 2015

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

Re: West Woodland Safe Routes to School ATP Grant Program

To Whom It May Concern:

The administration and staff of Whitehead Elementary School supports the City of Woodland’s application to the Safe Routes to School grant program.

The installation of share the road signs on Southwood Drive will bring awareness to those students riding their bicycles along that route. It will also connect to existing bike lanes which in turn will make our school have full improvements for students to choose to walk or bike to school.

The Safe Routes to School grant will provide funding to construct improvements that increase the safety of a major school route to Whitehead Elementary School. We appreciate your favorable consideration of the City’s grant funding request.

Sincerely,

Lance Van Court – Principal
Whitehead Elementary School
May 20, 2015

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

Re: West Woodland Safe Routes to School Grant Project

To Whom It May Concern:

Freeman 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 bike lanes on Woodland Avenue will increase visibility and safety of bicyclist on that route to 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 Freeman Elementary School community strongly encourages your full support of this important safety project.

Sincerely,

Eduardo Gonzalez – Principal
Freeman Elementary
May 28, 2015

Caltrans
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
PO Box 942874
Sacramento, CA 94274-0001

RE: City of Woodland

To Whom It May Concern:

As the public transit service for Yolo County, Yolo County Transportation District (YCTD) recognizes the critical connection between transit service and a cohesive pedestrian and bicycle network. As such, YCTD would like to express its support for the City of Woodland’s, Active Transportation Program grant application. YCTD has transit stops within the project limits. All of the existing stops 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 City of Woodland’s request is favorably considered and receives full support.

Sincerely,

[Signature]

Mike Luker
Deputy Director
Yolo County Transportation District
May 20, 2015

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

RE: City of Woodland, West Woodland Safe Routes to School Project, Active Transportation Grant Application

To Whom It May Concern:

The City of Woodland Bike Campaign strongly supports the City’s application for the Active Transportation Program. The West Woodland Safe Routes to School Project will provide a unique opportunity to improve connectivity across town and encourage students to ride their bike to school.

We sincerely hope that our support of this application and the overall effort will aid in the recognition of the City’s need and the benefit of this program.

Sincerely,

Maria Contreras Tebbutt
Nationally Certified Cycling Instructor
Non-Profit Program of Center for Families
Private Office: (530) 753-1125
www.thebikecampaign.com

"Together, we're making Yolo County a cleaner, healthier, friendlier, more prosperous place through bicycling."
May 26, 2015

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: West Woodland Safe Routes to School Project

To Whom It May Concern:

The Yolo Solano Air Quality Management District would like to express its support for the West Woodland Safe Routes to School Project.

Vehicle traffic is a large contributor to the air quality issues facing Yolo County. The District is a strong supporter of bicycling and walking, both of which can help to decrease overall vehicle emissions. The West Woodland Safe Routes to School Project will encourage both bicycle and pedestrian activity in Woodland. By promoting the use of alternative modes of transportation, the West Woodland Safe Routes to School Project can help to reduce automobile trips which will in turn reduce air pollutant emissions.

The District hopes Caltrans will favorably consider the ATP grant application for the West Woodland Safe Routes to School Project.

Sincerely,

[Signature]

Mat Ehrhardt, P.E.
Air Pollution Control Officer
ATTACHMENT K
<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 Maximum Distance From School</th>
<th>Total Student Enrollment 5,124</th>
<th>% of Students that Currently Walk or Bike to School</th>
<th>Approx # of Students Living Along Route Proposed for Improvement</th>
<th>% of Students Eligible for Free or Reduced Meal Programs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beamer Elementary 525 Beamer Street</td>
<td>Woodland Joint Unified School District</td>
<td>57-72710-6056444</td>
<td>K-6</td>
<td>0.5 mile</td>
<td>552</td>
<td>40%</td>
<td>552</td>
<td>56.2%</td>
</tr>
<tr>
<td>Woodland, CA 95695 Attn: Georgina Llamas Cruz, Principal</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 Joint Unified School District</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dingle Elementary 625 Elm Street</td>
<td>Woodland Joint Unified School District</td>
<td>57-72710-6056469</td>
<td>K-6</td>
<td>0.5 mile</td>
<td>377</td>
<td>80%</td>
<td>377</td>
<td>76.7%</td>
</tr>
<tr>
<td>Woodland, CA 95695 Attn: Silvia Tovar, Principal</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 Joint Unified School District</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Douglass Middle School 525 Granada Drive</td>
<td>Woodland Joint Unified School District</td>
<td>57-72710-6071278</td>
<td>7-8</td>
<td>0.5 mile</td>
<td>841</td>
<td>50%</td>
<td>841</td>
<td>54.6%</td>
</tr>
<tr>
<td>Woodland, CA 95695 Attn: Derek Cooper, Principal</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 Joint Unified School District</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freeman Elementary 126 North West Street</td>
<td>Woodland Joint Unified School District</td>
<td>57-72710-6056477</td>
<td>K-6</td>
<td>0.5 mile</td>
<td>459</td>
<td>40%</td>
<td>459</td>
<td>73.4%</td>
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<tr>
<td>Woodland, CA 95695 Attn: Eduardo Gonzalez, Principal</td>
<td>435 Sixth Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td>Woodland, CA 95695</td>
<td>Woodland Joint Unified School District</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lee Middle School 520 West Street</td>
<td>Woodland Joint Unified School District</td>
<td>57-72710-6056519</td>
<td>7-8</td>
<td>0.5 mile</td>
<td>682</td>
<td>40%</td>
<td>682</td>
<td>56.5%</td>
</tr>
<tr>
<td>Woodland, CA 95695 Attn: Kathleen Leehane, Principal</td>
<td>435 Sixth Street</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Woodland, CA 95695</td>
<td>Woodland Joint Unified School District</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maxwell Elementary 50 Ashley Avenue</td>
<td>Woodland Joint Unified School District</td>
<td>57-72710-6066252</td>
<td>K-6</td>
<td>0.5 mile</td>
<td>475</td>
<td>25%</td>
<td>475</td>
<td>65.7%</td>
</tr>
<tr>
<td>Woodland, CA 95695 Attn: Ricardo Perez, Principal</td>
<td>435 Sixth Street</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Woodland, CA 95695</td>
<td>Woodland Joint Unified School District</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>School Name &amp; Address</td>
<td>School District Name &amp; Address</td>
<td>County-District-School Code</td>
<td>School Type</td>
<td>Project Improvements Maximum Distance From School</td>
<td>Total Student Enrollment 5,124</td>
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<td>Approx # of Students Living Along Route Proposed for Improvement</td>
<td>% of Students Eligible for Free or Reduced Meal Programs</td>
</tr>
<tr>
<td>-----------------------</td>
<td>--------------------------------</td>
<td>-----------------------------</td>
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</tr>
<tr>
<td>Whitehead Elementary 624 West Southwood Drive Woodland, CA 95695 Attn: Lance Van Court, Principal</td>
<td>Woodland Joint Unified School District 435 Sixth Street Woodland, CA 95695</td>
<td>57-72710-6066260</td>
<td>K-6</td>
<td>0.5 mile</td>
<td>450</td>
<td>50%</td>
<td>450</td>
<td>65.1%</td>
</tr>
<tr>
<td>Woodland High School 21 N. West Street Woodland, CA 95695 Attn: Michelle Seijas, Principal</td>
<td>Woodland Joint Unified School District 435 Sixth Street Woodland, CA 95695</td>
<td>57-72710-5738802</td>
<td>9-12</td>
<td>0.5 mile</td>
<td>1288</td>
<td>45%</td>
<td>1288</td>
<td>49.1%</td>
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</tbody>
</table>
To: Caltrans District Office – Programming Liaison
703 B Street
Marysville, CA 95901

Date: May 31, 2015

Subject: Request for ATP State-Only Funding

The City of Woodland hereby requests ATP State-only funding for the following project:

West Woodland Safe Routes to School Project

PROJECT DESCRIPTION (Describe specifically what work is being accomplished, include PPNO):

The project is a Safe Routes to School project that targets 8 elementary and middle schools in the Woodland School District. The City’s goal is to increase walking and biking to school among students and through installation of bicycle lanes to provide gap lane closures and increase connectivity across town to complement recent improvements near schools that increased pedestrian visibility and driver safety.

JUSTIFICATION:

A. Type of Work: Infrastructure (I)
B. Project Cost: $2,273,921
C. Status of Project
   1. Beginning and Ending Dates of the Project: July 1, 2016-June 30, 2018
   2. Environmental Clearance Status: Exempt
   3. R/W Clearance Status (if currently R/W certified as #3, when will the certification be upgraded to a #1 or #2?): N/A
   4. Status of Construction
      a) Proposed Advertising Date: N/A
      b) Proposed Contract and Construction Award Dates: N/A
D. Total Project Funding Plan by Fiscal Year (list all funding sources & anticipated fund usage by year include all phases)

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
<th>Phase</th>
<th>Fiscal Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Woodland</td>
<td>$10,000</td>
<td>PA&amp;ED</td>
<td>16/17</td>
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<tr>
<td>Woodland</td>
<td>$190,000</td>
<td>PS&amp;E</td>
<td>16/17</td>
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<tr>
<td>Woodland</td>
<td>$482,000</td>
<td>Con</td>
<td>17/18</td>
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<tr>
<td>ATP Request</td>
<td>$1,592,000</td>
<td>Con</td>
<td>17/18</td>
</tr>
<tr>
<td>TOTAL PROJECT</td>
<td>$2,274,000</td>
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</tbody>
</table>

E. State specific reasons for requesting State-Only fund and why Federal funds should not be used on the project.

The City of Woodland is requesting State-Only funds for the Safe Routes to School project to minimize the impact on city resources, since City of Woodland has a relatively small staff with varied, competing responsibilities. The project award is $2,273,921 with $682,176 local match.

REGIONAL AGENCY CONCURRENCE: Regional Agency concurrence is not required for Statewide ATP-awarded projects, per Teresa Mewilliam of Caltrans staff.

Sincerely,

[Brent Meyer]
City Engineer
City of Woodland

Attachment K