



# **AGENDA**

## **JANUARY 20, 2026**

### **REGULAR MEETING CITY COUNCIL CITY OF YUBA CITY**

### **6:00 P.M. REGULAR MEETING COUNCIL CHAMBERS/VIRTUAL**

|               |                      |
|---------------|----------------------|
| MAYOR         | • Marc Boomgaarden   |
| VICE-MAYOR    | • Michael Pasquale   |
| COUNCILMEMBER | • Toni Cole          |
| COUNCILMEMBER | • Wade Kirchner      |
| COUNCILMEMBER | • Dave Shaw          |
| CITY MANAGER  | • Robert Bendorf     |
| CITY ATTORNEY | • Shannon L. Chaffin |

**1201 Civic Center Blvd  
Yuba City CA 95993**

***Wheelchair Accessible***

*The City has adopted a Reasonable Accommodations Policy that provides a procedure for receiving and resolving requests for accommodation to participate in this meeting. Please visit [yubacity.net ADA & Accessibility Resources page](http://yubacity.net/ADA&AccessibilityResources). If you need assistance in order to attend the City Council meeting, or if you require auxiliary aids or services, e.g., hearing aids or signing services to make a presentation to the City Council, the City is happy to help. Accommodations should be requested as early as possible as additional time may be required in order to provide the requested accommodation; 72 hours in advance is suggested. Please contact City offices at (530) 822-4817 or **(TTY: 530-822-4732)**, so such aids or services can be arranged. Requests may also be made by email at [cityclerk@yubacity.net](mailto:cityclerk@yubacity.net) or [citymanager@yubacity.net](mailto:citymanager@yubacity.net) or mail City Clerk, 1201 Civic Center Blvd, Yuba City, CA 95993.*

**AGENDA  
REGULAR MEETING  
CITY COUNCIL - CITY OF YUBA CITY  
JANUARY 20, 2026**

**6:00 P.M. REGULAR MEETING  
COUNCIL CHAMBERS/VIRTUAL**

Materials related to an item on this Agenda submitted to the Council after distribution of the agenda packet are available for public inspection in the City Clerk's office at 1201 Civic Center Blvd., Yuba City, during normal business hours. Such documents are also available on the City of Yuba City's website at [www.yubacity.net](http://www.yubacity.net), subject to staff's availability to post the documents before the meeting.

The Council Chambers will be open for public attendance and participation. The meeting will also be live-streamed for public viewing, but not participation, at the following link: [https://yubacity-net.zoom.us/webinar/register/WN\\_y0Cz1dKURHS63TrHasYz5A](https://yubacity-net.zoom.us/webinar/register/WN_y0Cz1dKURHS63TrHasYz5A). Emailed comments sent to [cityclerk@yubacity.net](mailto:cityclerk@yubacity.net) at least 24 hours before the meeting will be distributed to the City Council prior to the meeting. Please identify the Agenda item(s) addressed by the comments.

**Public Comment:**

Any member of the public wishing to address the City Council on any item listed on the closed session agenda, if any, will have an opportunity to present testimony to the City Council in the Council Chamber prior to the City Council convening into closed session. Comments from the public will be limited to three minutes. No member of the public will be allowed to be present once the City Council convenes into closed session.

**Regular Meeting**

Call to Order

Roll Call

☐ Mayor Boomgaarden  
☐ Vice-Mayor Pasquale  
☐ Councilmember Cole  
☐ Councilmember Kirchner  
☐ Councilmember Shaw

Invocation/Inspiration

Pledge of Allegiance to the Flag

City Attorney's Report on Closed Session Items, City Attorney Shannon Chaffin



## Agenda Modifications

### **Presentations**

1. **Introduction of Beale Air Force Base, Lieutenant Colonel Dominic Foglia, 9th Intelligence Squadron (9 IS) Commander and staff; Presentation of the Squadron's Mission**
2. **Introduction of Beale Air Force Base, Lieutenant Colonel Michael Barlow, 7th Space Warning Squadron (7th SWS) Commander and staff; Presentation of the Squadron's Mission**
3. **Yuba-Sutter Regional Safety Action Plan — Update by Fehr and Peers**
4. **Statewide Park Development and Community Revitalization Program presentation — Josh Wolffe, Public Works Director**

### **Public Communication**

#### **5. Appearance of Interested Citizens**

You are welcome and encouraged to participate in this meeting. Public comment is taken on action items appearing on the Consent Calendar or Business Items on the Agenda when they are called. Public comment on any other items within the scope of the City's jurisdiction, including items not listed on the Agenda will be considered at this time. Public comment is limited to three minutes per speaker. Members of the public submitting written requests at least 24 hours prior to the meeting will be allotted five minutes to comment per speaker. Repetitive comments may be limited, and large groups are encouraged to select representatives to express the opinions of the group.

### **Consent Calendar**

All matters listed under Consent Calendar are considered to be routine and can be enacted in one motion. There will be no separate discussion of these items prior to the time that Council votes on the motion unless members of the City Council request specific items to be discussed or removed from the Consent Calendar for individual action.

6. **Minutes of the December 2 and December 16, 2025 Regular Meetings of the City Council**  
Recommendation: Approve the Minutes of the December 2 and December 16, 2025 Regular Meetings of the City Council
7. **Emergency Purchase of Grit Classifier for Wastewater Treatment Facility**  
Recommendation: Receive and file report documenting the emergency purchase of a new grit classifier for the Wastewater Treatment Facility, in accordance with Municipal Code Section 2-6.15 and Public Contract Code Section 22050
8. **Police Department MOU with the Sacramento County District Attorney's Office for alcohol and toxicology laboratory services**  
Recommendation: A. Adopt a Resolution Authorizing the Execution of a Memorandum of Understanding (MOU) with Sacramento County District Attorney's Office and Sutter County Sheriff's Office  
B. Authorize the City Manager to execute the MOU on behalf of the City of Yuba City  
C. Authorize the Chief of Police to enter into a Master Service Agreement with Sacramento County District Attorney's Office
9. **Department of Water Resources Yuba Accord Dry Year Water Purchase Program**

## **Agreement Amendment No. 7**

Recommendation: Adopt a Resolution authorizing the City Manager to execute the following agreements with the Department of Water Resources regarding the Dry Year Water Purchase Program:

- A. Amendment No. 7 to Agreement for the Supply and Conveyance of Water by the Department of Water Resources of the State of California Under the Dry Year Water Purchase Program Between the Department of Water Resources and the City of Yuba City, amending the quantity and pricing of water to reflect the amended Yuba Water Purchase Agreement and extending program participation through December 31, 2030
- B. Any further amendments to the Dry Year Water Purchase Program Participation Agreement are subject to approval by the City's water attorney

### **10. DWR Urban Drought Relief - Turf Replacement Project (24-02)**

Recommendation: Adopt a Resolution adopting a CEQA Class 4 Categorical Exemption pursuant to Section 15304(b), approving the plans and specifications, and authorizing advertisement for bids for the grant funded City Turf Replacement Project

### **11. Presentation of Investment Report – Quarter Ended September 30, 2025**

Recommendation: Note & File Quarterly Investment Report

### **12. WWTF Liquid Oxygen Budget Adjustment**

Recommendation: Authorize the Finance Director to record a supplemental budget appropriation and related transfers from unallocated wastewater funds to Account No. 8120-63732 in the amount of \$275,000 for the Fiscal Year 25/26 due to an increase in the price of Oxygen for the wastewater treatment process

### **13. Market Street Traffic Calming and Safety Improvements**

Recommendation: Adopt a Resolution adopting a CEQA Class 1 Categorical Exemption as set forth in Section 15301(c), approving the plans and specifications, and authorizing advertisement for bids for the Market Street Traffic Calming and Safety Improvements Project

### **14. Award for Construction Agreement Shasta and Alturas Streets Bus Pad Improvements**

Recommendation: Adopt a Resolution which takes the following actions:

- A. Awards a construction contract to All-American Construction, Inc. of Sutter, CA in the amount of their total bid of \$179,590.00
- B. Authorizes the City Manager to execute the contract on behalf of the City, subject to review and approval as to legal form by the City Attorney
- C. Authorizes the City Manager to execute a Cooperative Agreement between the City of Yuba City and the Yuba-Sutter Transit Authority on behalf of the City, subject to review and approval as to legal form by the City Attorney

D. Authorizes the Finance Director to make a supplemental appropriation of \$60,733.50 from unallocated Streets and Roads funds to CIP Account No. 921339. Additionally, authorizes a supplemental appropriation of \$16,733.50 to CIP Account No. 921339 for additional funds to be received from YSTA

**15. Homekey - Merriment Village Funding Supplemental Appropriation**

Recommendation: A. Adopt a Resolution Authorizing the Finance Director to make supplemental appropriation of \$2,000,000 to Fund 211 Account 6041-62701 and \$23,287,126.79 to Account 6041-65501 and;

B. Authorize the Development Services Director or designee to approve payment processing utilizing the Homekey Funding

**16. Yuba-Sutter Regional Safety Action Plan**

Recommendation: Adopt a Resolution adopting the Yuba-Sutter Regional Safety Action Plan

**17. Harter Estates North Subdivision (Acceptance of Public Improvements)**

Recommendation: Adopt a Resolution accepting certain street and related improvements pursuant to the Harter Estates North Subdivision Agreement with D.R. Horton CA2, Inc., a California corporation, and authorizing the Subdivider to file a Notice of Completion [Subdivision is located on the west side of the Harter Specific Plan Area, and south of Butte House Road]

**18. Consideration of an Appeal of the Planning Commission's approval of Use Permit 24-04, Tentative Parcel Map 24-01, Variance 24-01, and Environmental Assessment 24-06 located at 590 Colusa Avenue**

Recommendation: Continue the item to a date certain of February 3, 2026, at 6pm or shortly thereafter

**Business Items**

**19. Community Sponsorship Request - Girls on the Run**

Recommendation: Consider a Community Sponsorship request; and if approved, Adopt a Resolution to approve a monetary sponsorship request from Girls on the Run of the North State in the amount of \$1,800.00 for a public purpose that provides a community benefit by investing in a future workforce and cultivating engaged citizens

**20. Assignment of City Council to Regional Boards and Committees**

Recommendation: Approve the City Council Assignments to Regional Boards and Committees for Calendar Year 2026

**21. Mobile, Open Air, and Sidewalk Vending Ordinance Update**

Recommendation: Initiate a Municipal Code amendment to Title 8, Chapter 5, Article 53 to update vending regulations including additional enforcement for illegal pop-ups serving food, implementation of State law, and codifying protections for young entrepreneurs

**Future Agenda Items**

**22. Future Agenda Items**

**Reports and Communications**

The following reports and communication items are provided for the Council's information. No action can be taken on items under this section unless the Council agrees to include it on a subsequent agenda

**23. City Manager's Report**

**24. City Council Reports**

**Adjournment**



# Beale Air Force Base 9<sup>th</sup> Intelligence Squadron

Presentation by: Lt. Col. Dom Foglia





# Beale Air Force Base

## 7<sup>th</sup> Space Warning Squadron

Presentation by: Lt. Col. Michael Barlow





# Yuba-Sutter Regional Safety Action Plan Update

Presentation by: Fehr and Peers



# Statewide Park Development and Community Revitalization Program

Presentation by: Josh Wolffe  
Public Works Director



## CITY OF YUBA CITY

### Public Communication

Members of the public may address the City Council on items of interest that are within the City's jurisdiction. Individuals addressing general comments are encouraged to limit their statements.

#### **Procedure**

You are welcome and encouraged to participate in this meeting. Complete a Speaker Card located in the lobby and give to the Clerk, public comment is taken on action items appearing on the Consent Calendar or Business Items on the Agenda when they are called. Public comment on any other items within the scope of the City's jurisdiction, including items not listed on the Agenda, will be considered at this time.

When a matter is announced, wait to be recognized by the Mayor to provide your comments to the Council. Comments should begin by providing your name and place of residence. A three minute limit is requested when addressing Council.

### **Request for additional time to address Council**

Members of the public submitting written requests at least 24 hours prior to the meeting will be allotted 5 minutes to comment per speaker. Repetitive comments may be limited, and large groups are encouraged to select representatives to express the opinions of the group.

#### **Procedure**

When requesting to comment, please indicate your name and the topic and mail to:

City of Yuba City  
Attn: City Clerk  
1201 Civic Center Blvd  
Yuba City CA 95993

Or email to:  
Ciara Wakefield, City Clerk  
[cityclerk@yubacity.net](mailto:cityclerk@yubacity.net)

CITY OF YUBA CITY  
STAFF REPORT

**Date:** January 20, 2026  
**To:** Honorable Mayor & Members of the City Council;  
**From:** Administration Department  
**Presentation By:** Ciara Wakefield, City Clerk

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**Summary**

**Subject:** Minutes of the December 2 and December 16, 2025 Regular Meetings of the City Council  
**Recommendation:** Approve the Minutes of the December 2 and December 16, 2025 Regular Meetings of the City Council  
**Fiscal Impact:** None

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**Attachments:**

1. 12-02-2025 Regular Meeting Minutes (DRAFT)
2. 12-16-2025 Regular Meeting Minutes (DRAFT)

**Prepared By:**  
Ciara Wakefield  
City Clerk

**Submitted By:**  
Robert Bendorf  
City Manager

# ATTACHMENT 1

**MINUTES (DRAFT)**  
**REGULAR MEETING**  
**CITY COUNCIL - CITY OF YUBA CITY**  
**DECEMBER 2, 2025**  
**4:15 P.M. CLOSED SESSION**  
**SUTTER ROOM/VIRTUAL**  
**6:00 P.M. REGULAR MEETING**  
**COUNCIL CHAMBERS/VIRTUAL**

**Call to Order**

The Closed Session Meeting of the City Council was called to order by Mayor Shaw at 4:15 PM

**Roll Call:**

Present: Mayor Shaw and Councilmembers Boomgaarden, Cole, Kirchner and Pasquale

Absent: None

Jennifer Krikorian, Senior Associate Attorney, read the Closed Session items

**Closed Session**

- A. Public Employee Discipline/Dismissal/Release  
(Government Code §§ 54954.5 and 54957(b)(1))
- B. Liability Claim:  
Claimant: Thomas M Deal, Claim 25-36  
Agency Claimed Against: City of Yuba City
- C. Liability Claim:  
Claimant: Siddharth Agarwal, Claim 25-37  
Agency Claimed Against: City of Yuba City
- D. Liability Claim:  
Claimant: Rajwinder Sandhu, Claim 25-38  
Agency Claimed Against: City of Yuba City

No public comment received

**Regular Meeting**

**Call to Order**

The Regular Meeting of the City Council was called to order by Mayor Shaw at 6:00 PM

**Roll Call:**

Present: Mayor Shaw and Councilmembers Boomgaarden, Cole, Kirchner, and Pasquale

Absent: None

**Invocation/Inspiration**

Pastor Ron Fortenberry, YCPD Chaplain

### **Pledge of Allegiance to the Flag**

Vice-Mayor Boomgaarden

### **City Attorney's Report on Closed Session Items**

City Attorney, Shannon Chaffin (virtually):

No report – Closed Session continued to after the Regular Meeting

### **Agenda Modifications**

No changes made

### **Ceremonial Presentations**

#### **1. Mayor's Appreciation Presentation to Clergy for 2025 City Council Meeting Invocations**

Mayor Shaw presented Certificates of Appreciation to:

Bob Fischetti, YCPD Chaplain

Chris Finchum YCPD Chaplin, City Walk Church

Johnny Burke, Sutter Yuba Homeless Consortium

Dan Callaghan, Legacy Baptist Church

Greg Mansur - Adventure Church of Yuba City

Ron Fortenberry YCPD Chaplin

Michael Ciociola, Sr. – Calvary Christian Center

Wade Kirchner, Councilmember

Unable to attend:

Angela Fairbanks – Calvary Christian Center

Michael Ciociola, Jr. – Calvary Christian Center

Spencer Fennell, Youth Pastor - Calvary Christian Center

Jeff Poppinga, Worship Leader, Adventure Church

Rick Daugherty Faith Christian High School Chaplin

#### **2. Firefighters Burn Institute Presentation to Yuba City Firefighters Association Local 3793 Recognizing their successful Satellite Boot Drive**

Mayor Shaw presented a Fire Apparatus Operator Corey Jacobsen and members of Yuba City Firefighters Association Local 3793 with a Certificate

Joe Pick, Executive Director of the Firefighters Burn Institute presented FAO Jacobsen with an plaque and an award

### **Public Communication**

#### **3. Appearance of Interested Citizens**

Tony Farley spoke

## **Consent Calendar**

Councilmember Pasquale moved and Councilmember Cole seconded the motion to approve Consent Calendar items 4-13:

**4. Minutes of the November 18, 2025, Special Closed Session Meeting of the City Council and the November 18, 2025, Regular Meeting of the City Council**

Approve the Minutes of the November 18, 2025, Special Closed Session Meeting of the City Council and the November 18, 2025, Regular Meeting of the City Council

**5. Approve Local 1 Side Letter**

Authorize the Interim City Manager and Interim Human Resources Director to execute a side letter agreement with Local 1 to allow Park Maintenance Worker I employees to receive merit step increases within their existing salary range

**6. Salary Schedule Updates**

Adopt **Resolution 25-129** to amend the City's salary schedule to:

- A. Comply with the new California wage requirements to increase minimum wage to \$16.90 effective at the start of the pay period on December 27, 2025
- B. Approve the adjustments to the Recreation Supervisor I/II and III classifications to comply with CA LC 515 effective at the start of the pay period on December 27, 2025
- C. Retitle the POA classifications of Police Records Clerk and Public Safety Dispatcher II and Public Safety Dispatcher III
- D. Retitle Park Maintenance Worker III to Senior Park Maintenance Worker, and Parks and Grounds Superintendent to Park Maintenance Superintendent

**7. Submission of Recertification Application for Tree City USA Designation**

Adopt **Resolution 25-130** authorizing the City to apply for recertification to the National Arbor Day Foundation for consideration of the City to continue its designation as a Tree City USA community

**8. Butte Vista Estates East Subdivision (Annexation #11 of property in CFD 2021-1)**

Adopt **Resolution 25-131** annexing a certain area, Butte Vista Estates East Subdivision, within the City Limits into an existing Community Facilities District (CFD No. 2021-1) to fund municipal services, and filing said Resolution, along with the Eleventh Amendment to the Notice of Special Tax Lien, in the office of County Recorder of the County of Sutter

**9. Wastewater Treatment Facility (WWTF) Improvements Project - Project Acceptance**

Adopt **Resolution 25-132** accepting the Wastewater Treatment Facility Improvements Project (Contract No. 17-09) as complete, in accordance with the contract documents

**10. Butte Vista Estates East Subdivision – Subdivision Agreement and Final Map Approval**

Adopt **Resolution 25-133** approving the execution of a Subdivision Agreement with K. Hovnanian Homes Northern California, Inc., a California Corporation providing for public improvements associated with the Butte Vista Estates East Subdivision Map, approving the Butte Vista Estates East Subdivision Final Map, accepting dedication of rights-of-way and easements shown thereon, and authorizing the filing of the map [Subdivision is located on West Onstott Frontage Road approximately 1,900 feet south of Pease Road]

**11. City of Yuba City Advisory Board Appointment List**

Note and File the 2025 Local Appointment List and Direct Staff to post on the City's website

**12. West Sanborn Estates Units 1 and 2 Subdivision – Subdivision Agreement Amendment**

Adopt **Resolution 25-134** authorizing the Public Works Director to amend Exhibit C of the Subdivision Agreements for the West Sanborn Estates Unit 1 and West Sanborn Estates Unit 2 Subdivisions based on actual costs, subject to approval as to legal form by the City Attorney

**13. Purchase of Road Right-of-Way from Caltrans**

Authorize the City Manager to execute a Purchase and Sale Agreement and accept a Grant Deed for the Real Property purchase of a 61-foot-wide strip of land, being the extension of Wild River Drive, from the State of California (APN 55-010-032) for \$1.00

The motion was passed unanimously

**Business Items**

**14. Citywide Signal Hardware Upgrades (Award Contract Agreement)**

Councilmember Kirchner moved and Councilmember Cole seconded the motion to:

Adopt **Resolution 25-135** which takes the following actions:

- A. Awards a construction contract to Bear Electrical Solutions, LLC of Alviso, CA in the amount of \$804,035.00
- B. Authorizes the City Manager to execute the contract on behalf of the City, subject to review and approval as to legal form by the City Attorney
- C. Authorizes the Finance Director to receive additional grant funds and make a supplemental appropriation to CIP Account No. 951314 or make a supplemental appropriation of unallocated Transportation Development Account funds to CIP Account No. 911314

The motion was passed unanimously

**15. Classification and Position Changes in the City Manager's Office**

Vice-Mayor Boomgaarden moved and Councilmember Pasquale seconded the motion to:

Adopt **Resolution 25-136** taking the following actions:

- A. Approving a new job description for City Clerk Administrator/Risk Manager and adding it to the Mid-Manager's unit
- B. Amending the salary schedule to add City Clerk Administrator/Risk Manager (\$10,142 - \$12,327 monthly)
- C. Updating the authorized position resolution for Department No. 1305, City Manager, to delete 1.0 FTE City Clerk Administrator and adding 1.0 FTE City Clerk Administrator/Risk Manager and 1.0 FTE Administrative Analyst I/II-Confidential
- D. Reclassifying the incumbent City Clerk Administrator to City Clerk Administrator/Risk Manager effective December 13, 2025
- E. Authorizing the Finance Director to transfer \$120,000 from 6535-64311 (Insurance Expense) to 6535-61210 (Salaries & Wages)
- F. Adopting **Resolution 25-137** appointing the City Clerk Administrator/Risk Manager to

serve as the City's Director on the NCCSIF Board of Directors and appointing the Administrative Analyst III in Human Resources to serve as the City's Alternate Director in the absence of the Director

- G. Approving a recruitment for a full-time Administrative Analyst I/II-Confidential with a regular, full-time appointment

The motion was passed unanimously

**16. Public Works Department Vacancy Staffing Request – Public Works Maintenance Worker I/II**

Councilmember Kirchner moved and Councilmember Cole seconded the motion to:

Authorize the Interim Human Resources Director to fill the vacancy for five full-time permanent Street Maintenance Workers I/II in the Public Works Department

The motion was passed unanimously

**17. Merriment Village Apartments Phase 2 — Homekey+ Grant Application**

John Nicoletti spoke

Johnny Burke spoke

Tanna Thomas spoke

Vice-Mayor Boomgaarden moved and Councilmember Kirchner seconded the motion to:

Adopt **Resolution 25-138** of the City Council of the City of Yuba City authorizing a joint application with Habitat for Humanity Yuba-Sutter, Inc, to apply for Homekey+ funds through the State Department of Housing and Community Development for the remaining 139-unit affordable housing project located at 428 North Walton Avenue, which is Phase 2 of the proposed 218-unit Merriment Village Apartments

The motion was passed unanimously

**Future Agenda Items**

**18. Future Agenda Items**

Mayor Shaw requested an Ordinance update for pop-up restaurants / illegal vendors on 1/20/26

**Reports and Communications**

**19. City Manager's Report**

Doug Libby, Acting City Manager, gave a report

**20. City Council Reports**

- Councilmember Cole
- Councilmember Kirchner
- Councilmember Pasquale
- Vice-Mayor Boomgaarden
- Mayor Shaw

Mayor Shaw closed in memory of Dean Estabrook at 7:10 PM. City Council returned to Closed



Session

**Call to Order**

The Regular Meeting of the City Council was called back to order by Mayor Shaw at 7:22 PM

**Roll Call:**

Present: Mayor Shaw and Councilmembers Boomgaarden, Cole, Kirchner, and Pasquale

Absent: None

**City Attorney's Report on Closed Session Items**

Shannon Chaffin, City Attorney:

Item B – Deal (Claim 25-36): Authorized of Notice of Rejection

Item C – Agarwal (Claim 25-37): Authorized payment of \$6,410.95

Item D – Sandhu (Claim 25-38): Authorized payment of \$2,777.11

Mayor Shaw adjourned the Regular Meeting of the City Council to Closed Session at 7:23 PM

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Dave Shaw, Mayor

ATTEST:

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Ciara Wakefield, City Clerk

## ATTACHMENT 2

**MINUTES (DRAFT)**  
**REGULAR MEETING**  
**CITY COUNCIL - CITY OF YUBA CITY**  
**DECEMBER 16, 2025**

**5:00 P.M. CLOSED SESSION**  
**SUTTER ROOM/VIRTUAL**

**6:00 P.M. REGULAR MEETING**  
**COUNCIL CHAMBERS/VIRTUAL**

**Call to Order**

The Closed Session Meeting of the City Council was called to order by Mayor Shaw at 5:01 PM

**Roll Call:**

Present: Mayor Shaw and Councilmembers Boomgaarden, Cole, Kirchner, and Pasquale

Absent: None

**Closed Session**

- A. Liability Claim:  
Claimant: Rana Dhaliwal, Claim 25-39  
Agency Claimed Against: City of Yuba City
- B. Liability Claim:  
Claimant: Janet Spalding, Claim 25-40  
Agency Claimed Against: City of Yuba City
- C. Liability Claim:  
Claimant: Katie Baggett, Claim 25-41  
Agency Claimed Against: City of Yuba City

No public comment received

**Regular Meeting**

**Call to Order**

The Regular Meeting of the City Council was called to order by Mayor Shaw at 6:00 PM

**Roll Call:**

Present: Mayor Shaw and Councilmembers Boomgaarden, Cole, Kirchner, and Pasquale

Absent: None

**Invocation/Inspiration**

Pastor Bob Fischetti

**Posting of the Colors**

Joint YCPD & YCFD Color Guard

### **Pledge of Allegiance to the Flag**

Josh Hubbard, Fire Chief

### **City Attorney's Report on Closed Session Items**

Shannon Chaffin, City Attorney:

Item A – Dhaliwal (Claim 25-39): Authorized of Notice of Rejection

Item B – Spalding (Claim 25-40): Settlement Authority Provided to Staff

Item C – Baggett (Claim 25-41): Authorized of Notice of Rejection

Agenda Modifications

### **Public Communication**

#### **1. Appearance of Interested Citizens**

Tony Farley spoke

### **Presentations**

#### **2. Comments from Outgoing Mayor Dave Shaw**

Mayor Shaw spoke

#### **3. Presentations to Outgoing Mayor Dave Shaw**

Vice-Mayor Boomgaarden presented Mayor Shaw with a proclamation and a ceremonial gavel

Tasha Weaver and Isabella Morgan presented Mayor Shaw with a joint Certificate from Senator Megan Dahle and Assemblyman Gallagher

David Morgan presented Mayor Shaw with a Certificate from Congressman Doug LaMalfa

### **Business from the City Council**

#### **4. Appointment of Mayor and Vice-Mayor**

Shannon Chaffin, City Attorney, outlined the process for Mayor/Vice-Mayor appointments

Marc Boomgaarden, as the Councilmember for District 2, accepted the nomination as Mayor of the City of Yuba City

Councilmember Pasquale, as the Councilmember for District 3, accepted the nomination as Vice-Mayor of the City of Yuba City

Mayor Shaw moved to nominate and appoint Marc Boomgaarden as the new Mayor of the City of Yuba City, Councilmember Kirchner seconded the motion

The motion was passed with a unanimous vote

Councilmember Cole moved to nominate and appoint Michael Pasquale as the new Vice-Mayor of the City of Yuba City, Councilmember Shaw seconded the motion

The motion was passed with a unanimous vote

**5. Comments from City Council**

- Councilmember Cole
- Councilmember Kirchner
- Councilmember Shaw
- Vice-Mayor Pasquale
- Mayor Boomgaarden

**Adjournment**

Mayor Boomgaarden adjourned the Regular Meeting of the City Council at 6:59 PM

ATTEST:

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Marc Boomgaarden, Mayor

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Ciara Wakefield, City Clerk

CITY OF YUBA CITY  
STAFF REPORT

**Date:** January 20, 2026  
**To:** Honorable Mayor & Members of the City Council;  
**From:** Utilities Department  
**Presentation By:** Phil Marler, Utilities Director

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**Summary**

**Subject:** Emergency Purchase of Grit Classifier for Wastewater Treatment Facility  
**Recommendation:** Receive and file report documenting the emergency purchase of a new grit classifier for the Wastewater Treatment Facility, in accordance with Municipal Code Section 2-6.15 and Public Contract Code Section 22050  
**Fiscal Impact:** \$124,240.00 – Account No. 981103-65501 (WWTF Recurring Plant Projects)

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**Purpose:**

To inform City Council of the prior emergency purchase of a new grit classifier at the Wastewater Treatment Facility (WWTF) as authorized by the City Manager, in accordance with Municipal Code 2-6.15. – Emergency purchases and Public Contract Code Section 22050.

**Council's Strategic Goals:**

This item addresses Council's Strategic Goals of *Infrastructure* and *Public Safety* by ensuring uninterrupted wastewater treatment operations and compliance with regulatory requirements.

**Background:**

The City of Yuba City's Wastewater Treatment Facility relies on grit removal equipment to protect downstream process units, reduce wear on mechanical components, and maintain reliable treatment performance. The existing grit handling system experienced a sudden and critical failure, rendering the grit classifier inoperable and creating an immediate risk to plant operations.

Without a functioning grit classifier, excessive grit accumulation can cause accelerated damage to pumps, channels, and other treatment infrastructure, increase maintenance costs, and jeopardize regulatory compliance. Due to the essential nature of this equipment and the inability to safely defer repairs or replacement, immediate action was required to prevent further system damage and potential operational disruptions.

**Analysis:**

Following the most recent equipment failure, staff evaluated repair options and determined that a long-term repair was not feasible within an acceptable timeframe or cost, and that replacement of the grit classifier was necessary. Given the critical role of the equipment and the operational risks associated

with delay, the situation met the definition of an emergency as outlined in Municipal Code Section 2-6.15 and Public Contract Code Section 22050. The City Manager, acting as the Purchasing Officer, authorized the emergency procurement.

While the formal competitive bidding process was not practicable due to the immediate operational need and potential risk to public health and safety, staff was able to acquire three (3) quotes from known vendors. Staff selected SPIRAC (USA) INC. of Newnan, Georgia as they provided both the lowest cost proposal and the most advantageous delivery schedule (Attachment 1).

In accordance with Municipal Code Section 2-6.15, the Purchasing Officer is required to submit a written report to the City Council describing the circumstances of an emergency and the supplies or services procured. The emergency action taken precluded the formal bidding process and prior Council award typically required of purchases over \$100,000.

**Fiscal Impact:**

The total cost for this item is \$124,240.00, which includes tax and shipping, as well as a 20% contingency in case of any price changes during the design and manufacturing. There was sufficient funding allocated in the Wastewater Capital Improvement Program (Account No. 981103-65501 – WWTF Recurring Plant Projects) for this emergency purchase. This capital infrastructure acquisition was approved as part of the Capital Improvement Program budget adoption for FY 25/26.

**Alternatives:**

This item is informative only, as the purchase was completed as an emergency.

**Recommendation:**

Receive and file this report documenting the emergency purchase of a new grit classifier for the Wastewater Treatment Facility, in accordance with Municipal Code Section 2-6.15 and Public Contract Code Section 22050.

**Attachments:**

1. SPIRAC's Proposal No. US254090 – SA320 Classifier with Cyclone

**Prepared By:**

Mylaina McMurray  
Administrative Analyst I

**Submitted By:**

Robert Bendorf  
City Manager

**Date: 12/09/2025**

**SPIRAC's<sup>®</sup> Proposal Number: US254090—SA320 Classifier with Cyclone**

**To: Joseph Santanna, WWTF Plant Senior Maintenance Mechanic  
City of Yuba City  
302 Burns Drive, Yuba City CA 95991**

Mr. Santanna:

SPIRAC (USA) INC. is pleased to provide this proposal for our Grit Classifying Equipment.

We believe you will find the remainder of our Proposal to be complete and self-explanatory. Please review the attached scope and options in detail. If you have questions, please contact me.

We appreciate the opportunity to provide this information for your consideration. We look forward to your favorable reply, and another excellent SPIRAC<sup>®</sup> installation.

Best regards,  
SPIRAC (USA) INC.

**Ralph Whitesell, P.E.**  
Regional Sales Manager



**SPIRAC (USA) INC**

75 Jackson Street, Suite 300  
Newnan, Georgia 30263 USA

**Tel:** 770-632-9833

**Fax:** 770-632-9838

**Email:** sales@spirac.com



## **Proposed Scope of Supply**

### **Item 1--SPIRAC® SANDSEP® - Grit Classifier Model SA320 with Krebs Cyclone** **Design Information:**

- Qty: 1
- Peak flow: 320 GPM.
- Water surface area: 30.8 ft².
- Solids lift rate: 1.6 yd³/hr.
- Material of Constructions: 304 stainless steel unless noted

### **Description:**

- Trough, Tank and Lids: 11ga stainless steel
- Leg Brackets and Supports: 1/4" stainless steel
- Liner: Hardox wear bars on 304 stainless steel backing
- Spiral diameter and material: 11" diameter High Tensile Micro Allow Steel (HTMAS)
- Discharge height: Approximately 6 feet
- Inlet (Liquid): 6" diameter with plate flange.
- Outlet (Liquid): 8" diameter with plate flange.
- Service Drain: 2" pipe at lower end of trough with valve.
- Drive: Direct coupled hollow shaft reducer (SEW)
- Motor: 1.0 HP, 460V, 3ph, 60Hz, Explosion Proof-NEMA 7
- Driveshaft: K1040 steel
- Weight: Dry 1826 lbs., Full 5786 lbs.

### **Cyclone: Krebs D10LB**

- a. The grit hydro-cyclone shall be designed to accept quantities of grit and water pumped to the unit at a rate of up to 250 GPM and to operate at inlet pressures between 5 and 20 psi.
- b. The inlet connection will be provided with a 1/2" NPT connection for mounting of a pressure gauge.
- c. The unit shall be provided with an oil-filled, diaphragm protected, pressure gauge and hand valve to monitor the inlet pressure of the grit cyclone.
- d. The hydro-cyclone shall remove at least 95% of those solids retained on a 100-mesh sieve with an s.g. > 2.65.

- e. The hydro-cyclone shall be comprised of three (3) basic components: the main body, the vortex finder and the spigot. The main body shall be fabricated from 304 stainless steel.
- f. The hydro-cyclone shall be fitted with a replaceable liner. The liner shall be constructed of ½" thick urethane with a 90-shore durometer or Ni-hard with min 500 Brinnell hardness.
- g. The inlet shall be fitted with a 4" ANSI 125/150# flange. The overflow shall be fitted with a 6" ANSI 125/150# flange. To eliminate possible siphoning from the unit and allow proper drainage, an air vent shall be fitted to the discharge drain line by the Contractor.
- h. The hydro-cyclone shall be fitted with a replaceable, abrasion resistant vortex finder and discharge nozzle (Spigot).
- i. The discharge of the hydro-cyclone shall be fitted with a baffle tube to accept the cyclone discharge. The baffle tube shall be sized with a volume to properly dissipate the energy of the cyclone discharge.
- j. The hydro-cyclone shall be supplied with a mounting flange for mounting in the vertical position for discharge to the grit classifier.

SCHEDULE - Based upon prevailing conditions, we estimate the following schedule following our receipt and acknowledgement of an acceptable Purchase Order:

- |                                  |                                                                                                       |
|----------------------------------|-------------------------------------------------------------------------------------------------------|
| • Submittal of Approval Drawings | 2-3 weeks after order and all pertinent dimensional information is supplied to complete the drawings. |
| • Submittal of O&M Manuals       | 2 to 4 weeks after submittal approval                                                                 |
| • Deliver to jobsite             | 16 weeks after submittal approval.                                                                    |

**Special Note Regarding Schedules** –The schedule presented above commences when SPIRAC® receives requested information, as may be required to prepare its

documentation for approval prior to manufacturing. The Buyer is advised that delays in providing any requested information to SPIRAC® may cause disruption of the above schedule.

### **SERVICES**

The price presented elsewhere in this proposal includes one (1) day of site service to ensure proper installation of the equipment.

### **COMMENTS AND SPIRAC® EXCLUSIONS TO SCOPE OF SUPPLY**

- 1) Off-loading and handling at the delivery location.
- 2) Construction and /or installation work of any kind at the jobsite.
- 3) SPIRAC® shall provide lubricants for initial operation. Any additional lubricant will be by others
- 4) Site/field painting or touch up.
- 5) Controls including panels, PLCs, or VFDs not specifically listed above.**
- 6) Anchor Bolts by others.
- 7) Stainless steel weather hood, wall enclosure, interconnecting piping or electrical wiring, etc. as may be required to connect the proposed equipment to the plant system.
- 8) Insulation or weather proofing.
- 9) Union labor for all field support services.
- 10) Video taping of the SPIRAC® training sessions.
- 11) Performance Bond(s) or sales taxes.
- 12) Anything not specifically stated in this Proposal.

### **TAXES**

The price presented below in this Agreement **exclude** sales, and / or use taxes of any kind as may be applicable to this transaction. Any such taxes or governmental assessments of any kind shall be for the Buyer's account unless otherwise agreed.

### **FREIGHT & HANDLING**

1. The price presented below in this Agreement is F.O.B. jobsite, with full freight allowed. Freight to a PA location is included in the price.
2. If the Buyer cannot receive partial shipments or crates less than a full truck load (LTL) from a covered van and if Buyer requires that all SPIRAC® deliveries at site shall be by open flatbed truck, the Buyer shall pay any excess costs necessitated by this requirement, if any, at Seller's actual cost.
3. The conveyors will be shipped to site assembled to the extent practical for shipping. For individual conveyors longer than twenty (20) feet, the conveyor will be delivered in maximum twenty (20) foot long sections pieces; trough sections will need to be bolted together; spiral pieces will need to be aligned and welded together at the site per instructions to be furnished by SPIRAC®. The Buyer will be responsible for these activities at the jobsite.

### **PRICES AND PAYMENT**

A. Net price Items # 1 – ..... **\$96,534.00**

B. Terms of Payment

1. Thirty percent (30%) with submittal approval, sixty-five (65%) on shipment or offer to ship goods; whichever date occurs first, balance payable upon beneficial occupancy or final acceptance, whichever comes first. Five percent (5%) upon startup, not to exceed 60 days after shipment.
2. Unless otherwise agreed by the parties, if installation of the goods and start-up are delayed more than three (3) months after the goods were first delivered to the location designated by the Buyer and provided that the delay was through no fault of SPIRAC®, SPIRAC® shall be entitled to invoice and be paid in full for any outstanding retainage.
3. All invoices shall be payable without discounts net 30 days or within 5 days after Buyer receives payment from the Owner, whichever date occurs first. Non-payment or delayed payment by the end-user shall not be grounds for delayed payment by the Buyer of any amount when due under this Agreement.
4. Any site work performed by the Buyer more than this scope that shall impact the final payment terms or amount in any way must be agreed by an officer of SPIRAC® in advance of final payment by way of a Change Order.

5. If the Buyer delays shipment of the goods after its receipt of notice that the goods are ready for shipment, SPIRAC® shall be entitled to invoice the Buyer the amount indicated in B.1 above. If the Buyer delays shipment for more than thirty (30) days, SPIRAC® shall be entitled to invoice Buyer for SPIRAC® costs associated with storage of the goods.

### **TERMS & CONDITIONS**

This Proposal is based upon, and the parties agree that SPIRAC® Terms & Conditions of Sale (attached) are applicable to this transaction.

### **WARRANTY**

Except as noted below, SPIRAC (USA) INC. warrants the goods offered for sale in this Proposal to be free from defects in materials and workmanship for a period of twelve (12) months from the date of final acceptance of the equipment or eighteen months from shipment, which shall come first. The screw and liner will have an extended wear warranty as specified. Except for the term and details above, the standard SPIRAC® warranty applies, as stated in the Terms & Conditions of Sale enclosed.

### **FORCE MAJEURE**

SPIRAC (USA) INC. is not liable for delays due to strikes, weather, fire, national holidays, acts of God, governmental action, embargo or any force majeure. In the event of any such occurrence, SPIRAC® will provide prompt notification of its commencement and termination.

### **PROPOSAL VALIDITY**

Unless otherwise agreed, this Proposal is valid for written acceptance by the Buyer by no later than 30 days from bid date. In order for this Proposal to remain valid after that date, SPIRAC® shall have the right to modify or rescind its Proposal, as it considers necessary.

**"Price Changes.** *Prices quoted are subject to change to the prices in effect at the time of quotation and/or purchase order. Seller reserves the right to make any corrections to prices quoted due to material costs increases. In the event of any specific requirements (including without limitation any design, specification, ordered quantity, or shipment changes) representing a price increase, Buyer will be notified and afforded an opportunity to confirm."*

On behalf of SPIRAC (USA) INC

## Ralph Whitesell

Ralph Whitesell  
Regional Sales Manager

## **SPIRAC (USA) INC ("SPIRAC")**

### **GENERAL TERMS AND CONDITIONS OF SALE**

#### **1) APPLICABILITY**

a) The terms and conditions set forth below apply to all offers, sales and deliveries by SPIRAC USA Inc. (hereafter "SPIRAC"). Any terms and conditions which have not been expressly accepted in writing by SPIRAC® shall not be binding, even if SPIRAC® has not expressly rejected such terms and conditions.

#### **2) SCOPE OF CONTRACT**

a) The written sales confirmation of SPIRAC® will be deemed conclusive in determining the provisions of the contract between SPIRAC® and the Purchaser. If, however, SPIRAC® submits an offer which is valid for a specified period of time, and the offer is accepted by the Purchaser within the time and in the manner specified by SPIRAC®, the offer will be deemed conclusive in determining the provisions of the contract between SPIRAC® and the Purchaser. No inconsistent or additional provisions, collateral agreements or amendments shall be effective unless accepted in writing by SPIRAC®.

b) SPIRAC® reserves the right to make changes in design and construction of the goods to be supplied. The Purchaser shall accept the goods with such changes, unless the changes are of such nature as to alter the essential characteristics of the goods. SPIRAC® shall advise Purchaser prior to making any changes.

#### **3) PRICE, PAYMENT AND DEFAULT**

a) All quoted prices are for delivery ex-SPIRAC® shipping point, including loading, but excluding taxes, packing and other special fees, unless specifically noted otherwise.

b) Payment of the full purchase price shall be made by the Purchaser in cash, without any deductions, in strict accordance with the payment terms specified elsewhere in this contract. Following shipment of the goods to the Purchaser, all invoices submitted by SPIRAC® shall be payable net thirty (30) days. If any payment to SPIRAC® is not made when due, a late charge shall be paid by the Purchaser from the due date until the date of actual collection by SPIRAC®, at the rate of one and one-half percent (1-1/2%) per month or the maximum permitted by law in the state where the contract is performed, whichever is less.

c) In any instance where a portion of the full purchase price is withheld pending final acceptance of the equipment, such retainage shall be as agreed in writing in advance by SPIRAC® and the Purchaser. SPIRAC® shall have the express right to request for immediate payment the release of any such retainage if acceptance tests have not commenced within ninety (90) days after the equipment was first delivered to site, providing that SPIRAC® was not the sole cause of the delay.

d) The Purchaser acknowledges that upon an event of Purchaser's default, SPIRAC® may, without notice, declare all outstanding amounts owed by the Purchaser under the contract to be immediately due and payable, irrespective of the terms of sale. The happening of any one or more of the following events shall constitute an event of default: (1) default in the payment to SPIRAC® of any money due under the contract; (2) default in the performance of any other obligation of the Purchaser to SPIRAC®; (3) the filing of any petition or the commencement of proceedings by or against the Purchaser for relief, or the entry of any order of relief, under any bankruptcy or insolvency law, or any law relating to debtors, readjustment of indebtedness, reorganization, composition or extension; (4) the appointment of a trustee or receiver or other officer having similar powers for the Purchaser; (5) the suspension of the transaction of the business of the Purchaser; or (6) the issuance or filing of any levy, attachment, garnishment or lien against property or assets of the Purchaser, which is not bonded or vacated within ten (10) days thereof. SPIRAC® may, in addition, upon an "event of default", cancel the contract or any part thereof, as well as any and all other contracts with the Purchaser (the Purchaser remaining liable for damages), may defer delivery under any contract and may sell all or any part of any undelivered goods, without notice, at public or private sale, holding the Purchaser liable for the costs and expenses associated with such sale (including attorney's fees) and for any difference between the agreed purchase price of such goods and the amount realized from the sale thereof, SPIRAC® having the right to become the buyer of such goods at any such sale. The exercise of one right or remedy shall not be deemed to be an election and shall not preclude SPIRAC® from exercising any or all other rights or remedies available to it under the contract, at law, or in equity, shall not be deemed to be a waiver of any such right or remedy.

#### **4) DELIVERY**

a) Delivery will not be made prior to issuance by SPIRAC® of a sales confirmation and receipt by SPIRAC® of the documents, permits, and data that are required by SPIRAC®, by contract or law to be made available by Purchaser to SPIRAC®, nor before actual collection by SPIRAC® of any agreed down payment. Delivery shall be deemed to occur at the time the goods have arrived at the delivery address stipulated in the Contract. SPIRAC®'s obligation to deliver the goods on time is conditioned upon fulfillment by the Purchaser of all of the Purchaser's contractual obligations.

b) Delivery shall be reasonably extended in case of any delay caused by an event, natural or otherwise, beyond the control of SPIRAC®, including but not limited to war, flood, acts of God, labor disputes, strikes, and lockouts. SPIRAC® will notify the Purchaser as soon as practicable about the commencement and termination of such delays.

c) In the event that the Purchaser sustains damages because of a delay for which SPIRAC® is solely responsible, the liability of SPIRAC® for such damages shall be limited to a maximum of 0.5% of the purchase price for every full week of delay but in no event shall exceed the monetary value of such damages actually incurred by the Purchaser. If a delay occurs which involves only a portion of the scope of supply then the aforementioned liability shall be pro-rated accordingly. In the event SPIRAC® causes a delay to the Purchaser for which liquidated damages are assessed against Purchaser, but where SPIRAC® is not solely responsible for the overall delay, the extent of SPIRAC®'s specific liability for the delay caused by it shall be determined in a reasonable and equitable manner, and Purchaser and SPIRAC® shall mutually agree in good faith on the exact amount of SPIRAC®'s responsibility. Purchaser may otherwise apportion its liquidated damages among any other parties that Purchaser reasonably determines have contributed to the delay.

d) In case delivery is postponed at the request of the Purchaser, the Purchaser, beginning 30 days after notification is sent by SPIRAC® that the goods are ready for shipment, shall pay the expenses accruing as a result of storage.

#### **5) RISKS OF LOSS AND ACCEPTANCE**

a) The risk of loss passes to the Purchaser upon delivery of the goods, irrespective of whether SPIRAC® is required to render additional services under the contract. In the event of a delay in shipment for which the Purchaser is responsible, the risk of loss passes to the Purchaser as of the date the goods are ready for shipment. The Purchaser is required to accept goods with minor damage, subject to its rights pursuant to Article 8. The Purchaser shall receive, sign for, unload and inspect the goods upon delivery, and shall within 10 days give written notice to SPIRAC® of any claim that the goods do not conform or are otherwise unacceptable. Any attempted notice of revocation of acceptance by the Purchaser, to be effective, shall be in writing and made within 10 days after Purchaser discovers or should have discovered the ground for the revocation. Partial shipments shall be permitted and shall be accepted by the Purchaser.

#### **6) SECURITY AGREEMENT, ASSIGNMENT AND DEFAULT**

a) Until all amounts owed to SPIRAC® pursuant to the Contract are collected in full by SPIRAC®, SPIRAC® retains security title to the goods supplied and the Purchaser grants to SPIRAC® a purchase money security interest under the Uniform Commercial Code in and lien upon such goods, as well as all attachments and accessions thereto, all as security for the payment of all such amounts and the performance by the Purchaser of all its obligations to SPIRAC®. The Purchaser acknowledges that this security interest continues in all proceeds of such goods, attachments, additions, and accessions, including cash, checks, notes, accounts receivable, proceeds of and unearned premiums on property insurance and other collections received by the Purchaser.

b) The Purchaser hereby authorizes every present and future officer of SPIRAC® to execute in the Purchaser's name and on the Purchaser's behalf, any and all further security agreements, fixture filings, financial statements and other documents and instruments and to do and perform all other acts and things which SPIRAC® may consider necessary to establish, perfect or protect SPIRAC®'s security interest. All acts of such officers are hereby ratified and approved, and such officers shall not be liable for any acts of commission or omission, nor for any error of judgment or mistake of fact of law. This power, being coupled with an interest, is irrevocable while any of the Purchaser's obligations regarding such goods, attachments, additions and accessions or proceeds remain unperformed. Such documents may also be filed without the signature of the Purchaser to the extent permitted by law.

c) In addition to and not in lieu of the rights of SPIRAC® as specified in Article 3, upon the occurrence of an "event of default" SPIRAC® may take any and all legal steps to collect, repossess, and sell the property in which it has a security interest pursuant to this Article 6. SPIRAC® shall also have all the rights and remedies of a secured party under the Uniform Commercial Code, by any other laws or in equity.

d) The Purchaser further acknowledges that SPIRAC®'s purchase money security interest continues notwithstanding any attachment or affixing of the goods, attachments, additions or accessions to real estate.



## 7) FIELD SERVICE

a) If the contract includes a provision for SPIRAC® to provide field service for the inspection of equipment installation by others, instruction of plant operations personnel, start-up of the equipment and/or the conductance of acceptance tests, such field service shall be provided in accordance with SPIRAC®'s Field Assistance Policy. Any services at site that SPIRAC® has agreed to conduct shall be performed during normal working hours; weekends and legal holidays excluded. If such services are required at other times because of special circumstances, the Purchaser shall pay for such services as overtime work, against separate invoices. SPIRAC® personnel will not work overtime, except upon the Purchaser's express request and on the submission by the Purchaser to SPIRAC® or SPIRAC® personnel on site of a written Purchase Order or Change Order confirming such request.

## 8) LIMITED WARRANTIES AND REMEDIES

a) SPIRAC® warrants that if within 12 months after the goods supplied are put into operation, or within 18 months after the risk of loss has passed to the Purchaser, whichever occurs first, any component furnished by SPIRAC® is proved to SPIRAC®'s satisfaction to be unusable, or to be significantly impaired, by reason of a condition existing prior to the passing of risk of loss, resulting from defective construction, unsatisfactory material or poor workmanship, SPIRAC® will either repair or replace, at its option, such component provided that written notice of any such defect or deficiency is given to SPIRAC® promptly. SPIRAC® shall, for such repair or replacement, absorb the cost and transportation expenses of the replacement part, the reasonable expenses of disassembly and installation directly required for the repair or replacement, and the expenses of SPIRAC®'s personnel, if required, for such repair or replacement. The Purchaser shall pay all other repair or replacement expenses. All replaced components become the property of SPIRAC®. Any claim, action or suit based on any alleged defect or deficiency in the goods supplied shall be barred if not asserted or commenced within 12 months from the date timely notice is given by the Purchaser in accordance with Article 8(a).

b) SPIRAC® shall be deemed to have fulfilled capacity guarantees, if any, unless the Purchaser gives SPIRAC® written notice to the contrary, supported by data satisfactory to SPIRAC®, which confirms that the feed material fully complies with the composition and characteristics for such material as defined in the detailed specifications. Any such notice shall be given to SPIRAC® promptly, but in any event within 30 days after the initial startup of the goods. SPIRAC® shall have a reasonable period from receipt of such notice within which to make adjustments. The Purchaser shall provide, at Purchaser's expense, sufficient quantities of applicable raw material or product, together with such power, light, workmen, and other materials as may be required by SPIRAC®. If necessary, SPIRAC® shall thereafter have an additional period to make further adjustments and to conduct further testing, upon notice to the Purchaser. If thereafter the goods fail to meet performance specifications, the Purchaser shall have the right to return the goods to SPIRAC® and thereafter shall be entitled to a refund of any portion of the purchase price paid by the Purchaser for such goods, less loss of value due to wear and tear which is shown not to have been the fault of SPIRAC®. The Purchaser shall have no further rights or remedies against SPIRAC® with respect to such goods or the contract. This is SPIRAC®'s sole and exclusive warranty and obligation with respect to performance of the goods. warranty work performed by SPIRAC® shall not be subject to loss of value.

c) SPIRAC®'s warranty and obligations do not cover defects or deficiencies due to or arising out of normal wear and tear; improper or negligent handling, operation, maintenance, overloading or use; defective or improper premises or equipment installation; chemical, electro-chemical or electrical influences; weather or influences of nature; or alteration or repair performed by the Purchaser or third parties without the prior written consent of SPIRAC®.

d) The Purchaser shall grant SPIRAC® a reasonable time and opportunity after written notice for all repairs and replacement to be made pursuant to Article 8(a). SPIRAC® shall not be deemed to be in default for so long as it actively pursues corrective action. SPIRAC® reserves the right to adjust and modify the goods if necessary to meet its warranties. The Purchaser shall not be entitled to reimbursement for correction of any defect or deficiency caused by itself or by any third party. The obligations of SPIRAC® pursuant to Article 8(a) shall also apply with respect to repaired or replaced components for the warranty period then remaining as to the goods supplied, or for a period of 12 months from the date of repair or replacement, whichever period expires last. The period specified in Article 8(a) shall be extended by the duration of any shutdown caused solely by repair or replacement work performed by SPIRAC® pursuant to Article 8(a).

e) THE WARRANTIES AND OBLIGATIONS OF SPIRAC® AS SET FORTH IN THIS ARTICLE 8 ARE EXPRESSLY IN LIEU OF ANY AND ALL OTHER WARRANTIES AND OBLIGATIONS, EXPRESSED OR IMPLIED, INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE, WHICH ARE HEREBY DISCLAIMED.

## 9) RESPONSIBILITY OF SPIRAC® AND LIMITATION OF REMEDIES

a) The remedies provided by Articles "4" and "8" are the exclusive remedies available to the Purchaser in the event that SPIRAC® fails to perform any obligation under the contract or the goods supplied cannot be used by the Purchaser in the manner agreed to by SPIRAC® under the contract, whether because SPIRAC® has failed to give any required instructions, recommendations or advise with respect to the operation or servicing of the goods, or otherwise.

b) EXCEPT AS EXPRESSLY PROVIDED IN ARTICLES "4" AND "8", SPIRAC® SHALL NOT BE LIABLE TO THE PURCHASER IN ANY MANNER FOR ANY LOSSES OR DAMAGES OF ANY KIND, WHETHER SUCH DAMAGES OR LOSSES ARE GENERAL, DIRECT, IMMEDIATE, SPECIAL, INDIRECT, INCIDENTAL OR CONSEQUENTIAL, EXEMPLARY, PUNITIVE, OR OTHERWISE, AND PURCHASER EXPRESSLY ACKNOWLEDGES THAT IT WAIVES AND IS NOT UNDER ANY CIRCUMSTANCES ENTITLED TO ANY SUCH DAMAGES OR LOSSES.

## 10) MISCELLANEOUS

a) If any term or provision of the contract should be held invalid or unenforceable for any reason, or held to violate any law of the United States or any country, state, territory or other political subdivision, or any code of regulation, it shall as to such country, state, territory or other political subdivision be ineffective and void to the extent of such prohibition or legality, without invalidating any of the remaining terms and provisions of the contract.

b) The headings contained herein are for reference purposes only and shall not affect the meanings or interpretation of the terms, conditions and provisions hereof.

c) Any notice required or contemplated by the contract shall be addressed to SPIRAC® and the Purchaser at their respective offices indicated at the time of the contract, unless and until either party, by notice in writing to the other party shall specify, for itself, a different address for such notices.

d) Unless otherwise agreed, the Contract is deemed to be entered into, finally accepted and performed in the State of Georgia. SPIRAC® and the Purchaser agree that the laws of the State of Georgia shall be applicable to the contract, its construction, interpretation, effect, performance and nonperformance and the consequences thereof, as well as to all transactions between the parties contemplated therein, and their construction, interpretation, effect, performance and nonperformance and the consequences thereof.

e) For all disputes which may arise in connection with the contract, the parties hereby consent to the jurisdiction and venue of the courts of the State of Georgia and of the federal courts sitting in the State of Georgia, and the Purchaser agrees that any and all process directed to it may be served outside of the State of Georgia with the same force and effect as if such service had been made within the State of Georgia. Such consent to jurisdiction and venue shall not limit the right of SPIRAC® to bring an action in any other court where jurisdiction over the Purchaser may be obtained.

f) The contract contains the entire understanding governing the business relations that exist between the parties with respect to the subject matter thereof and cannot be substituted, varied or amended by either SPIRAC® or the Purchaser in any manner except by an express written amendment duly signed by the parties.

September 2013



CITY OF YUBA CITY  
STAFF REPORT

**Date:** January 20, 2026  
**To:** Honorable Mayor & Members of the City Council;  
**From:** Police Department  
**Presentation By:** Michael Bullard, Police Lieutenant

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**Summary**

**Subject:** Police Department MOU with the Sacramento County District Attorney's Office for alcohol and toxicology laboratory services

**Recommendation:** A. Adopt a Resolution Authorizing the Execution of a Memorandum of Understanding (MOU) with Sacramento County District Attorney's Office and Sutter County Sheriff's Office  
B. Authorize the City Manager to execute the MOU on behalf of the City of Yuba City  
C. Authorize the Chief of Police to enter into a Master Service Agreement with Sacramento County District Attorney's Office

**Fiscal Impact:** There are no increased costs associated with this agreement

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**Purpose:**

Approving a regional Memorandum of Understanding (MOU) that allows the Yuba City Police Department to utilize Sacramento County District Attorney's Office Laboratory of Forensic Services for alcohol and toxicology testing, ensuring continuity of service, enhanced testing and fiscal responsibility.

**Council's Strategic Goal:**

This item supports the City Council's Strategic Goal of Public Safety.

**Background:**

The Yuba City Police Department currently utilizes Valley Toxicology for forensic alcohol and drug testing services. In coordination with the Sutter County Sheriff's Office and the Sutter County District Attorney's Office, the Department has participated in the development of a new regional Memorandum of Understanding with the Sacramento County District Attorney's Office – Laboratory of Forensic Services.

Under this agreement, Sacramento County will provide forensic laboratory services including breath alcohol program support, alcohol testing, toxicology screening, and toxicology confirmation testing. The services will be administered through Sutter County, with costs proportionally shared among participating agencies, including the City of Yuba City.

The MOU becomes effective February 1, 2026, and includes a fiscal year cost cap, ensuring predictable and controlled expenditures.

**Analysis:**

The Sacramento County District Attorney's Office – Laboratory of Forensic Services provides a broader and more comprehensive toxicology screening panel than the City's prior vendor, enhancing evidentiary value in DUI and drug-related investigations. Services include breath alcohol program support, alcohol testing, toxicology screening, toxicology confirmation testing, expert testimony support, and access to test results via portal access by investigating and prosecuting agencies.

Training and setup requirements for the Dräger instrument are comparable to those previously required for the Intoxilyzer 5000 and are already anticipated within existing resources. No additional or unplanned expenses are expected.

**Benefits:**

1. Operational Efficiency: On-site breath alcohol testing reduces officer downtime and transport requirements.
2. Fiscal Responsibility: Elimination of per-test breath charges and anticipated cost savings.
3. Enhanced Testing Capabilities: Broader toxicology screening improves investigative outcomes.
4. Regional Collaboration: Coordinated services with Sutter County agencies.
5. Courtroom Reliability: Integrated laboratory reporting and expert testimony support

**Fiscal Impact:**

The City of Yuba City currently spends approximately \$24,000 annually on forensic alcohol and toxicology services.

Approval of this Memorandum of Understanding is not anticipated to result in any additional cost to the City. All services are already accounted for within the Police Department's existing operating budget. Based on projected case volume, the City anticipates that this agreement will maintain or reduce overall costs and may result in cost savings when compared to the prior service model.

**Alternatives:**

1. Decline approval of the Memorandum of Understanding and continue utilizing Valley Toxicology services.
2. Seek alternative forensic laboratory providers.

**Recommendation:**

- A. Adopt a Resolution Authorizing the Execution of a Memorandum of Understanding (MOU) with Sacramento County District Attorney's Office and Sutter County Sheriff's Office.
- B. Authorize the City Manager to execute the MOU on behalf of the City of Yuba City.
- C. Authorize the Chief of Police to enter into a Master Service Agreement with Sacramento County District Attorney's Office – Laboratory of Forensic Services.

**Attachments:**

1. RESOLUTION
2. MOU

Prepared By:  
Michael Bullard  
Police Lieutenant

Submitted By:  
Robert Bendorf  
City Manager

# ATTACHMENT 1

RESOLUTION NO. \_\_\_\_

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY  
AUTHORIZING THE EXECUTION OF A MEMORANDUM OF UNDERSTANDING  
WITH SACRAMENTO COUNTY DISTRICT ATTORNEY'S OFFICE – LABORATORY OF  
FORENSIC SERVICES FOR ALCOHOL AND TOXICOLOGY SERVICES**

**WHEREAS**, the Yuba City Police Department requires reliable forensic alcohol and toxicology laboratory services to support criminal investigations and prosecutions; and

**WHEREAS**, the Sacramento County District Attorney's Office – Laboratory of Forensic Services possesses the qualifications, equipment, and expertise to provide forensic alcohol testing, toxicology screening, toxicology confirmation testing, and related expert testimony; and

**WHEREAS** the Yuba City Police Department has proposed entering into a Memorandum of Understanding with the Sacramento County District Attorney's Office – Laboratory of Forensic Services, in coordination with the Sutter County Sheriff's Office and the Sutter County District Attorney's Office, to provide these services; and

**WHEREAS** under the prior service model, the City utilized Valley Toxicology for alcohol and toxicology services, which included per-test fees for breath alcohol analysis and required transportation of arrestees to an off-site facility; and

**WHEREAS**, through a grant obtained by the Sutter County Sheriff's Office, multiple Drager breath alcohol instruments have been purchased for regional use, including one instrument to be located at the Yuba City Police Department, improving operational efficiency and eliminating per-test breath alcohol charges; and

**WHEREAS**, the Memorandum of Understanding provides broader toxicology screening capabilities, standardized laboratory reporting, and expert testimony support, with no anticipated increase in overall costs to the City; and

**WHEREAS** the cost of services provided under the Memorandum of Understanding is already included within the Police Department's approved operating budget, and the City anticipates maintaining or reducing overall annual expenditures for alcohol and toxicology services; and

**WHEREAS** the parties now desire to memorialize their respective responsibilities and obligations related to the provision of forensic alcohol and toxicology services.

NOW, THEREFORE, the City Council of the City of Yuba City does resolve as follows:

1. Approves the Memorandum of Understanding with the Sacramento County District Attorney's Office – Laboratory of Forensic Services, in coordination with Sutter County, as presented by the Yuba City Police Department.
2. Authorizes the City Manager to execute the MOU on behalf of the City of Yuba City

3. Authorizes the Chief of Police to proceed with the implementation of the MOU ensuring compliance with all legal and regulatory requirements.

BE IT FURTHER RESOVLED that the City Council of the City of Yuba City agrees to abide by the terms and conditions set forth by the Memorandum of Understanding

The foregoing Resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 20<sup>th</sup> day of January 2026.

AYES:

NOES:

ABSENT:

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Mark Boomgarden, Mayor

ATTEST:

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Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM:  
COUNSEL FOR YUBA CITY:

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Shannon Chaffin, City Attorney  
Aleshire & Wynder, LLP

## ATTACHMENT 2

## **MEMORANDUM OF UNDERSTANDING**

Between

Sacramento County District Attorney's Office – Laboratory of Forensic Services

And

Sutter County Sheriff's Office

And

Yuba City Police Department

And

Sutter County District Attorney's Office

### **RECITALS:**

- A.** The Sacramento County District Attorney's Office – Laboratory of Forensic Services (hereinafter "Sacramento County Laboratory") possesses the qualifications, equipment, and expertise to provide forensic laboratory services related to alcohol and toxicology testing.
- B.** The Sutter County Sheriff's Office, Yuba City Police Department, and Yuba- Sutter California Highway Patrol require forensic laboratory services for the Breath Alcohol Program, alcohol testing, toxicology screening, and toxicology confirmation testing.
- C.** The Sutter County District Attorney's Office requires laboratory support in the form of toxicology confirmation testing and expert testimony in criminal prosecutions.
- D.** The parties desire to enter into this Memorandum of Understanding ("MOU") to set forth their respective responsibilities and obligations.

### **AGREEMENT:**

- 1. Scope of Services.** Sacramento County Laboratory agrees to provide the following services:



**A. Breath Alcohol Program:** Instrument accuracy check, maintenance, monthly data review, replacement of dry gas cylinders, officer training, and ongoing technical support.

**B. Alcohol Testing (Blood/Urine):** analysis of all submitted blood and urine samples for alcohol content.

**C. Toxicology Testing:** toxicology screening of all submitted cases, and upon request of the Sutter County District Attorney's Office, confirmation testing of requested compounds within the laboratory's scope (refer to Exhibit "B").

**D. Turnaround Times:** It is the goal of the Sacramento County Laboratory to provide alcohol results within ten (10) business days of receipt, and toxicology results within thirty (30) business days of receipt. Expedited analysis may be arranged by mutual agreement.

**E. Reporting and Testimony:** Sacramento County Laboratory shall produce laboratory reports of tests performed and provide those reports to the submitting Sutter County agencies. Testimony shall be provided as needed, with appropriate advance notice from the Sutter County District Attorney's Office.

**F. Drug Panel Coverage:** testing to include, but not limited to, stimulants, opioids, benzodiazepines, cannabinoids, and other compounds listed in Exhibit "A." Confirmation testing, when requested, to include the compounds listed in Exhibit "B." Additional compounds within the laboratory's scope may be confirmed upon mutual agreement.

## **2. Compensation for services to be paid by Sutter County Sheriff's Office to Sacramento County Laboratory**

**A. The following rates shall apply:**

- Alcohol Analysis: \$51.87/each
- Toxicology Screening: \$31.12/each
- Toxicology Confirmation: \$51.87/each
- One Time Initial Officer Training / Program Start-up: \$3,319.84
  - This includes initial instrument installation and setup, and up to six (6) Dräger training classes to train a total of approximately one hundred twenty (120) existing officers

- Annual Dräger and Testimony-Related Costs: \$207.49/hour (Not to exceed \$7,500.00)
  - This includes expert testimony, case review and preparation time, travel for court (up to one hour each way), Dräger maintenance (including cylinder replacement) and technical support/troubleshooting, and monthly Dräger data review.
    1. Note: annual Dräger calibration is performed by the manufacturer. Costs for shipping, calibration, and any necessary maintenance or repairs performed by Dräger will be billed by them directly to the Sutter County Sheriff's Office.

**B.** Invoices will itemize the number of samples analyzed for each analysis type. For Dräger and testimony-related costs, invoices will include the number of billed hours for each service category provided (e.g., testimony, training, maintenance, data review, etc.) at the stated hourly rate.

**C.** The total compensation payable under this MOU, inclusive of all expenses, shall not exceed Sixty Thousand Dollars (\$60,000) per fiscal year. This total is based on current projected caseloads of thirty-six (36) samples per month, with confirmation toxicology testing requested on less than fifty percent (50%) of submitted cases. It also assumes no more than ten (10) testimonies per fiscal year. Any upward shift in submitted cases, confirmation requests, or testimonies that would push the expenses above \$60,000 shall prompt mutual reevaluation of the MOU. The Sacramento County Laboratory will not provide any additional services if the \$60,000 limit has been reached, unless such services and payment therefore have been mutually agreed to and this MOU has been formally amended in accordance with the provisions of this MOU. Should costs of providing services under this MOU exceed the fiscal year total compensation amount of \$60,000, Sacramento County may, upon providing 120-days' written notice to the other parties, request an increase not to exceed ten (10) percent of the fiscal year total compensation amount. No such increase shall be effective unless and until a written amendment revising the total compensation is formally executed by the parties. For purposes of this MOU, "fiscal year" shall mean the period commencing on July 1 and ending on June 30, *each year*.

### **3. Breath Alcohol Instruments.**

**A.** The Dräger 9510 alcohol testing devices, which are owned by the Sutter County

Sheriff's Office, will be installed at the following locations: Sutter County Jail, Yuba-Sutter California Highway Patrol Office, and Yuba City Police Department. All data generated by these instruments shall be remotely transmitted to the Sacramento County District Attorney's Office – Laboratory of Forensic Services ("Sacramento County Laboratory"), which will retain custody and control of such data. The Sutter County agencies will ensure the instruments are properly situated and connected to allow for remote connection and data transmission to the Sacramento County Laboratory network. Laboratory staff shall also be allowed to access the devices as needed for maintenance and quality assurance purposes. Breath alcohol records, including Subject Test Logs, Accuracy Check Logs, and Maintenance Logs, will be provided monthly through an online database, with records usually available within 30 days after the end of the month (e.g., August records available by October 1<sup>st</sup>).

**B.** The Sacramento County District Attorney's Office will bill the Sutter County Sheriff's Office each month directly for all contracted services performed.

**C.** The Sutter County Sheriff's Office shall in turn bill the Yuba City Police Department for its proportional share of costs associated with services provided under this MOU.

#### **4. Term.**

This MOU shall become effective on February 1, 2026, and shall remain in effect until the parties enter into a subsequent memorandum or until this MOU is terminated by one or more parties in accordance with Section 9. The fiscal year compensation cap set forth in Section 2C shall be renewed each fiscal year. This MOU may be modified only by mutual written amendment executed by the parties.

#### **5. Responsibilities of Parties.**

**A.** Sacramento County Laboratory shall provide the services described in Section 1 of this MOU.

**B.** Sutter County Sheriff's Office and Yuba City Police Department shall be responsible for submitting and transporting evidentiary samples to Sacramento County Laboratory in compliance with laboratory chain-of-custody guidelines. Sacramento County Laboratory will store samples for 6 months following analysis, at which point they must be picked up and transported away by the submitting agency.

**C.** Sutter County District Attorney's Office shall determine when toxicology

confirmation testing is required and shall make such requests at least thirty (30) business days prior to the date results are needed.

## **6. Indemnification.**

To the fullest extent permitted by law, each of the Parties shall indemnify, defend and hold harmless each of the other Parties, their respective governing boards, officers, directors, officials, employees, and authorized volunteers and agents from and against any and all claims, demands, actions, losses, liabilities, damages, and all expenses and costs incidental thereto (collectively "Claims"), including cost of defense, settlement, arbitration, and reasonable attorneys' fees, resulting from injuries to or death of persons, including but not limited to employees of either Party hereto, and damage to or destruction of property or loss of use thereof, including but not limited to the property of either Party hereto, arising out of, pertaining to, or resulting from the acts or omissions of the their respective governing boards, officers, directors, officials, employees, volunteers, agents, or contractors.

It is the intention of the Parties that the provisions of this indemnity be interpreted to impose on each Party responsibility to the other for the acts and omissions of their governing boards, officers, directors, officials, employees, volunteers, agents or contractors. It is also the intention of the Parties that, where comparative fault is determined to have been contributory, principles of comparative fault will be followed and each Party shall bear the proportionate cost of any Claims attributable to the fault of that Party, its governing board, officers, directors, officials, employees, volunteers, agents, or contractors.

This indemnity shall not be limited by the types and amounts of insurance or self-insurance maintained by the Parties. Nothing in this Indemnity shall be construed to create any duty to, any standard of care with reference to, or any liability or obligation, contractual or otherwise, to any third party. The provisions of this Indemnity shall survive the expiration or termination of the Agreement.

## **7. Independent Contractor.**

Sacramento County Laboratory shall perform this Agreement as an independent contractor. Sacramento County Laboratory and the officers, agents and employees of Sacramento County Laboratory are not, and shall not be deemed, Sutter County employees for any purpose, including workers' compensation and employee benefits. Sacramento County Laboratory shall, at its own risk and expense, determine the method and manner by which duties imposed on Sacramento County Laboratory by this MOU shall be performed; provided, however, that Sutter County Sheriff may monitor the work performed by Sacramento County Laboratory. Sutter County shall not deduct or withhold any amounts whatsoever from the compensation paid to Sacramento County Laboratory, including, but not limited to amounts required to be withheld for state and federal taxes. As between the parties to this MOU, Sacramento County Laboratory shall be solely responsible for all such payments.

## **8. Insurance.**

Each party, at its sole cost and expense, shall carry insurance –or self-insure - its activities in connection with this MOU, and obtain, keep in force and maintain, insurance or equivalent programs of self-insurance, for general liability, workers compensation, and business automobile liability adequate to cover its potential liabilities hereunder. Each party agrees to provide the other 30 days' advance written notice of any cancellation, termination or lapse of any of the insurance or self-insurance coverages.

## **9. Termination.**

Either party may terminate this MOU with or without cause with ninety (90) days' written notice. Services rendered prior to the termination date shall be billed in accordance with Section 2.

## **10. Disputes.**

In the event of a dispute, the parties shall attempt in good faith to resolve the matter informally. Pending resolution, Sacramento County Laboratory shall continue to perform responsibilities unless the MOU is terminated pursuant to Section 8.

## **11. Entire Agreement.**

This MOU constitutes full and complete understanding between the parties and

supersedes all prior agreements or understandings regarding its subject matter. This MOU may be amended only by a writing signed by both parties.

## **12. Notices.**

Notices shall be in writing and deemed given when personally delivered or when deposited in the United States mail, first class postage, prepaid, return receipt requested, addressed to the person to whom notice is given at the addresses set forth below for each party:

Sacramento County District Attorney's Office – Laboratory of Forensic Services  
901 G Street, Sacramento, CA 95814

Sutter County Sheriff's Office  
1077 Civic Center Blvd., Yuba City, CA 95993

Yuba City Police Department  
1545 Poole Blvd., Yuba City, CA 95993

Sutter County District Attorney  
463 Second Street, Yuba City, CA 95991

## **SIGNATURES:**

**Sacramento County District Attorney's Office**  
**– Laboratory of Forensic Services**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**Sutter County Sheriff's Office**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**Yuba City Police Department**  
**Office**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**Sutter County District Attorney's**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

# Exhibit A

|                             |                       |                        |                          |
|-----------------------------|-----------------------|------------------------|--------------------------|
| <b>7-aminoflunitrazepam</b> | Dextromethorphan      | Lidocaine              | Oxazepam                 |
| 8-aminoclonazepam           | Diazepam              | Lorazepam              | oxycodone                |
| Acetaminophen               | Dihydrocodeine        | LSD                    | Oxymorphone              |
| Adinazolam                  | Diphenhydramine       | MDA                    | Paroxetine               |
| Alprazolam                  | Doxepin               | MDMA                   | Pentylone^               |
| Alprazolam, alpha-hydroxy   | Doxylamine            | MDMB-4en-PINACA        | Phencyclidine (PCP)      |
| Amitriptyline               | Duloxetine            | Meperidine             | Pheniramine              |
| Amphetamine                 | Ecgonine methyl ester | Meprobamate            | Phentermine              |
| Aripiprazole                | EDDP                  | Methadone              | Pregabalin               |
| Benzoylecgonine             | Ephedrine/            | Methamphetamine        | Promethazine             |
|                             | Pseudoephedrine       |                        |                          |
| Bromazolam^                 | Etizolam              | Methylphenidate        | Propoxyphene             |
| Brompheniramine             | Eutylone              | Metonitazene^          | Protonitazene^           |
| Brorphine                   | Fentanyl              | Midazolam              | Quetiapine               |
| Buprenorphine               | Flualprazolam         | Mirtazapine            | Sertraline               |
| Bupropion                   | Flubromazepam         | Mitragynine            | Strychnine               |
| Caffeine                    | Flubromazolam         | Morphine               | Tapentadol               |
| Carbamazepine               | Flunitrazepam         | Morphine, 6-monacetyl  | Temazepam                |
| Carfentanil^                | Fluorofentanyl        | N,N-dimethylpentylone^ | Tizanidine               |
| Carisoprodol                | Fluoxetine            | Naloxone               | Topiramate               |
| Chlorpheniramine            | Gabapentin            | Nicotine               | Tramadol                 |
| Citalopram/                 | Hydrocodone           | Norbuprenorphine       | Tramadol, N-desmethyl    |
|                             |                       |                        |                          |
| Escitalopram                | Hydromorphone         | Nordiazepam            | Tramadol, O-desmethyl    |
| Clonazepam                  | Hydroxybupropion      | Norfentanyl            | Trazodone                |
| Clonazepam, 7-amino         | Hydroxyzine           | Norfluoxetine          | Triazolam                |
| Clonazolam                  | Imipramine            | Norhydrocodone         | Trimipramine             |
| Cocaethylene                | Isotonitazene         | Norketamine            | Valpromide               |
| Cocaine                     | Kavain                | Normeperidine          | Venlafaxine              |
| Codeine                     | Ketamine              | Norsertraline          | Venlafaxine, O-desmethyl |
| Cyclobenzaprine             | Lacosamide            | Nortriptyline          | Xylazine                 |
| D7-7-aminoflunitrazepam*    | Lamotrigine           | Olanzapine             | Zolpidem                 |
| Desalkylflurazepam          | Levetiracetam         |                        |                          |
| Desipramine                 |                       |                        |                          |



# Exhibit B

| Stimulants       | Opioids                      | Benzodiazepines | Cannabinoids            | Soma         |
|------------------|------------------------------|-----------------|-------------------------|--------------|
| Amphetamine      | Morphine                     | Alprazolam      | Delta-9-THC             | Carisoprodol |
| Methamphetamine  | Hydromorphone                | Clonazepam      | 11-OH-THC               | Meprobamate  |
| MDA              | Codeine                      | Diazepam        | 11-nor-9-carboxy-THC    |              |
| MDMA             | 6-MAM                        | Etizolam        | <i>*delta-8 isomers</i> |              |
| Cocaine          | Hydrocodone                  | Flualprazolam   |                         |              |
| Benzoyllecgonine | Oxycodone                    | Lorazepam       |                         |              |
|                  | Fentanyl                     | Midazolam       |                         |              |
|                  | Buprenorphine                | Nordiazepam     |                         |              |
|                  | Methadone                    | Temazepam       |                         |              |
|                  | <i>*Oxymorphone</i>          | Zolpidem        |                         |              |
|                  | <i>*Tramadol</i>             |                 |                         |              |
|                  | <i>*O-desmethyiltramadol</i> |                 |                         |              |
|                  | <i>*Norfentanyl</i>          |                 |                         |              |
|                  | <i>*Norbuprenorphine</i>     |                 |                         |              |

*\* = in validation*

CITY OF YUBA CITY  
STAFF REPORT

**Date:** January 20, 2026  
**To:** Honorable Mayor & Members of the City Council;  
**From:** Utilities Department  
**Presentation By:** Scarlett Harris, Utilities Administrative Manager

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**Summary**

**Subject:** Department of Water Resources Yuba Accord Dry Year Water Purchase Program Agreement Amendment No. 7

**Recommendation:** Adopt a Resolution authorizing the City Manager to execute the following agreements with the Department of Water Resources regarding the Dry Year Water Purchase Program:

- A. Amendment No. 7 to Agreement for the Supply and Conveyance of Water by the Department of Water Resources of the State of California Under the Dry Year Water Purchase Program Between the Department of Water Resources and the City of Yuba City, amending the quantity and pricing of water to reflect the amended Yuba Water Purchase Agreement and extending program participation through December 31, 2030
- B. Any further amendments to the Dry Year Water Purchase Program Participation Agreement are subject to approval by the City's water attorney

**Fiscal Impact:** None at this time. Water pricing established by the contract provisions would determine costs if emergency water supplies were needed

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**Purpose:**

To extend the Agreement for the Supply and Conveyance of Water by the Department of Water Resources of the State of California Under the Dry Year Water Purchase Program Between the Department of Water Resources and the City of Yuba City (Participation Agreement), which facilitates access to emergency water supply from Yuba County Water Agency for State Water Project (SWP) contractors.

**Council's Strategic Goal:**

This item addresses Council's Strategic Goals of *Public Safety* and *Fiscal Responsibility* by ensuring sufficient and reliable emergency water supply for the City's utilities customers at equitable cost.

**Background:**

The SWP is one of the City's four (4) Feather River surface water permits/contracts, an agreement with

the Department of Water Resources (DWR) which is in place through December 2085. To ensure adequate surface water supply for the SWP contractors during low precipitation years, DWR entered into a purchase agreement with Yuba County Water Agency in 2007 to create the Dry Year Water Purchase Program.

Subsequently, interested SWP contractors were required to enter into individual Participation Agreements with DWR to participate in the program; the City Council execution of this Agreement on March 18, 2008. While the overall Participation Agreement terminates on December 31, 2050, any amendment to DWR's agreement with Yuba County Water Agency requires SWP contractors to reflexively amend their Participation Agreements to acknowledge and reflect the amended purchase agreement. DWR negotiates the quantity and pricing of the water with Yuba County Water Agency for the Dry Year Water Purchase Program every five (5) years.

**Analysis:**

The subject Amendment No. 7 to the Participation Agreement incorporates the eighth amendment of the purchase agreement between DWR and Yuba County Water Agency, which establishes the quantity and pricing of available emergency supply for the Dry Year Water Purchase Program for the next five years and extends the City's participation through December 31, 2030 (Exhibit 1A). The City's water attorney, Aaron Ferguson of Somach Simmons & Dunn, has reviewed Amendment No. 7 to verify its acceptability and benefit to the City.

As future quantity and pricing amendments to the Participation Agreement are anticipated on a regular five-year cycle and Council has already authorized overall participation through 2050, the Utilities Department recommends authorizing the City Manager to execute each future amendment through that period. The City's water attorney will continue to review and approve each amendment prior to the City Manager's execution.

**Fiscal Impact:**

While there are no immediate fiscal impacts with this action, use of any Dry Water Purchase Program water supply through the SWP will be charged at the rates established in Exhibit 1A during the subject period.

**Alternatives:**

Do not execute Amendment No. 7 and terminate the City's participation in the Dry Year Water Purchase Program. This would eliminate valuable access to emergency water supply through the SWP during periods of low precipitation.

**Recommendation:**

Adopt a Resolution authorizing the City Manager to execute the following agreements with the Department of Water Resources regarding the Dry Year Water Purchase Program:

1. Amendment No. 7 to Agreement for the Supply and Conveyance of Water by the Department of Water Resources of the State of California Under the Dry Year Water Purchase Program Between the Department of Water Resources and the City of Yuba City, amending the quantity and pricing of water to reflect the amended Yuba Water Purchase Agreement and extending program participation through December 31, 2030.
2. Any further amendments to the Dry Year Water Purchase Program Participation Agreement, subject to approval by the City's water attorney.

**Attachments:**

1. Attachment 1 Resolution - DWR Yuba Dry Year Purchase Program Amendment No. 7
2. Exhibit 1A - Draft Yuba Tier 3 Amendment No. 7

Prepared By:

Scarlett O. Harris  
Utilities Administrative Manager

Submitted By:

Robert Bendorf  
City Manager

## ATTACHMENT 1

**RESOLUTION NO. \_\_\_\_\_**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY AUTHORIZING THE CITY MANAGER TO EXECUTE AMENDMENT NO. 7 (AMENDMENT) TO THE AGREEMENT FOR THE SUPPLY AND CONVEYANCE OF WATER BY THE DEPARTMENT OF WATER RESOURCES OF THE STATE OF CALIFORNIA UNDER THE DRY YEAR WATER PURCHASE PROGRAM BETWEEN THE DEPARTMENT OF WATER RESOURCES AND THE CITY OF YUBA CITY TO EXTEND PARTICIPATION IN THE PROGRAM TO DECEMBER 31, 2030 AND ANY FURTHER AMENDMENTS TO SAID AGREEMENT**

WHEREAS, on December 4, 2007, the California Department of Water Resources (DWR) entered into a purchase agreement with Yuba County Water Agency to enact the Dry Year Water Purchase Program (Yuba Water Purchase Agreement) to secure sufficient and reliable water surface water supply during drought years for State Water Project (SWP) Contractors, which is now entering its eighth amendment; and

WHEREAS, in order to participate in the Dry Year Water Purchase Program as an SWP Contractor, the City Council authorized the execution of an Agreement for the Supply and Conveyance of Water by the Department of Water Resources of the State of California to the Participating State Water Project Contractors Under the Dry Year Water Purchase Program (Participation Agreement) on March 18, 2008, which is now under its sixth amendment; and

WHEREAS, while the overall Participation Agreement terminates on December 31, 2050, amendment to the Participation Agreement is a condition precedent of any amendments to the Yuba Water Purchase Agreement per Participation Agreement Section 4.B.3; and

WHEREAS, the City wishes to continue to participate in the Dry Year Water Purchase Program via Amendment No. 7 to the Participation Agreement, extending participation through December 31, 2030, and to consider subsequent amendments thereafter as necessary to address amendments to the Yuba Water Purchase Agreement regarding quantity and pricing of water; and

WHEREAS, the City has determined that the Amendment is beneficial to the City's long-term water supply and fiscal responsibility, following the recommendation of its water attorney.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Yuba City that the City Manager is authorized to execute the following agreements with the Department of Water Resources regarding the Dry Year Water Purchase Program, which is incorporated herein and attached hereto as Exhibit 1A:

- A. Amendment No. 7 to Agreement for the Supply and Conveyance of Water by the Department of Water Resources of the State of California Under the Dry Year Water Purchase Program Between the Department of Water Resources and the City of Yuba City (Exhibit 1A)
- B. Any further amendments to the Participation Agreement, subject to approval by the City's water attorney

The foregoing resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 20<sup>th</sup> day of January 2026.

AYES:

NOES:

ABSENT:

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Marc Boomgaarden, Mayor

ATTEST:

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Ciara Wakefield, City Clerk

APPROVED AS TO FORM  
COUNCIL FOR YUBA CITY:

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Shannon Chaffin, City Attorney  
Aleshire & Wynder, LLP

Exhibits:

1. Amendment No. 7

## EXHIBIT 1A



State of California  
The Resources Agency  
DEPARTMENT OF WATER RESOURCES

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AMENDMENT NO. 7  
TO  
AGREEMENT FOR THE SUPPLY AND CONVEYANCE OF WATER  
BY THE DEPARTMENT OF WATER RESOURCES OF THE STATE OF CALIFORNIA  
UNDER THE DRY YEAR WATER PURCHASE PROGRAM  
BETWEEN  
THE DEPARTMENT OF WATER RESOURCES  
AND  
[AGENCY]

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SWP #25-8 [REDACTED]

THIS AMENDMENT 7 (Amendment) to the “Agreement for the Supply and Conveyance of Water by the Department of Water Resources of the State of California Under the Dry Year Water Purchase Program” (Participation Agreement) is entered into as of \_\_\_\_\_, 2025 between the Department of Water Resources of the State of California (DWR), pursuant to the provisions of the California Water Resources Development Bond Act, the State Central Valley Project Act, and other applicable laws of the State of California, and the [AGENCY], a public agency in the State of California, herein referred to as the “AGENCY.” DWR and the AGENCY are herein referred to separately as the “Party” and collectively as the “Parties.” Unless otherwise provided in this Amendment, the definitions in the Yuba Water Purchase Agreement, and the exhibits to that agreement shall apply to this Amendment.

## RECITALS

- A. The Yuba County Water Agency (Yuba) is engaged in the Yuba River Accord initiative (Yuba River Accord) to resolve issues associated with operation of the Yuba Project in a way that protects lower Yuba River fisheries and local water-supply reliability, while providing revenues for local flood control projects, water to use for protection and restoration of Sacramento-San Joaquin Delta (Delta) fisheries, and improvements in state-wide water supply management.
- B. The Yuba River Accord includes three major elements, all of which must be in place for the Yuba River Accord to become effective: (1) the Fisheries Agreement (dated November 3, 2007) to provide higher flows for fish in the lower Yuba River under certain conditions, (2) Conjunctive Use Agreements between Yuba and its Member Units for implementing a conjunctive use and water use efficiency program; and (3) the “Agreement for the Long-Term Purchase of Water from Yuba County Water Agency by the Department of Water Resources” dated December 4, 2007 (Yuba Water Purchase Agreement), as amended.
- C. Under the Yuba Water Purchase Agreement, Yuba makes surface water available for delivery and purchase by DWR, some of which is made available through substitution of groundwater for surface flows that would otherwise be used by its Member Units.
- D. In 2007 and 2008, 21 State Water Project (SWP) Contractors and the San Luis & Delta-Mendota Water Authority (Authority) entered into agreements with DWR for the purchase and delivery of the water made available under the Yuba Water Purchase Agreement (cumulatively referred to as the Participation Agreements). The Participating SWP Contractors and the Authority are jointly referred to as “Participating Contractors.” In 2014, two additional Participating SWP Contractors entered into Participation Agreements; and in 2020, one Participating SWP Contractor declined to renew the Participation Agreements. As of 2025, there are a total of 23 Participating Contractors.
- E. Since entering into the Participation Agreements, the Participating Contractors have approved Amendments 1 through 6.
- F. The Parties desire to extend the term and other provisions of this water supply and conveyance agreement whereby DWR will purchase water under the Yuba River

Accord to make available for purchase by the Participating Contractors, including the AGENCY, through this Amendment 7.

Now, therefore, in accordance with the Recitals and in consideration of the terms and conditions herein, the Parties agree to the following:

## 1. **DEFINITIONS**

When used in this Participation Agreement, the following definitions will apply:

**“Amendment”** means this Amendment 7 to this Participation Agreement.

**“Balanced Conditions”** mean the hydrologic condition of the Delta as defined in the November 24, 1986 “Agreement between the United States of America and the State of California for Coordinated Operations of the Central Valley Project and the State Water Project” (COA), as amended.

**“Banks Pumping Plant”** means a SWP facility in the south Delta owned and operated by DWR.

**“Carriage Water”** means the water losses due to increased Delta outflow necessary to maintain baseline Delta salinity conditions as determined by DWR and Reclamation, that are associated with Storage Component Water and Net Accrued Groundwater Substitution Component Water that is exported by the Projects.

**“Conference Year”** means a Water Year for which the North Yuba Index is less than 500,000 acre-feet, calculated according to the procedures and formulas set forth in Exhibits 4 and 5 of the Fisheries Agreement, and using the latest available forecasts for the Water Year.

**“Delivered Transfer Water”** means Released Transfer Water from Yuba that is accounted as being exported by the Projects, or contributing to exports, as described in Section 5 of Exhibit 1 of the Yuba Water Purchase Agreement.

**“Final Classification”** means the Water Year classification for the Sacramento Valley Index in the May issue of DWR’s Bulletin 120.

**“Fisheries Agreement”** means the agreement, which is part of the Yuba River Accord, among Yuba, the California Department of Fish and Game (now known as

Department of Fish and Wildlife), and other parties, under which Yuba operates the Yuba Project to provide higher flows in the lower Yuba River under certain conditions to improve fisheries protection.

**"Management Committee"** means the committee, consisting of one representative each from Yuba, DWR, and Participating Contractors, established under Section 12 ("Technical Committee and Management Committee") of the Yuba Water Purchase Agreement.

**"Member Unit"** means a "Member Unit" as defined in Section 2(g) of the 1959 Yuba County Water Agency Act.

**"Net Accrued Groundwater Substitution Component Water"** is the net amount of water resulting from Yuba's groundwater substitution pumping program that is made available to the Participating Contractors. The Net Accrued Groundwater Substitution Component Water will be released and delivered by Yuba to DWR in accordance with the Yuba Water Purchase Agreement.

**"Participating Contractors"** means all SWP Contractors and the Authority that have executed an agreement with DWR to purchase water originating from the Yuba Water Purchase Agreement.

**"Participating SWP Contractors"** means all Participating Contractors that are also SWP contractors.

**"Participation Agreement"** means the December 21, 2007 "Agreement for the Supply and Conveyance of Water by the Department of Water Resources of the State of California Under the Dry Year Water Purchase Program" as amended.

**"Projects"** means the State Water Project (SWP) and the Central Valley Project (CVP).

**"Purchased Water"** means the supply of Storage Component Water and Net Accrued Groundwater Substitution Component Water that has been delivered by Yuba to DWR and is accounted for as Delivered Transfer Water in the manner set forth in Exhibit 1 ("Scheduling and Accounting Principles") of the Yuba Water Purchase Agreement. Purchased Water includes Carriage Water, water used as Delta outflow when the Export/Inflow ratio is controlling in the time period of July 1 through January 31 pursuant to the Revised Water Right Decision 1641, evaporation, and other losses assessed by DWR.

**“Released Transfer Water”** means the average daily flows measured at the Marysville Gage that are greater than the Baseline Flows and is further described in Section 4.2 of Exhibit 1 of the Yuba Water Purchase Agreement.

**“Storage Component Water”** means the water supplies available to DWR pursuant to Section 6 of the Yuba Water Purchase Agreement.

**“SWP Long-Term Water Supply Contract”** means the long-term water supply contract between the Parties, as amended.

**“Technical Committee”** means the committee, consisting of technical representatives from Yuba, DWR, and Participating Contractors, established under Section 12 (“Technical Committee and Management Committee”) of the Yuba Water Purchase Agreement.

**“Third Party”** means an agency, entity or individual other than DWR, a Participating Contractor, a Member Unit, customer, landowner, or any other entity within the boundaries of a Participating Contractor, as defined in Section 9 (“Right of Yuba to Transfer Certain Quantities of Water to a Third Party”) of the Yuba Water Purchase Agreement.

**“Third-Party Transfer”** means a water transfer from Yuba to a Third Party as defined in Section 9 (“Right of Yuba to Transfer Certain Quantities of Water to a Third Party”) of the Yuba Water Purchase Agreement.

**“Water Accounting Year”** means the twelve-month period commencing January 1 through December 31.

**“Water Year”** means the twelve-month period from October 1 of one year through September 30 of the following year. For this Participation Agreement, each Water Year will be classified: (1) as “Wet,” “Above Normal,” “Below Normal,” “Dry” or “Critical,” based on the Sacramento Valley Water Year Hydrologic Classification in Figure 1 on page 188 of the State Water Resources Control Board’s March 15, 2000, Revised Water-Right Decision 1641; or (2) as a “Conference Year.”

**“Yuba Project”** means the Yuba River Development Project, including New Bullards Bar Dam and Reservoir on the North Yuba River.

**“Yuba River Accord”** means Yuba’s initiative as described in Recitals A and B of this Participation Agreement.

**“Yuba Water Purchase Agreement”** means the Agreement for the Long-Term Purchase of Water from Yuba County Water Agency by the Department of Water Resources, which is attached hereto as Attachment A, and as amended.

## **2. EFFECT OF THIS AMENDMENT**

After December 31, 2025, this Amendment supersedes the Participation Agreement in its entirety.

## **3. TERM OF PARTICIPATION AGREEMENT**

- A. This Participation Agreement will become effective upon execution by the Parties and will terminate on December 31, 2050.
- B. The Parties may terminate this Participation Agreement on December 31, 2030, if the Parties fail to amend this Participation Agreement pursuant to Section 4.B.3 as necessary to address amendments made to the Yuba Water Purchase Agreement regarding the quantity and pricing of water pursuant to Section 10 thereof.
- C. This Participation Agreement will remain in effect beyond the termination dates set forth above to the extent required to enable the Parties to satisfy all obligations then existing or outstanding.

## **4. PURCHASED WATER**

### **A. METHODS FOR ESTABLISHING ALLOCATIONS AND SHARING OF WATER**

- 1. DWR will make available to the Participating SWP Contractors, as a group, 50% of the following types of water: Storage Component Water and Net Accrued Groundwater Substitution Component Water.
- 2. DWR will make available to the Participating SWP Contractors, and the Participating SWP Contractors may accept and purchase, Storage Component Water and Net Accrued Groundwater Substitution Component Water that is made available to the Authority, if the Authority elects to not take said water.
- 3. All water made available to the Participating SWP Contractors shall be allocated among the Participating SWP Contractors as follows:

- a) DWR will allocate to the AGENCY its share of water that is made available to the Participating SWP Contractors based on the AGENCY'S maximum Table A amount in its SWP Long-Term Water Supply Contract as a proportion of the total Table A amounts provided under the Long-Term Water Supply Contracts of the Participating SWP Contractors.
  - b) If any Participating SWP Contractor does not request some or any of its share of the water, the remaining Participating SWP Contractors have the first right to that water, and DWR will allocate that water among them, but excluding from the calculation the maximum Table A amount of the Participating SWP Contractors not requesting their full allocation.
  - c) The above process will repeat until all water is allocated to all Participating SWP Contractors that requested Purchased Water.
4. DWR will offer to the Authority any Storage Component Water and Net Accrued Groundwater Substitution Component Water made available pursuant to this Section and remaining unrequested water after completing the above allocation process.
5. For Storage Component Water, if the AGENCY does not take some or all of the water made available to it after the May 22 initial allocation, DWR will make that water available first to the other Participating SWP Contractors and then to the Authority. If that water is not purchased by the Participating SWP Contractors or the Authority, then the AGENCY will be required to purchase the remaining amount.

**B. TYPES AND PRICES OF PURCHASED WATER**

**1. STORAGE COMPONENT WATER**

- a) For Storage Component Water that is accounted for as Purchased Water and made available to the AGENCY from January 1, 2026 through December 31, 2030, the AGENCY will pay:
  - i) Wet Year. \$75 per acre-foot in a Final Classification Wet Water Year.
  - ii) Above Normal Year. \$150 per acre-foot in a Final Classification Above Normal Water Year.

- iii) Below Normal Year. \$225 per acre-foot in a Final Classification Below Normal Water Year.
  - iv) Dry Year. \$300 per acre-foot in a Final Classification Dry Water Year (except as provided in subsection vi, below).
  - v) Critical Year. \$450 per acre-foot in a Final Classification Critical Water Year (except as provided in subsection vi, below).
  - vi) Consecutive Dry or Critical Years. \$525 per acre-foot in two or more consecutive years with either a Final Classification of Dry or Critical Water Years.
- b) Specified quantities of Storage Component Water in Dry and Critical Years (previously known as Component 2 Water) are subject to a price reduction. In 2004 during development of the Yuba River Accord, the Participating Contractors identified quantities of water they believed that the SWP and CVP would have received in Dry and Critical Years from the Yuba Project if alternative regulatory conditions of D-1644 had gone into effect (i.e., the long-term flow requirements). To address this concern, the DWR and Yuba agreed to discount pricing for a portion of the Storage Component Water delivered in these year types. As a result, the price for such discounted Storage Component Water in Dry and Critical Water Years is 80% of the price of Storage Component Water agreed to by the Parties for the following quantities.
- i) In any Water Year that has a Final Classification as Dry, the first 15,000 acre-feet of Storage Component Water; and
  - ii) In any Water Year that has a Final Classification as Critical, the first 30,000 acre-feet of Storage Component Water.

## 2. NET ACCRUED GROUNDWATER SUBSTITUTION COMPONENT WATER

The following provisions shall apply to Net Accrued Groundwater Substitution Component Water made available by Yuba, through DWR, to the AGENCY beginning on January 1, 2016 and continuing through the term of this Participation Agreement.



- a) Except as otherwise provided herein, Net Accrued Groundwater Substitution Component Water will be accounted for in accordance with the provisions of the Yuba Water Purchase Agreement.
- b) In every year within the term of this Participation Agreement when one or more Participating Contractors desire to purchase Net Accrued Groundwater Substitution Component Water from Yuba through DWR, the Management Committee representatives of DWR, Yuba, and the Participating Contractors will convene by February 15 and conclude by March 31 to negotiate the price per acre-foot of Net Accrued Groundwater Substitution Component Water, any provisions for the Delta export priority for such water, and any other terms applicable to the transfer of Net Accrued Groundwater Substitution Component Water.
- c) In every Water Accounting Year when: (1) one or more Participating Contractors desire to purchase Net Accrued Groundwater Substitution Component Water; (2) the annual negotiations referenced in Section 4.B.2.b have reached a successful conclusion calling for the purchase of such water that year; (3) the Management Committee representatives have agreed as to the terms of, and each of these representatives has recommended in writing said terms and the approval of, a letter agreement between Yuba and DWR establishing the price per acre-foot and any modified terms that will be applicable to the Net Accrued Groundwater Substitution Component Water for that Water Accounting Year; and (4) DWR and Yuba have executed said letter agreement, DWR will offer in writing to the AGENCY the opportunity to purchase Net Accrued Groundwater Substitution Component Water at the price and terms as provided in the letter agreement between DWR and Yuba.

3. POSSIBLE FUTURE ADJUSTMENTS TO QUANTITIES

If the provisions of Section 10 or 20 of the Yuba Water Purchase Agreement require changes to the quantity of water available therein, the Parties agree that amendment of this Participation Agreement for such purposes will be a condition precedent of any amendment of the Yuba Water Purchase Agreement pursuant to Section 10 or 20 thereof. The Parties agree to meet and negotiate in good faith potential changes to this Participation Agreement.

#### **4. PRICE FOR FALL DELIVERED WATER**

Storage Component Water and Net Accrued Groundwater Substitution Component Water that is accounted as Delivered Transfer Water in the months of October and November will be priced using the determination of Water Year that was in effect before September 30 of that year.

#### **C. THIRD-PARTY TRANSFERS PURSUANT TO SECTION 9 OF THE YUBA WATER PURCHASE AGREEMENT**

The Yuba Water Purchase Agreement provides for the sale of water to Third Parties under the terms outlined in Section 9 (“Right of Yuba to Transfer Certain Quantities of Water to a Third Party”) of the Yuba Water Purchase Agreement. So long as a Third-Party Transfer is carried out consistent with the accounting provisions of Exhibit 1 for Released Transfer Water during Balanced Conditions in the Yuba Water Purchase Agreement, the AGENCY will not object based on the use of the transfer water accounting provisions of Exhibit 1 to such a transfer as not protective of DWR and the AGENCY as legal users of water during the time the AGENCY remains a Participating Contractor. The AGENCY also agrees that, as a Participating Contractor, it will not purchase water directly from Yuba other than through the Yuba Water Purchase Agreement.

#### **5. REQUESTS, SCHEDULING, CONVEYANCE, AND STORAGE**

Scheduling and conveyance of Purchased Water will be dependent on factors like releases by Yuba (including the flow schedule for the lower Yuba River as provided for in the Fisheries Agreement, the North Yuba Index, or the Yuba River Index), capacity of CVP and SWP facilities, and Bay-Delta conditions. To meet the goals of Section 7, the AGENCY may modify the requests in writing and DWR may update the allocation of Purchased Water without amending this Participation Agreement.

##### **A. REQUESTS FOR STORAGE COMPONENT WATER**

1. On or about April 11 of each Water Accounting Year, DWR will inform the AGENCY of the potential quantity of Storage Component Water that is available to the AGENCY.
2. On or before April 18, the AGENCY will submit an initial request to DWR for Storage Component Water.

3. On or about May 22, DWR will notify the AGENCY of the quantity of Storage Component Water to be allocated to the AGENCY pursuant to Section 5.A. DWR will continue to update the allocation to reflect the latest conditions.
4. In the event that Yuba wishes to conduct the First Type of Third-Party Transfer (as described in the Yuba Water Purchase Agreement) in the months of July through November during Balanced Conditions, and Yuba notifies DWR to not back a specified quantity of Released Transfer Water into Project storage, DWR will notify the AGENCY within 5 business days after Yuba issued the notice and provide an opportunity for the AGENCY to guarantee purchase of that portion of such water allocated to the AGENCY in accordance with Section 4.A at the current year pricing regardless of whether it becomes Delivered Transfer Water. Such water, when stored in Project storage, will be released in a subsequent year to the AGENCY provided it was stored in Project storage and not spilled by flood control releases before its scheduled release. The AGENCY will pay for this allocated amount at the current year pricing regardless of whether it becomes Delivered Transfer Water in the current year.

B. REQUESTS FOR NET ACCRUED GROUNDWATER SUBSTITUTION COMPONENT WATER

1. On or about April 1 of each Water Accounting Year, DWR will notify the AGENCY of the quantity of Net Accrued Groundwater Substitution Component Water that Yuba will make available and the terms of such water, including the price per acre-foot, and any other applicable terms.
2. On or before April 11, the AGENCY will submit an initial request to DWR for the amount of Net Accrued Groundwater Substitution Component Water.
3. On or before May 14, the AGENCY may adjust the request quantity of Net Accrued Groundwater Substitution Component Water.
4. On or before May 14, the AGENCY will commit to the final quantity of Net Accrued Groundwater Substitution Component Water to be purchased during the Water Accounting Year, but such amount will not be less than the actual amount of Net Accrued Groundwater Substitution Component Water made available between April 1 and May 15 in accordance with the accounting provisions for Net Accrued Groundwater Substitution

Component Water set forth in Exhibit 1 of the Yuba Water Purchase Agreement. If necessary, the dates herein may be adjusted if approved in writing by Yuba and DWR with written notice to the AGENCY to allow the Yuba Member Units to maximize the quantities of groundwater substitution pumping program water that could be made available during each year.

5. On or about May 22, DWR will notify the AGENCY of the final quantity of Net Accrued Groundwater Substitution Component Water to be allocated to the AGENCY.
6. DWR will provide Yuba not less than 72-hours' notification for suspension or termination of groundwater pumping due to limitations on the ability to divert the Net Accrued Groundwater Substitution Component Water. In the event of such suspension or termination, the AGENCY will pay for its allocated quantity of Net Accrued Groundwater Substitution Component Water, including the amount incurred through the 72-hour notification period irrespective of whether DWR was able to divert the Net Accrued Groundwater Substitution Component Water.
7. The Parties acknowledge that Section 5.1.8 of the Yuba Accord Fisheries Agreement allows the River Management Team to schedule the release of a portion of Net Accrued Groundwater Substitution Component Water at a time when it might not be transferable. The AGENCY will not be required to pay for any portion of Net Accrued Groundwater Substitution Component Water that is released under Section 5.1.8 to the extent that it is not transferable under the accounting provisions set forth in Exhibit 1 of the Yuba Water Purchase Agreement.
8. The final allocated Net Accrued Groundwater Substitution Component Water can be reduced if Yuba Member Units pump less than the quantity in letter agreement between Yuba and DWR. The AGENCY will not be required to pay for this reduction.

#### C. SCHEDULING

1. The AGENCY shall submit monthly water delivery schedules and revised monthly schedules, if any, for approval to the Division of Operation and Maintenance, Office of the Division Manager, Water Deliveries Reporting Unit, indicating timing and point of delivery requested under this Agreement

with reference to SWP #25-8xx. Monthly and revised schedules shall be sent by electronic mail to SWP-SWDS@water.ca.gov.

2. The AGENCY shall submit weekly water delivery schedules that indicate timing and point of delivery requested with reference to SWP #25-8xx, by electronic mail by 10:00 am, Wednesday, for Monday through Sunday of next week to the following:

- a) Water Delivery Scheduling  
Water\_deliv\_sched@water.ca.gov
- b) Power Management and Optimization Section  
POCOptimization@water.ca.gov
- c) Day-Ahead Scheduling Unit  
Presched@water.ca.gov
- d) Water Operations Scheduling Section  
WOSS@water.ca.gov

#### D. CONVEYANCE

1. Purchased Water is subject to deduction of Carriage Water and other losses assessed by DWR. The conveyance of the remaining Purchased Water to the AGENCY's turnouts from the SWP Delta facilities is subject to the terms and conditions of this Participation Agreement, Article 55 of the AGENCY's SWP Long-Term Water Supply Contract, and applicable laws. Use of Purchased Water under this Participation Agreement shall be restricted to the AGENCY's service area inside SWP place of use. Delivery priorities shall be determined in accordance with Article 12(f) of the AGENCY's SWP Long-Term Water Supply Contract, with Purchased Water being classified as non-project water.
2. The AGENCY shall be responsible for, and shall bear all risks for, all conveyance losses and other water losses, if applicable. DWR shall deduct any losses, as determined by DWR, from the amount of Purchased Water.
3. In the event that further adjustments are required, including if final Carriage Water value differs from the initial estimate, DWR may, after consulting with

the AGENCY, reclassify the AGENCY's Table A water to address any discrepancies.

#### **E. STORAGE**

The storage of Purchased Water under this Participation Agreement is subject to the terms and conditions of this Participation Agreement, Article 56(c) of the AGENCY's SWP Long-Term Water Supply Contract, and applicable laws. AGENCY acknowledges that DWR solely determines the available storage capacity and such storage may not interfere with SWP operations or other SWP Contractor's contractual rights. DWR will notify AGENCY of the risk of loss of the stored Purchased Water as soon as practicable. AGENCY acknowledges that stored Purchased Water is subject to spill, actual or theoretical, as determined by DWR. No power credit will accrue to AGENCY for storage of Purchased Water.

### **6. INVOICING AND PAYMENTS**

DWR will invoice the AGENCY and the AGENCY will submit payment to DWR based on each invoice as provided below.

#### **A. INVOICING FOR PURCHASED WATER**

1. Initial Storage Component Water Invoice: On or about May 22 (or within 10 business days of the date that DWR receives an invoice from Yuba), DWR will invoice the AGENCY for 50% of the estimated amount of Storage Component Water allocated to the AGENCY.
2. Initial Net Accrued Groundwater Substitution Component Water Invoice: On or about May 22 (or within 10 business days of the date that DWR receives an invoice from Yuba) DWR will invoice the AGENCY for 50% of the amount of Net Accrued Groundwater Substitution Component Water allocated to the AGENCY.
3. Second Net Accrued Groundwater Substitution Component Water Invoice: On or about August 30 (or within 10 business days of the date that DWR receives an invoice from Yuba) DWR will invoice the AGENCY for 40% of the allocated Net Accrued Groundwater Substitution Component Water allocated to the AGENCY.

4. Final Invoice for Purchased Water: On January 17 of the next calendar year (or within 10 business days of the date that DWR receives an invoice from Yuba), DWR will invoice the AGENCY for the remaining unpaid cost for Purchased Water.

B. INVOICE FOR CONVEYANCE COSTS

DWR will invoice the AGENCY monthly for conveyance charges in accordance with Article 55 of the SWP Long-Term Water Supply contract. Specifically, the AGENCY shall pay the power resources (including on-aqueduct, off-aqueduct, and any other power) incurred in the conveyance of such water from the Delta for the year in which the Purchased Water is conveyed.

C. PAYMENTS FOR COSTS ATTRIBUTABLE TO YUBA WATER PURCHASE AGREEMENT

The Parties agree that costs DWR is obligated to pay Yuba pursuant to the Yuba Water Purchase Agreement, and that have not been identified by this Participation Agreement, will be an obligation of the Participating Contractors. If necessary, the Parties will amend this Participation Agreement to provide for invoicing and payment of such costs if not provided for herein.

D. PAYMENT TERMS AND CONDITIONS

1. The AGENCY will pay DWR within 31 days after receiving an invoice.
2. DWR will assess on the AGENCY a 1% interest rate per month from the due date until paid in full.
3. If the AGENCY disputes an invoice, the AGENCY will still pay the full invoiced amount. The AGENCY will submit a notice to DWR identifying the dispute within 31 days of receipt of the invoice. Within 21 days after DWR receives the notice, the Parties will meet and, if appropriate, obtain assistance from the Technical Committee and Management Committee to resolve the dispute. If the Parties find that the AGENCY overpaid, DWR will apply a credit on the next invoice. If there is no resolution, the Parties will follow the dispute resolution process in Section 11.
4. Invoices will itemize any prior payments and credits, and the total due, less any additional credits.

## **7. EFFORTS TO MAXIMIZE THE BENEFICIAL USE OF WATER**

DWR will use all reasonable efforts to maximize the amount of Purchased Water available to the Participating Contractors. Those efforts will include, but are not limited to fully exercising its rights and obligations under the Yuba Water Purchase Agreement, coordinating with Reclamation on the operations of the SWP and CVP, and storing water in SWP facilities when Delta pumping is constrained, as provided in the Yuba Water Purchase Agreement.

## **8. MEMBERSHIP ON COMMITTEES**

DWR agrees that a representative of the Participating SWP Contractors will be a member of the Management Committee and Technical Committee.

## **9. CONFERENCE YEAR PRINCIPLES**

During any Conference Year, DWR will meet with Yuba and the other parties to the Fisheries Agreement and the Conjunctive Use Agreements to: (1) determine how to address the circumstances, and (2) discuss the operation of the Yuba Project during that Water Accounting Year.

## **10. LIABILITY**

- A. DWR will not assert that the AGENCY, its directors, officers, agents or employees, are liable for damages of any nature whatsoever arising out of any actions or omissions by DWR, its Director, officers, agents or employees, related to DWR's performance of this Participation Agreement, where such liability is caused by an act, error or omission of DWR, its Director, officers, agents or employees.
- B. The AGENCY will not assert that DWR, its Director, officers, agents or employees, are liable for damages of any nature whatsoever arising out of any actions or omissions by the AGENCY, its directors, officers, agents or employees, related to the AGENCY's performance of this Participation Agreement, where such liability is caused by an act, error or omission of the AGENCY, its director, officers, agents or employees.
- C. To the extent permitted by California law, the AGENCY will indemnify, defend and hold DWR, its Director, officers, agents and its employees safe and harmless from any and all, claims, judgments, damages, penalties, costs,



liabilities and losses (including without limitation, sums paid in settlement of claims, actual attorney's fees paralegal fees, consultant fees, engineering fees, expert fees, and any other professional fees) that arise from or are related in any way to the AGENCY's activities or performance under this Participation Agreement that are under the exclusive control of the AGENCY, including but not limited to the release, conveyance, use or distribution of water by the AGENCY for purposes of this Participation Agreement.

- D. To the extent permitted by California law, DWR will indemnify, defend and hold the AGENCY, its directors, officers, agents and its employees safe and harmless from any and all, claims, judgments, damages, penalties, costs, liabilities and losses (including without limitation, sums paid in settlement of claims, actual attorney's fees, paralegal fees, consultant fees, engineering fees, expert fees, and any other professional fees) that arise from or are related in any way to DWR's activities or performance under this Participation Agreement that are under the exclusive control of DWR, including but not limited to the release, conveyance, use or distribution of water by DWR for purposes of this Participation Agreement.

## **11. DISPUTE RESOLUTION**

- A. Should any material disputes arise concerning any provision of this Participation Agreement, or the rights and obligations of the Parties hereunder, including those involving possible termination or those that might cause the initiation of any administrative or judicial proceeding to enforce or interpret this Participation Agreement, the Party that believes a dispute exists will notify the other Party, and the Parties will promptly meet and confer to attempt to resolve the perceived dispute.
- B. If the process described in the preceding subsection fails to resolve the dispute within 30 days, the Parties will submit the dispute to a mediator who has experience in water-related disputes. The costs of any such mediation will be borne equally by the Parties. Initiation of this mediation process will be through written notice by one Party to the other Party. The Parties reserve all of their other remedies that may be provided by law or equity in the event that such mediation fails to resolve a dispute. The Parties, in consultation with the mediator, will use their best efforts to resolve the dispute within 30 days. Under no circumstances, however, will mediation under this Section result in a requirement that diminishes, limits or contravenes the discretion, authority or

any delegated authority of the Director of DWR or the AGENCY under State law.

- C. If mediation fails to resolve the dispute, and prior to commencing any legal action to resolve the dispute, the Party proposing to commence legal action will provide the other Party 30 days' written notice of such action, provided that such notice will not be required where a delay in commencing an action would prejudice the interests of the Party that intends to file suit. During the 30-day notice period, the Parties will continue to attempt to resolve the dispute.

## **12. NOT A PRECEDENT**

The terms and conditions set forth in this Participation Agreement are not intended to set a precedent for any future contractual arrangements for conveying non-SWP water by DWR to the AGENCY.

## **13. PAYMENTS, NOTICES, OR OTHER COMMUNICATIONS**

The time for providing any payments, notices, or other communications specified in this Participation Agreement may be extended within the term of this Participation Agreement with the consent of the Parties, confirmed in writing, without requiring an amendment to this Participation Agreement. All payments, notices, or other communications required under this Participation Agreement will be in writing, and will be deemed to have been duly given upon the date of service, if: (a) served personally on the Party to whom notice is to be given; (b) sent by electronic mail, and the Party to whom notice is to be given confirms receipt; or (c) on the third day after mailing, if mailed to the Party to whom payment, notice or other communication is directed, by first-class mail, postage prepaid, and properly addressed to the designated representatives of the Party set forth below.

DWR:

Assistant Division Manager of Water Management  
Department of Water Resources  
P.O. Box 942836  
Sacramento, CA 94236-0001  
cc: swpwatertransfers@water.ca.gov

AGENCY:

General Manager

Address

A Party may notify the other Party in writing of a change in its designated representatives, without requiring an amendment to this Participation Agreement. When requested, unless otherwise specified in this Participation Agreement, DWR will provide to the AGENCY copies of any and all communications it sends or receives pursuant to the terms of the Yuba Water Purchase Agreement. These communications will be shared as soon as possible, but not later than 14 days after DWR receives, or sends, such communications to Yuba, the Authority, and/or other Participating SWP Contractors.

#### **14. SIGNATORIES' AUTHORITY**

The signatories to this Participation Agreement represent that they have authority to execute this Participation Agreement and to bind the Party on whose behalf they execute this Participation Agreement.

#### **15. COUNTERPARTS OF THIS PARTICIPATION AGREEMENT**

This Participation Agreement may be signed in any number of counterparts by the Parties, each of which will be deemed to be an original, and all of which together will be deemed to be one and the same instrument. This Participation Agreement, if executed in counterparts, will be valid and binding on a Party as if fully executed all in one copy.

#### **16. BINDING ON SUCCESSORS/ASSIGNMENT**

This Participation Agreement will bind and inure to the benefit of the respective successors and assigns of the Party, except that, none of the obligations of the Parties set forth in this Participation Agreement will be assigned without the prior, written approval of the other Party, which approval will not unreasonably be withheld.

#### **17. NO THIRD-PARTY BENEFICIARIES**

This Participation Agreement will not be construed to create any third-party beneficiaries, except as set forth in this section. This Participation Agreement is for the sole benefit of the Parties, their respective successors and assigns, and no other

person or entity will be entitled to rely on or receive any benefit from this Participation Agreement or any of its terms.

## **18. AMENDMENTS**

- A. This Participation Agreement may be amended or modified only by written agreement approved and executed by the Parties.
- B. Prior to any amendment of this Participation Agreement, the Parties will meet and confer with the other Participating SWP Contractors and the Authority. The Parties will not agree to any amendment to this Participation Agreement that would adversely affect the rights and obligations of the Participating SWP Contractors under each of their respective “Agreement for the Supply and Conveyance of Water by the Department of Water Resources of the State of California to the Participating SWP Contractors under the Dry Year Water Purchase Program” or the Authority under its “Agreement for the Supply and Conveyance of Water by the Department of Water Resources of the State of California to the San Luis & Delta-Mendota Water Authority under the Dry Year Water Purchase Program.”
- C. Prior to any amendment of any “Agreement for the Supply and Conveyance of Water by the Department of Water Resources of the State of California to the Participating SWP Contractors Under the Dry Year Water Purchase Program”, DWR will meet and confer with the AGENCY. DWR will not agree to any amendments to any “Agreement for the Supply and Conveyance of Water by the Department of Water Resources of the State of California to the Participating SWP Contractors Under the Dry Year Water Purchase Program” or the “Agreement for the Supply and Conveyance of Water by the Department of Water Resources of the State of California to the San Luis & Delta-Mendota Water Authority under the Dry Year Water Purchase Program” that would adversely affect the rights and obligations under this Participation Agreement.
- D. DWR will meet and confer with the AGENCY, the other Participating SWP Contractors and the Authority before agreeing to any proposed changes, amendments, or supplements to the Yuba Water Purchase Agreement. DWR will not agree to any changes, amendments, or supplements to the Yuba Water Purchase Agreement or its Exhibits that would be inconsistent with or adversely affect the Parties’ rights and obligations under this Participation Agreement, any other “Agreement for the Supply and Conveyance of Water by the Department

of Water Resources of the State of California to the Participating SWP Contractors Under the Dry Year Water Purchase Program” or under the “Agreement for the Supply and Conveyance of Water by the Department of Water Resources of the State of California to the San Luis & Delta-Mendota Water Authority under the Dry Year Water Purchase Program.”

## **19. OPINIONS AND DETERMINATIONS**

Where the terms of this Participation Agreement provide for action to be based upon the opinion, determination, approval or review of either Party, such terms are not intended to be, and will not be construed as permitting such actions to be arbitrary, capricious or unreasonable. Any opinion, determination, approval or review required of a Party under this Participation Agreement will be provided in a timely manner.

## **20. REASONABLE COOPERATION**

The Parties will reasonably cooperate with each other, including the execution of all necessary documents and providing assistance in obtaining approvals and permits from regulatory agencies required to perform the obligations under this Participation Agreement and to carry out the purpose and intent of this Participation Agreement.

## **21. CONSTRUCTION AND INTERPRETATION**

This Participation Agreement is entered into freely and voluntarily. This Participation Agreement has been arrived at through negotiation, and each Party has had a full and fair opportunity to revise the terms of this Participation Agreement. Consequently, the normal rule of construction that any ambiguities are to be resolved against the drafting party will not apply in construing or interpreting this Participation Agreement.

## **22. COMPLETE CONTRACT**

This Participation Agreement constitutes the sole, final, complete, exclusive and integrated expression and statement of the terms of this Participation Agreement among the Parties concerning the subject matter, and supersedes all prior negotiations, representations or agreements, either oral or written, that may be related to the subject matter of this Participation Agreement, except as to those other agreements that are expressly referred to in this Participation Agreement.

### **23. DETERMINATION OF UNENFORCEABLE PROVISIONS**

If any term or provision of this Participation Agreement is deemed invalid or unenforceable by any court of final jurisdiction, the Parties will meet and attempt to address this situation pursuant to the provisions of Section 10 of this Participation Agreement.

### **24. WAIVER**

The waiver at any time by a Party of its rights with respect to a default or other matter arising in connection with this Participation Agreement will not be deemed a waiver with respect to any other default or matter.

### **25. TIME**

Time is of the essence in this Participation Agreement. Any date specified in this Participation Agreement may be changed with the written consent of the Parties.

### **26. APPLICABLE LAW**

This Participation Agreement will be construed under and will be deemed to be governed by the laws of the State of California.

### **27. VENUE**

Any appropriate County under California law will be venue for any state court litigation concerning the enforcement or interpretation of this Participation Agreement.

### **28. REMEDIES NOT EXCLUSIVE**

The remedies provided in this Participation Agreement are cumulative and not exclusive, and are in addition to any other remedies that may be provided by law or equity. The exercise by the Party of any remedy under this Participation Agreement will be without prejudice to the enforcement of any other remedy.

### **29. OFFICIALS NOT TO BENEFIT**

No member or delegate to Congress, Resident Commissioner, or Federal or State official will be admitted to any share or part of this Participation Agreement or to any benefit that may arise therefrom.

### **30. STANDARD CLAUSES**

With respect to the mutual obligations of the Parties under this Participation Agreement, the Parties will comply with the Standard Clauses as shown on Attachment B ("State of California Standard Clauses") to this Participation Agreement for the State of California, Contracts with Public Entities.

### **31. ATTACHMENTS INCORPORATED**

Each attachment to which reference is made is deemed incorporated in this Participation Agreement, whether or not actually attached.

DRAFT

**IN WITNESS WHEREOF**, the Parties hereto, by their authorized representatives, have executed this Participation Agreement on the last date set forth below.

[Signature Page goes here]



**ATTACHMENTS:**

Attachment A: Amendment 8 to the Agreement for the Long-Term Purchase of Water from Yuba County Water Agency by the Department of Water Resources (Insert by DocuSign)

Attachment B: DWR Standard Clauses

DRAFT

**ATTACHMENT A**

AMENDMENT 8 TO THE AGREEMENT FOR THE LONG-TERM PURCHASE OF  
WATER FROM YUBA COUNTY WATER AGENCY BY THE DEPARTMENT OF  
WATER RESOURCES (Insert by DocuSign)

DRAFT

**ATTACHMENT B**

**DEPARTMENT OF WATER RESOURCES STANDARD CLAUSES  
FOR  
AGREEMENT FOR THE SUPPLY AND CONVEYANCE OF WATER  
BY THE DEPARTMENT OF WATER RESOURCES  
OF THE STATE OF CALIFORNIA  
TO THE AGENCY  
UNDER  
THE DRY YEAR WATER PURCHASE PROGRAM**

**Worker's Compensation Clause.** Contractor needs to be aware of the provisions which require every employer to be insured against liability for Worker's Compensation or to undertake self-insurance in accordance with the provisions, and Contractor affirms to comply with such provisions before commencing the performance of the work of this Agreement. (Labor Code Section 3700).

**Nondiscrimination Clause.** During the performance of this Agreement, Contractor and its subcontractors shall not deny the contract's benefits to any person on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status. Contractor shall insure that the evaluation and treatment of employees and applicants for employment are free of such discrimination. Contractor and subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12900 et seq.), the regulations promulgated thereunder (Cal. Code Regs., tit. 2, §11000 et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (Gov. Code §§11135-11139.5), and the regulations or standards adopted by the awarding state agency to implement such article. Contractor shall permit access by representatives of the Department of Fair Employment and Housing and the awarding state agency upon reasonable notice at any time during the normal business hours, but in no case less than 24 hours' notice, to such of its books, records, accounts, and all other sources of information and its facilities as said Department or Agency shall require to ascertain compliance with this clause. Contractor and its subcontractors shall give written notice of their obligations under this clause to

labor organizations with which they have a collective bargaining or other agreement.  
(See Cal. Code Regs., tit. 2, §11105.)

Contractor shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform work under the Agreement.

**Compliance with Laws, Regulations, Permit Requirements.** Contractor shall at all times comply with, and require its contractors and subcontractors to comply with, all applicable federal and State laws, rules and regulations, permits and all applicable local ordinances, specifically including but not limited to environmental, procurement and safety laws, rules, regulations, permits and ordinances.

**Availability of Funds.** Work to be performed under this contract is subject to the availability of funds through the State's normal budget process.

**Audit Clause.** Contractor agrees that the awarding department, the Department of General Services, the Bureau of State Audits, or their designated representative shall have the right to review and to copy any records and supporting documentation pertaining to the performance of this Agreement. Contractor agrees to maintain such records for possible audit for a minimum of three (3) years after final payment, unless a longer period of records retention is stipulated. Contractor agrees to allow the auditor(s) access to such records during normal business hours and to allow interviews of any employees who might reasonably have information related to such records. Further, Contractor agrees to include a similar right of the State to audit records and interview staff in any subcontract related to performance of this Agreement. (Gov. Code §8546.7, Pub. Contract Code §10115 et seq., CCR Title 2, Section 1896).

**Compensation.** The consideration to be paid Contractor, as provided herein, shall be in compensation for all of Contractor's expenses incurred in the performance hereof, including travel, per diem, and taxes, unless otherwise expressly so provided.

**Drug-Free Workplace Certification.** Contractor will comply with the requirements of the Drug-Free Workplace Act of 1990 and will provide a drug-free workplace by taking the following actions:

- a. Publish a statement notifying employees that unlawful manufacture, distribution, dispensation, possession or use of a controlled substance is prohibited and specifying actions to be taken against employees for violations.
- b. Establish a Drug-Free Awareness Program to inform employees about:

- 1) the dangers of drug abuse in the workplace;
- 2) the person's or organization's policy of maintaining a drug-free workplace;
- 3) any available counseling, rehabilitation and employee assistance programs; and,
- 4) penalties that may be imposed upon employees for drug abuse violations.

c. Every employee who works on the proposed Agreement will:

- 1) receive a copy of the company's drug-free workplace policy statement; and,
- 2) agree to abide by the terms of the company's statement as a condition of employment on the Agreement.

Failure to comply with these requirements may result in suspension of payments under the Agreement or termination of the Agreement or both and Contractor may be ineligible for award of any future State agreements if the department determines that any of the following has occurred: the Contractor has made false certification, or violated the certification by failing to carry out the requirements as noted above. (Gov. Code §8350 et seq.)

**Americans with Disabilities Act.** Contractor assures the State that it complies with the Americans with Disabilities Act (ADA) of 1990, which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA. (42 U.S.C. 12101 et seq.)

**Conflict of Interest.** Contractor needs to be aware of the following provisions regarding current or former state employees. If Contractor has any questions on the status of any person rendering services or involved with the Agreement, the awarding agency must be contacted immediately for clarification.

Current State Employees (Pub. Contract Code §10410):

- 1) No officer or employee shall engage in any employment, activity or enterprise from which the officer or employee receives compensation or has a financial

interest and which is sponsored or funded by any state agency, unless the employment, activity or enterprise is required as a condition of regular state employment.

2) No officer or employee shall contract on his or her own behalf as an independent contractor with any state agency to provide goods or services.

Former State Employees (Pub. Contract Code §10411):

1) For the two-year period from the date he or she left state employment, no former state officer or employee may enter into a contract in which he or she engaged in any of the negotiations, transactions, planning, arrangements or any part of the decision-making process relevant to the contract while employed in any capacity by any state agency.

2) For the twelve-month period from the date he or she left state employment, no former state officer or employee may enter into a contract with any state agency if he or she was employed by that state agency in a policy-making position in the same general subject area as the proposed contract within the 12-month period prior to his or her leaving state service.

If Contractor violates any provisions of above paragraphs, such action by Contractor shall render this Agreement void. (Pub. Contract Code §10420)

Members of boards and commissions are exempt from this section if they do not receive payment other than payment of each meeting of the board or commission, payment for preparatory time and payment for per diem. (Pub. Contract Code §10430 (e))

**Child Support Compliance Act.** For any Agreement in excess of \$100,000, the contractor acknowledges in accordance with Public Contract Code 7110, that:

- a. The contractor recognizes the importance of child and family support obligations and shall fully comply with all applicable state and federal laws relating to child and family support enforcement, including, but not limited to, disclosure of information and compliance with earnings assignment orders, as provided in Chapter 8 (commencing with section 5200) of Part 5 of Division 9 of the Family Code; and
- b. The contractor, to the best of its knowledge is fully complying with the earnings assignment orders of all employees and is providing the names of all new

employees to the New Hire Registry maintained by the California Employment Development Department.

**Air or Water Pollution Violation.** Under the State laws, the Contractor shall not be: 1) in violation of any order or resolution not subject to review promulgated by the State Air Resources Board or an air pollution control district; 2) subject to cease and desist order not subject to review issued pursuant to Section 13301 of the Water Code for violation of waste discharge requirements or discharge prohibitions; or 3) finally determined to be in violation of federal law relating to air or water pollution.

**Recycling Certification.** The Contractor shall certify in writing under penalty of perjury, the minimum, if not exact, percentage of post-consumer material as defined in the Public Contract Code Section 12200, in products, materials, goods, or supplies offered or sold to the State regardless of whether the product meets the requirements of Public Contract Code Section 12209. With respect to printer or duplication cartridges that comply with the requirements of Section 12156(e), the certification required by this subdivision shall specify that the cartridges so comply (Pub. Contract Code §12205).

CITY OF YUBA CITY  
STAFF REPORT

**Date:** January 20, 2026  
**To:** Honorable Mayor & Members of the City Council;  
**From:** Public Works Department  
**Presentation By:** Joshua Wolffe, Public Works Director

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**Summary**

**Subject:** DWR Urban Drought Relief - Turf Replacement Project (24-02)  
**Recommendation:** Adopt a Resolution adopting a CEQA Class 4 Categorical Exemption pursuant to Section 15304(b), approving the plans and specifications, and authorizing advertisement for bids for the grant funded City Turf Replacement Project  
**Fiscal Impact:** \$2,183,000 — Engineer's Estimate - Account No. 1330 (Urban Community Drought Relief)

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**Purpose:**

To remove approximately 154,000 square feet of turf from ten City-owned properties located within City limits and replace it with drought tolerant plants and water-wise irrigation controls for increased water conservation.

**Council's Strategic Goals:**

This project addresses the City Council's Strategic Goal of improving the City's infrastructure, while advancing water conservation and drought resiliency.

**Background:**

Recurring and anticipated droughts across California have required California water suppliers to prioritize conservation and long-term water use efficiency. Statewide initiatives under the "Making Water Conservation a California Way of Life," emphasize reductions in outdoor water use, particularly for "non-functional" turf on commercial, industrial, and public properties.

To support and reduce the financial burden of these efforts, the Department of Water Resources (DWR) has created grant programs for local agencies.

In June 2023, the City was awarded a total of \$3.415 million as follows:

- \$2,750,000 - City-Owned Property Turf Replacement Project (This staff report)
- \$575,000 - Commercial Property Turf Replacement Rebate Program
- \$90,000 - Grant Administration
- \$30,000 - City Staff time



The City was granted a waiver of 25 percent local match requirement based upon the City's designation as a Disadvantaged Community. This will not include turf used for softball field and other community activities.

On April 1st, 2025, Council previously adopted Resolution 25-036 awarding a Professional Services Agreement to MSLA Landscape Architecture for Preliminary Engineering Services.

Non-functional turf will be replaced with drought-tolerant plants and walkways of decomposed granite or other permeable hardscapes. The following City-owned sites have been selected for strategic turf replacement.

- City Hall
- Water Treatment Plant
- Wastewater Treatment Facility
- Holly Tree Park
- Kingwood Park
- Greenwood Park
- Stabler/Butte Vista Roundabout
- Town Center Roundabout
- Bogue Road/Singh Way
- Fire Station 1

### **Analysis:**

Public Works has prepared the project plans, specifications, and cost estimate for the DWR Urban Drought Relief - Turf Replacement Project. With Council approval of the plans and specifications and authorization to advertise for bids, staff anticipates the following schedule:

|                        |                |
|------------------------|----------------|
| Advertise for Bid:     | January 2026   |
| Award Contract:        | March 2026     |
| Start of Construction: | April 2026     |
| Completion:            | September 2026 |

The plans and specifications for the project are on file in the Public Works Department at City Hall and at [https://www.yubacity.net/public\\_works\\_plans/index.php](https://www.yubacity.net/public_works_plans/index.php) for review.

### **Fiscal Impact:**

The estimated project cost is \$2,183,000. This estimate includes a 10% contingency and 3% for construction management allowance. This project is anticipated to be 100% funded through DWR Urban Community Drought Relief Grant Program encumbered through CIP Account No. 1330 (Urban Community Drought Relief). This account currently has a balance of approximately \$2,594,000.

Detailed fiscal impacts will be presented to Council at the award of the contract based on the actual bid amounts.

### **Environmental:**

Staff have performed a preliminary environmental assessment of this project and determined that it falls within Class 4 Categorical Exemption set forth in CEQA Guidelines Section 15304 (b), as it involves the new gardening or landscaping, including the replacement of existing conventional landscaping with

water efficient or fire-resistant landscaping. Further, none of the exceptions to Categorical Exemptions set forth in CEQA Guidelines 15300.2 apply to this project.

**Alternatives:**

Provide staff with direction regarding modifications to proposed locations.

**Recommendations:**

Adopt a Resolution adopting a CEQA Class 4 Categorical Exemption pursuant to Section 15304(b), approving the plans and specifications, and authorizing advertisement for bids for the DWR Urban Drought Relief - Turf Replacement Project (24-02).

**Attachments:**

1. Resolution - DWR Urban Drought Relief - Turf Replacement Project (24-02)
2. Exhibits - DWR Urban Drought Relief - Turf Replacement Project (24-02)

Prepared By:  
Bailey Goldby  
Assistant Civil Engineer

Submitted By:  
Robert Bendorf  
City Manager

# ATTACHMENT 1

**RESOLUTION NO. \_\_\_\_\_**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY  
ADOPTING A CEQA CLASS 4 CATEGORICAL EXEMPTION,  
APPROVING THE PLANS AND SPECIFICATIONS, AND  
AUTHORIZING ADVERTISEMENT FOR BIDS FOR DWR URBAN  
DROUGHT RELIEF – TURF REPLACEMENT PROJECT (24-02)**

WHEREAS, the Public Works Department intends to solicit bids for construction of the DWR Urban Drought Relief – Turf Replacement Project.

NOW, THEREFORE, be it resolved and ordered by the City Council of Yuba City as follows:

1. The City has performed a preliminary environmental assessment of this project relative to California Environmental Quality Act (CEQA) requirements and the City Council finds and determines that the project falls within Class 4 Categorical Exemption set forth in CEQA Guidelines Section 15304(b), as it involves the new gardening or landscaping, including the replacement of the existing conventional landscaping with water efficient or fire-resistant landscaping. Further, none of the exceptions to Categorical Exemptions set forth in CEQA Guidelines Section 15300.2 apply to this project.
2. The plans and specifications for the DWR Urban Drought Relief – Turf Replacement Project be approved.
3. The Public Works Department is hereby authorized and directed to advertise for bids for the DWR Urban Drought Relief – Turf Replacement Project.
4. This Resolution shall take effect immediately.

The foregoing resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 20<sup>th</sup> day of January, 2026.

AYES:

NOES:

ABSENT:

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Marc Boomgarden, Mayor

ATTEST:

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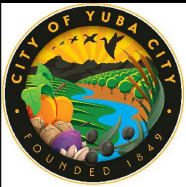
Ciara Wakefield, City Clerk

APPROVED AS TO FORM  
COUNSEL FOR YUBA CITY:

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Shannon L. Chaffin, City Attorney  
Aleshire & Wynder, LLP

## ATTACHMENT 2

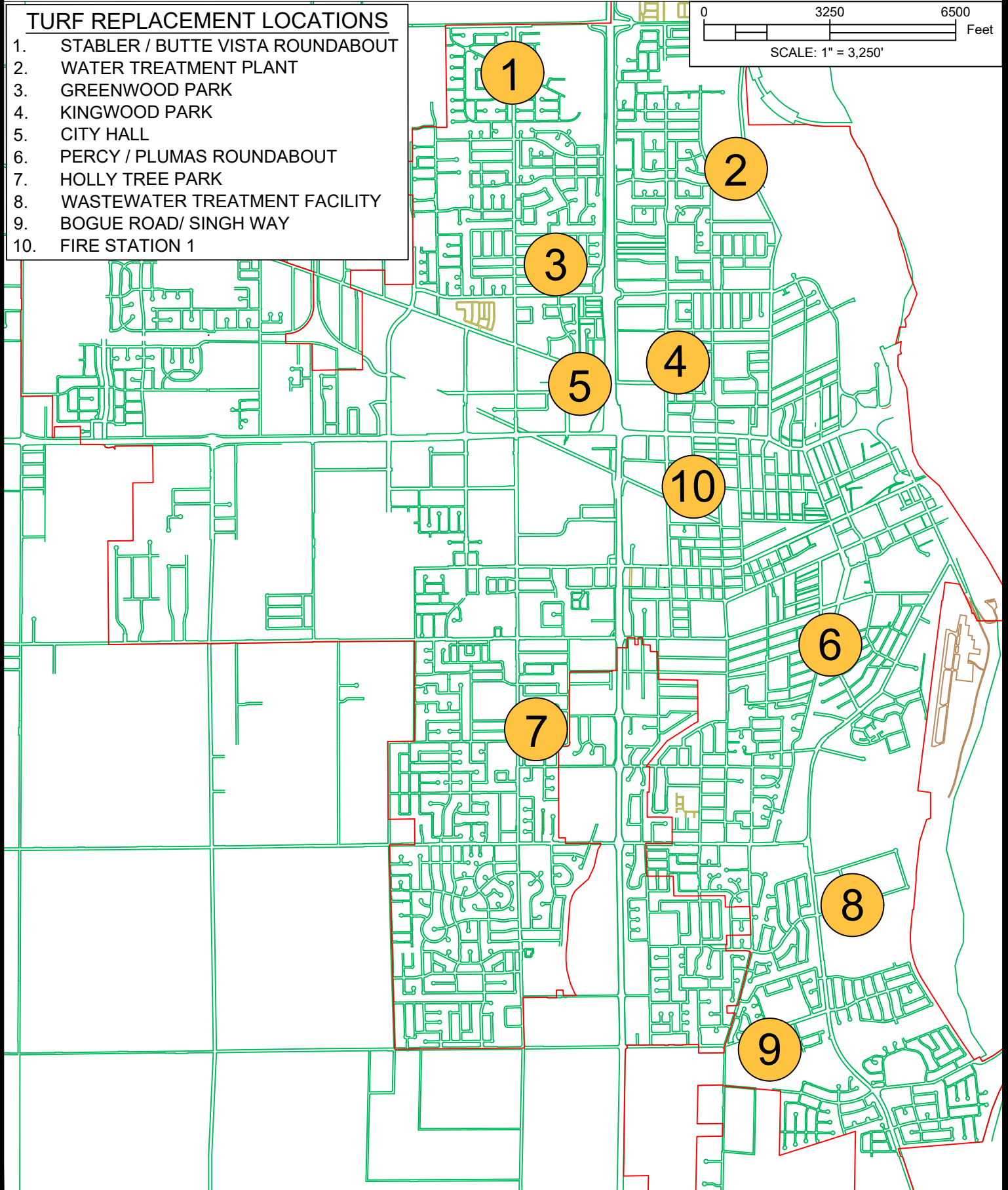
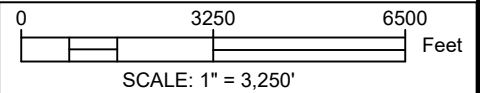


# CITY OF YUBA CITY CITY-OWNED PROPERTY TURF REPLACEMENT PROJECT PROJECT LOCATION MAP



## TURF REPLACEMENT LOCATIONS

1. STABLER / BUTTE VISTA ROUNDABOUT
2. WATER TREATMENT PLANT
3. GREENWOOD PARK
4. KINGWOOD PARK
5. CITY HALL
6. PERCY / PLUMAS ROUNDABOUT
7. HOLLY TREE PARK
8. WASTEWATER TREATMENT FACILITY
9. BOGUE ROAD/ SINGH WAY
10. FIRE STATION 1



CITY OF YUBA CITY  
STAFF REPORT

**Date:** January 20, 2026  
**To:** Honorable Mayor & Members of the City Council;  
**From:** Finance/IT Department  
**Presentation By:** Diona Pope, Director of Finance

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**Summary**

**Subject:** Presentation of Investment Report – Quarter Ended September 30, 2025  
**Recommendation:** Note & File Quarterly Investment Report  
**Fiscal Impact:** Informational item only

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**Purpose:**

To provide information regarding the investment of City funds.

**Council's Strategic Goal:**

This staff report addresses the City Council's Strategic Goal of fiscal responsibility.

**Background:**

In accordance with the City's adopted Investment Policies, staff prepared the attached investment report for City Council review for the previous quarter (July, August, and September 2025).

**Analysis:****Portfolio Highlights:**

- As of September 30, 2025, the City's overall investment portfolio (estimated market value) totaled \$140,050,676, a decrease of \$27,057,113 from the previous quarter.
- Notable transactions during the quarter that affected cash flow included:
  - Annual PERS UAL expense, \$7.4 million;
  - SBFCA project expenses, \$8.5 million;
  - Sales tax receipts, \$4.0 million;
  - General liability coverage expense, \$3.4 million;
  - Debt service payment from various funds, \$1.6 million;
  - Transportation funds revenue, \$1.0 million.
- The portfolio shows a "paper gain" of \$2,184,832 as of September 30th. This represents the amount of value that the City could gain if it were to liquidate its entire portfolio at the end of the reporting period. However, such gains will not be realized if the investments are held until maturity (which is the City's general investment strategy).
- The City's portfolio is starting to replace lower-yield instruments with higher yields with each



maturing investment in this fixed income market, but the overall portfolio yield increased compared to past quarters due to market values of longer maturity bonds in the portfolio increasing. The portfolio remains positioned for a declining yield environment by keeping the maturity dates of our purchases to a longer position, currently 1.58 weighted average years to maturity, while remaining watchful for signs of an economic shift. For the quarter ending 9/30/25, 22 investments matured, called or sold, partially, overall, with an average yield of 3.45%. Exclude asset-backed securities and 10 investments matured or sold with an average yield of 2.61%. These funds were invested in 10 instruments with an average yield of 3.59%. The Weighted Average Yield to Maturity of the City's total investment portfolio decreased from 4.06% to 4.00% for the quarter.

- The City's cash flow needs will be met by \$45,752,987 million in liquid assets as of September 30<sup>th</sup> (approximately 33.4% of the City Held Investments portfolio value) currently invested in LAIF, CAMP, First American money management funds, and in the City's Wells Fargo checking account.

**Outlook:** Geopolitical tension and tariffs continue to cause uncertainty in the markets and the Fed is mixed on whether to leave rates the same or lowered by 25 basis points while the economy is growing at the fastest rate in two years. Expect to see longer durations and a focus on asset- and agency-backed securities, corporate bonds and US Treasuries over agency bonds due to reduced issuance and talk of privatization in the future.

**Summary Overview:** The City's investment portfolio continues to remain safe and stable. Each investment complies with state law and the City's formal Investment Policies. Our three primary objectives for the City's portfolio are safety, liquidity, and then yield. Staff continue to conservatively look for opportunities in today's marketplace while remaining focused on our primary objectives.

**Fiscal Impact:**

Informational item only.

**Recommendation:**

Note and file the Quarterly Investment Report for the period ending September 30, 2025.

**Attachments:**

1. 1st Qtr 25-26 Investment Report

Prepared By:  
Diona Pope  
City Treasurer

Submitted By:  
Diona Pope  
City Treasurer

# ATTACHMENT 1



City of Yuba City

# Treasurer's Quarterly Investment Report

AS PRESCRIBED BY CALIFORNIA GOVERNMENT CODE SECTION 53646

*September 30, 2025*

**City of Yuba City – Month-By-Month Comparison Report  
September 30, 2025**

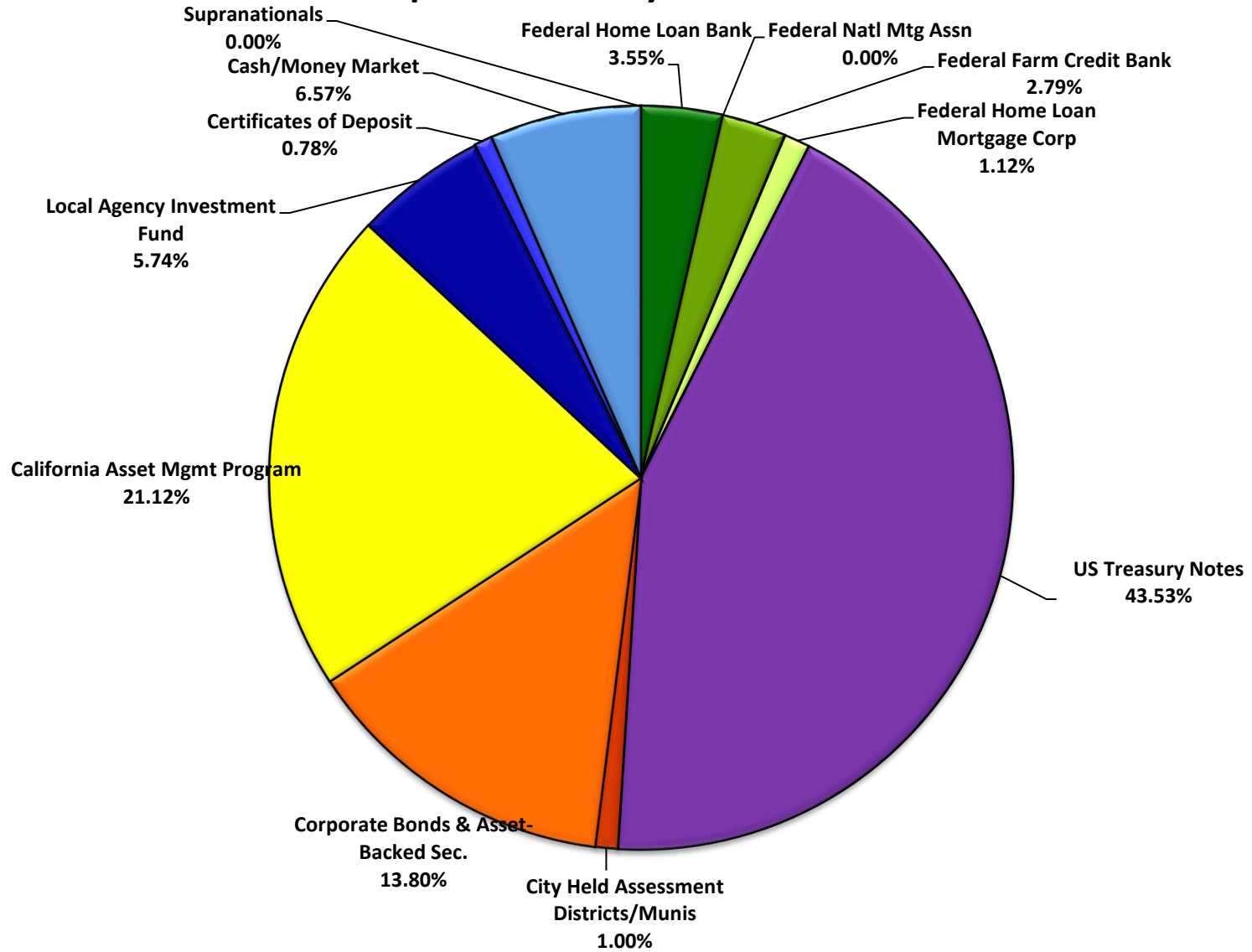
The following table provides a comparison of the portfolio for the quarter ending December, and the previous quarters ending July, August, and September 2025.

| <b>Portfolio Comparison</b>                                |                 |                |                |                      |
|------------------------------------------------------------|-----------------|----------------|----------------|----------------------|
|                                                            | <b>12/31/24</b> | <b>3/31/25</b> | <b>6/30/25</b> | <b>9/30/25</b>       |
| Cost Basis                                                 | \$143,686,457   | \$154,146,966  | \$165,166,083  | <b>\$137,865,844</b> |
| Estimated Market Value                                     | 144,354,427     | 155,700,043    | 167,107,789    | <b>140,050,676</b>   |
| Unrealized Gains/(Losses) <sup>(1)</sup>                   | 667,970         | 1,553,077      | 1,941,696      | <b>2,184,832</b>     |
| Liquidity                                                  | 40.58%          | 41.74%         | 45.74%         | <b>33.44%</b>        |
| Weighted Average Years:<br>Maturity of City Held Funds     | 1.51 years      | 1.39 years     | 1.30 years     | <b>1.58 years</b>    |
| LAIF Interest Rate                                         | 4.434%          | 4.480%         | 4.269%         | <b>4.340%</b>        |
| CAMP Interest Rate                                         | 4.730%          | 4.470%         | 4.400%         | <b>4.360%</b>        |
| Portfolio: Weighted Average Yield<br>to Maturity at Market | 4.10%           | 4.03%          | 4.06%          | <b>4.00%</b>         |
| CPI (Annualized)                                           | 2.9%            | 2.4%           | 2.7%           | <b>3.0%</b>          |

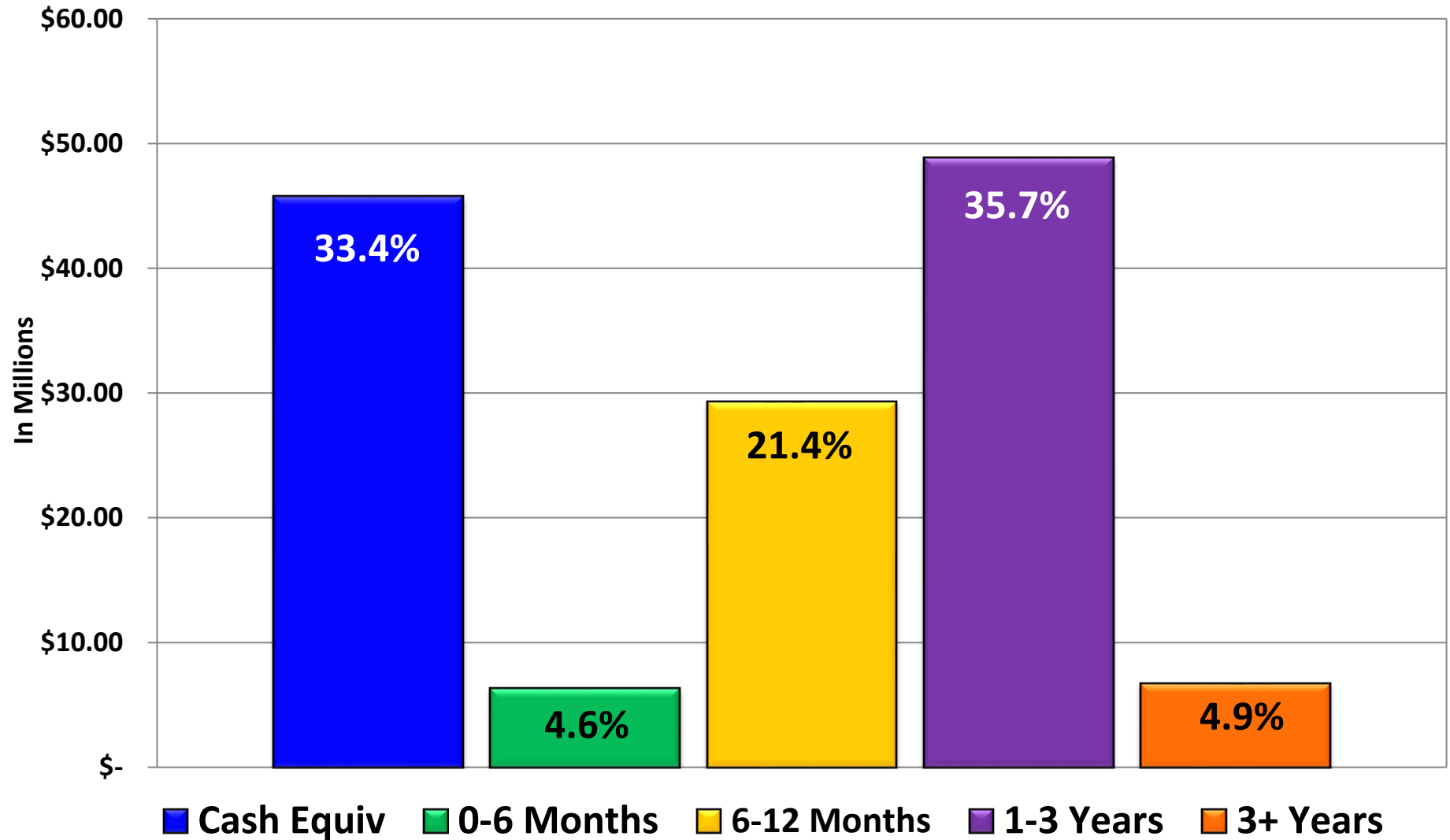
Note: (1) This represents the amount of money that the City would gain (or lose) if it were to liquidate its entire portfolio at the end of the reporting period. However, such gains (or losses) will not be realized if the investments are held until maturity (which is the City's historical investment strategy).

City of Yuba City – Quarterly Investment Report  
September 30, 2025

Composition of City Held Investments



### City Held Investment Portfolio Maturity Distribution



**City of Yuba City  
Monthly Investment Statement  
City Held Investments**

**September 2025**

| No. | Description of Security                    | CUSIP NO. | Maturity Date | Coupon Rate | Yield to Maturity | Cost Basis    | Estimated Market Value | Unrealized Gain/(Loss) |
|-----|--------------------------------------------|-----------|---------------|-------------|-------------------|---------------|------------------------|------------------------|
|     | U.S. Consumer Price Index (Inflation)      |           | 09/30/25      |             | 3.000%            |               |                        |                        |
| 1   | Local Agency Investment Fund (LAIF)        | N/A       | Daily         | 4.340%      | 4.340%            | \$ 7,844,777  | \$ 7,859,914           | \$ 15,137              |
| 2   | Calif. Asset Management Program (CAMP)     | N/A       | Daily         | 4.360%      | 4.360%            | \$ 28,896,348 | \$ 28,896,348          | -                      |
| 3   | Wells Fargo Money Market & Checking Accts. | N/A       | Daily (Sweep) | 4.208%      | 4.208%            | \$ 6,283,090  | \$ 6,283,090           | -                      |
| 4   | First American Institutional Prime         | 26200630S | Daily         | 4.840%      | 4.840%            | \$ 2,713,635  | \$ 2,713,635           | -                      |
| 5   | United Health Group                        | 91324PEN8 | 10/15/25      | 5.150%      | 5.150%            | \$ 69,994     | \$ 70,015              | 22                     |
| 6   | National Rural Med Term Notes              | 63743HFF4 | 10/30/25      | 5.450%      | 5.500%            | \$ 64,913     | \$ 65,038              | 125                    |
| 7   | Amazon.com Inc Corp Bonds                  | 023135CN4 | 12/01/25      | 4.600%      | 4.600%            | \$ 624,963    | \$ 625,438             | 475                    |
| 8   | US Treasury Notes                          | 91282CBC4 | 12/31/25      | 0.380%      | 0.728%            | \$ 368,965    | \$ 371,621             | 2,656                  |
| 9   | US Treasury Notes                          | 9128285T3 | 12/31/25      | 2.625%      | 4.834%            | \$ 526,176    | \$ 548,130             | 21,954                 |
| 10  | Morgan Stanley                             | 61746BDZ6 | 01/27/26      | 3.875%      | 1.270%            | \$ 224,686    | \$ 199,662             | (25,024)               |
| 11  | US Treasury Notes                          | 91282CGL9 | 02/15/26      | 4.000%      | 4.190%            | \$ 698,991    | \$ 700,112             | 1,121                  |
| 12  | Federal Farm Credit Bank                   | 3133EPCF0 | 03/02/26      | 4.500%      | 5.060%            | \$ 1,086,581  | \$ 1,102,387           | 15,806                 |
| 13  | US Treasury Notes                          | 91282CKH3 | 03/31/26      | 4.500%      | 4.117%            | \$ 2,606,500  | \$ 2,608,320           | 1,820                  |
| 14  | US Treasury Notes                          | 91282CHB0 | 05/15/26      | 3.625%      | 3.730%            | \$ 672,207    | \$ 674,075             | 1,868                  |
| 15  | Toyota Motor Credit Corp                   | 89236TJK2 | 06/18/26      | 1.125%      | 1.204%            | \$ 224,145    | \$ 220,471             | (3,674)                |
| 16  | US Treasury Notes                          | 91282CKY6 | 06/30/26      | 4.625%      | 4.160%            | \$ 1,014,688  | \$ 1,005,980           | (8,708)                |
| 17  | US Treasury Notes                          | 91282CCP4 | 07/31/26      | 0.625%      | 3.030%            | \$ 910,781    | \$ 986,477             | 75,696                 |
| 18  | US Treasury Notes                          | 91282CCP4 | 07/31/26      | 0.625%      | 3.040%            | \$ 1,274,984  | \$ 1,380,950           | 105,965                |
| 19  | US Treasury Notes                          | 91282CCP4 | 07/31/26      | 0.625%      | 3.330%            | \$ 405,545    | \$ 439,250             | 33,705                 |
| 20  | US Treasury Notes                          | 91282CCP4 | 07/31/26      | 0.625%      | 3.460%            | \$ 807,785    | \$ 874,921             | 67,136                 |
| 21  | US Treasury Notes                          | 91282CCP4 | 07/31/26      | 0.625%      | 3.930%            | \$ 1,998,633  | \$ 2,164,742           | 166,109                |
| 22  | Citibank NA Senior Notes                   | 17325FBJ6 | 08/06/26      | 4.929%      | 4.165%            | \$ 780,611    | \$ 775,675             | (4,936)                |
| 23  | Federal Home Loan Bank                     | 3130AWTQ3 | 09/11/26      | 4.625%      | 4.750%            | \$ 647,680    | \$ 655,174             | 7,495                  |
| 24  | TAOT 2022-B A3                             | 89238FAD5 | 09/15/26      | 2.931%      | 2.931%            | \$ 3,196      | \$ 3,194               | (2)                    |
| 25  | Plumas Bank CD                             | 269101799 | 09/17/26      | 0.000%      | 0.000%            | \$ 1,066,512  | \$ 1,066,512           | -                      |
| 26  | US Treasury Notes                          | 91282CJK  | 11/15/26      | 4.625%      | 4.044%            | \$ 856,179    | \$ 858,271             | 2,092                  |
| 27  | US Treasury Notes                          | 912828U24 | 11/15/26      | 2.000%      | 1.939%            | \$ 857,648    | \$ 907,582             | 49,934                 |
| 28  | Federal Home Loan Bank                     | 3130AQF65 | 12/21/26      | 1.250%      | 4.122%            | \$ 625,591    | \$ 679,868             | 54,277                 |
| 29  | John Deere Med Term Notes                  | 24422EXF1 | 01/08/27      | 4.500%      | 4.110%            | \$ 1,206,168  | \$ 1,209,456           | 3,288                  |
| 30  | Federal Farm Credit Bank                   | 3133ERS93 | 01/13/27      | 4.250%      | 4.282%            | \$ 999,480    | \$ 1,006,420           | 6,940                  |
| 31  | Target Corporation Notes                   | 87612EBM7 | 01/15/27      | 1.950%      | 1.990%            | \$ 39,932     | \$ 39,051              | (881)                  |
| 32  | Microsoft Corp                             | 594918BY9 | 02/06/27      | 3.300%      | 4.360%            | \$ 673,813    | \$ 695,849             | 22,036                 |
| 33  | Berkshire Hathaway Financial Notes         | 084664CZ2 | 03/15/27      | 2.300%      | 2.690%            | \$ 417,261    | \$ 416,156             | (1,105)                |
| 34  | US Treasury Notes                          | 91282CEF4 | 03/31/27      | 2.500%      | 4.404%            | \$ 795,716    | \$ 835,661             | 39,945                 |
| 35  | CARMAX 2022-3 A3                           | 14318MAD1 | 04/15/27      | 0.000%      | 3.970%            | \$ 42,173     | \$ 42,149              | (24)                   |
| 36  | US Treasury Notes                          | 91282CEN7 | 04/30/27      | 2.750%      | 3.730%            | \$ 841,572    | \$ 862,934             | 21,361                 |
| 37  | UnitedHealth Group                         | 91324PEG3 | 05/15/27      | 3.700%      | 3.710%            | \$ 39,978     | \$ 39,846              | (133)                  |
| 38  | NAROT 2022-B A3                            | 65480JAC4 | 05/17/27      | 4.460%      | 4.460%            | \$ 56,974     | \$ 57,041              | 67                     |
| 39  | US Treasury Notes                          | 91282CEW7 | 06/30/27      | 3.250%      | 4.544%            | \$ 478,810    | \$ 496,760             | 17,950                 |

**City of Yuba City  
Monthly Investment Statement  
City Held Investments**

**September 2025**

| No. | Description of Security                | CUSIP NO. | Maturity Date | Coupon Rate | Yield to Maturity | Cost Basis   | Estimated Market Value | Unrealized Gain/(Loss) |
|-----|----------------------------------------|-----------|---------------|-------------|-------------------|--------------|------------------------|------------------------|
| 40  | US Treasury Notes                      | 91282CFB2 | 07/31/27      | 2.750%      | 3.510%            | \$ 2,523,016 | \$ 2,611,534           | 88,519                 |
| 41  | US Treasury Notes                      | 91282CFB2 | 07/31/27      | 2.750%      | 4.060%            | \$ 1,663,799 | \$ 1,722,172           | 58,373                 |
| 42  | US Treasury Notes                      | 91282CFB2 | 07/31/27      | 2.750%      | 4.150%            | \$ 2,463,805 | \$ 2,550,246           | 86,441                 |
| 43  | US Treasury Notes                      | 91282CFB2 | 07/31/27      | 2.750%      | 4.420%            | \$ 1,385,751 | \$ 1,434,369           | 48,618                 |
| 44  | US Treasury Notes                      | 91282CFB2 | 07/31/27      | 2.750%      | 4.550%            | \$ 1,568,873 | \$ 1,623,916           | 55,043                 |
| 45  | MBART 2022-1 A3                        | 58768PAC8 | 08/16/27      | 5.210%      | 5.210%            | \$ 99,529    | \$ 99,921              | 392                    |
| 46  | Buttes Vista 2002-1 AD, 2013 Refunding |           | 09/02/27      | 2.730%      | 2.730%            | \$ 83,097    | \$ 83,097              | -                      |
| 47  | Apple Inc                              | 037833DB3 | 09/12/27      | 2.900%      | 3.940%            | \$ 286,863   | \$ 295,434             | 8,571                  |
| 48  | Apple Inc                              | 037833DB3 | 09/12/27      | 2.900%      | 4.135%            | \$ 473,730   | \$ 492,390             | 18,660                 |
| 49  | DCENT 2022-A4 A                        | 254683CX1 | 10/15/27      | 0.001%      | 5.030%            | \$ 239,969   | \$ 240,072             | 103                    |
| 50  | Pepsico                                | 713448DY1 | 10/15/27      | 3.000%      | 4.238%            | \$ 711,060   | \$ 738,510             | 27,450                 |
| 51  | US Treasury Notes                      | 91282CFZ9 | 11/30/27      | 3.875%      | 4.770%            | \$ 1,063,133 | \$ 1,082,323           | 19,190                 |
| 52  | US Treasury Notes                      | 91282CFZ9 | 11/30/27      | 3.875%      | 4.200%            | \$ 3,755,617 | \$ 3,823,408           | 67,791                 |
| 53  | US Treasury Notes                      | 91282CFZ9 | 11/30/27      | 3.875%      | 4.060%            | \$ 1,440,371 | \$ 1,466,371           | 26,000                 |
| 54  | US Treasury Notes                      | 91282CFZ9 | 11/30/27      | 3.875%      | 3.983%            | \$ 1,887,309 | \$ 1,921,376           | 34,067                 |
| 55  | US Treasury Notes                      | 91282CGC9 | 12/31/27      | 3.875%      | 3.983%            | \$ 747,044   | \$ 754,133             | 7,089                  |
| 56  | Federal Farm Credit Bank               | 3133EN5N6 | 01/06/28      | 4.000%      | 3.891%            | \$ 433,099   | \$ 432,965             | (134)                  |
| 57  | American Honda Finance                 | 02665WED9 | 01/12/28      | 4.700%      | 4.341%            | \$ 608,940   | \$ 607,434             | (1,506)                |
| 58  | Bristol Myers Squibb                   | 110122DE5 | 02/20/28      | 3.900%      | 4.930%            | \$ 334,380   | \$ 350,028             | 15,649                 |
| 59  | US Treasury Notes                      | 91282CGP0 | 02/29/28      | 4.000%      | 4.200%            | \$ 1,613,384 | \$ 1,652,665           | 39,281                 |
| 60  | US Treasury Notes                      | 91282CGP0 | 02/29/28      | 4.000%      | 4.480%            | \$ 1,351,421 | \$ 1,384,324           | 32,903                 |
| 61  | US Treasury Notes                      | 91282CGP0 | 02/29/28      | 4.000%      | 4.680%            | \$ 1,196,193 | \$ 1,225,317           | 29,124                 |
| 62  | Astrazeneca Finance                    | 04636NAF0 | 03/03/28      | 4.875%      | 4.920%            | \$ 324,344   | \$ 332,121             | 7,777                  |
| 63  | Mastercard                             | 57636QAW4 | 03/09/28      | 4.875%      | 4.900%            | \$ 324,685   | \$ 332,495             | 7,810                  |
| 64  | Federal Home Loan Bank                 | 3130ATS57 | 03/10/28      | 4.500%      | 4.114%            | \$ 1,017,260 | \$ 1,018,690           | 1,430                  |
| 65  | Nestle Holdings, Inc                   | 641062BF0 | 03/14/28      | 5.000%      | 5.010%            | \$ 674,825   | \$ 690,694             | 15,869                 |
| 66  | Home Depot Inc Corporate Notes         | 437076CE0 | 03/15/28      | 0.900%      | 4.193%            | \$ 511,974   | \$ 559,536             | 47,562                 |
| 67  | JP Morgan Chase & Co                   | 46647PDA1 | 04/26/28      | 4.323%      | 4.800%            | \$ 466,289   | \$ 476,173             | 9,885                  |
| 68  | Merck & Co Inc Corp Notes              | 58933YBH7 | 05/17/28      | 4.050%      | 4.070%            | \$ 139,887   | \$ 140,763             | 876                    |
| 69  | US Treasury Notes                      | 91282CCE9 | 05/31/28      | 1.250%      | 3.991%            | \$ 1,228,395 | \$ 1,316,112           | 87,717                 |
| 70  | DCENT 2023-A2 A                        | 254683CZ6 | 06/15/28      | 0.000%      | 4.930%            | \$ 349,953   | \$ 352,237             | 2,284                  |
| 71  | Target Corporation Notes               | 87612EBU9 | 06/15/28      | 4.350%      | 2.010%            | \$ 74,999    | \$ 75,746              | 747                    |
| 72  | US Treasury Notes                      | 91282CCH2 | 06/30/28      | 1.250%      | 4.490%            | \$ 2,026,785 | \$ 2,113,184           | 86,398                 |
| 73  | US Treasury Notes                      | 91282CCH2 | 06/30/28      | 1.250%      | 0.800%            | \$ 773,179   | \$ 806,138             | 32,959                 |
| 74  | US Treasury Notes                      | 91282CCH2 | 06/30/28      | 1.250%      | 0.800%            | \$ 2,982,256 | \$ 3,109,384           | 127,129                |
| 75  | Bank of America Medium Term Notes      | 06051GKW8 | 07/22/28      | 4.985%      | 4.970%            | \$ 449,568   | \$ 456,480             | 6,912                  |
| 76  | US Bancorp MTNS Bank Notes             | 91159HJF8 | 07/22/28      | 4.548%      | 4.903%            | \$ 988,920   | \$ 1,007,570           | 18,650                 |
| 77  | US Treasury Notes                      | 912810FE3 | 08/15/28      | 5.500%      | 4.751%            | \$ 722,504   | \$ 736,176             | 13,672                 |
| 78  | Citibank NA Senior Notes               | 17325FBB3 | 09/29/28      | 5.803%      | 4.850%            | \$ 571,522   | \$ 576,901             | 5,379                  |
| 79  | US Treasury Notes                      | 91282CJF9 | 10/31/28      | 4.875%      | 4.659%            | \$ 680,906   | \$ 699,050             | 18,144                 |
| 80  | US Treasury Notes                      | 9128285M8 | 11/15/28      | 3.125%      | 4.697%            | \$ 515,004   | \$ 541,624             | 26,620                 |
| 81  | US Treasury Notes                      | 91282CJR3 | 12/31/28      | 3.750%      | 4.009%            | \$ 2,757,652 | \$ 2,813,562           | 55,910                 |



**City of Yuba City  
Monthly Investment Statement  
City Held Investments**

**September 2025**

| No.                                | Description of Security                          | CUSIP NO. | Maturity Date | Coupon Rate | Yield to Maturity | Cost Basis               | Estimated Market Value   | Unrealized Gain/(Loss) |
|------------------------------------|--------------------------------------------------|-----------|---------------|-------------|-------------------|--------------------------|--------------------------|------------------------|
| 82                                 | US Treasury Notes                                | 91282CJR3 | 12/31/28      | 3.750%      | 3.704%            | \$ 1,175,250             | \$ 1,199,078             | 23,828                 |
| 83                                 | John Deere Med Term Notes                        | 24422EXH7 | 01/16/29      | 4.500%      | 4.550%            | \$ 399,036               | \$ 406,004               | 6,968                  |
| 84                                 | Eli Lilly & Co Bonds                             | 532457CK2 | 02/09/29      | 4.500%      | 4.787%            | \$ 987,780               | \$ 1,015,660             | 27,880                 |
| 85                                 | State Street Corp                                | 857477CN1 | 02/20/29      | 4.530%      | 4.309%            | \$ 375,000               | \$ 379,016               | 4,016                  |
| 86                                 | Cisco Systems Inc Bonds                          | 17275RBR2 | 02/26/29      | 4.850%      | 4.862%            | \$ 999,310               | \$ 1,026,130             | 26,820                 |
| 87                                 | Federal Home Loan Bank                           | 3130AVBD3 | 03/09/29      | 4.500%      | 4.733%            | \$ 1,484,835             | \$ 1,535,955             | 51,120                 |
| 88                                 | Federal Farm Credit Bank                         | 3133EP5U5 | 03/20/29      | 4.125%      | 4.284%            | \$ 1,241,138             | \$ 1,271,763             | 30,625                 |
| 89                                 | National Rural Med Term Notes                    | 63743HFS6 | 06/15/29      | 5.150%      | 4.368%            | \$ 467,576               | \$ 466,101               | (1,475)                |
| 90                                 | US Treasury Notes                                | 91282CEV9 | 06/30/29      | 3.250%      | 3.576%            | \$ 197,165               | \$ 197,008               | (157)                  |
| 91                                 | US Treasury Notes                                | 91282CEV9 | 06/30/29      | 3.250%      | 4.010%            | \$ 1,401,855             | \$ 1,415,451             | 13,595                 |
| 92                                 | US Treasury Notes                                | 91282CEV9 | 06/30/29      | 3.250%      | 3.824%            | \$ 2,437,891             | \$ 2,461,534             | 23,643                 |
| 93                                 | US Treasury Notes                                | 91282CEV9 | 06/30/29      | 3.250%      | 4.100%            | \$ 1,347,124             | \$ 1,360,189             | 13,065                 |
| 94                                 | US Treasury Notes                                | 91282CEV9 | 06/30/29      | 3.250%      | 4.100%            | \$ 1,081,223             | \$ 1,091,709             | 10,486                 |
| 95                                 | Federal Home Loan Bank                           | 3130ATHX8 | 09/14/29      | 4.125%      | 3.930%            | \$ 957,990               | \$ 964,307               | 6,318                  |
| 96                                 | US Treasury Notes                                | 91282CFL0 | 09/30/29      | 3.875%      | 4.108%            | \$ 197,969               | \$ 201,368               | 3,399                  |
| 97                                 | US Treasury Notes                                | 91282CMA6 | 11/30/29      | 4.125%      | 3.722%            | \$ 533,246               | \$ 533,447               | 201                    |
| 98                                 | NAROT 2025-B A3                                  | 65481GAD7 | 12/15/29      | 4.490%      | 4.490%            | \$ 634,878               | \$ 642,576               | 7,697                  |
| 99                                 | Federal Home Loan Mortgage Corp                  | 3134HAW33 | 12/18/29      | 4.750%      | 4.226%            | \$ 1,005,644             | \$ 1,005,530             | (114)                  |
| 100                                | Honda Auto Receivables Trust 2025-3              | 43813AQD1 | 02/21/30      | 0.000%      | 0.000%            | \$ 514,989               | \$ 516,076               | 1,087                  |
| 101                                | Toyota Auto Owner Trust 2025C CI A3              | 89238VAD0 | 03/15/30      | 4.110%      | 4.110%            | \$ 369,961               | \$ 371,846               | 1,885                  |
| 102                                | Hyundai Auto Receivables Owner Trust 2025C CI A3 | 44935JAD8 | 04/15/30      | 3.880%      | 3.880%            | \$ 429,930               | \$ 429,510               | (420)                  |
| 103                                | Wells Fargo Card Issuance Trust                  | 92970QAJ4 | 05/15/30      | 4.340%      | 4.340%            | \$ 794,987               | \$ 803,499               | 8,512                  |
| 104                                | Federal Home Loan Mortgage Corp                  | 3134HBA50 | 07/23/30      | 4.740%      | 4.430%            | \$ 525,420               | \$ 525,604               | 184                    |
| 105                                | Staple/Ashley/Cornwell AD                        |           | 09/02/30      | 6.000%      | 6.000%            | \$ 52,299                | \$ 52,299                | -                      |
| 106                                | Capital One Multi-asset Execution Trust          | 14041NGF2 | 09/16/30      | 3.820%      | 3.820%            | \$ 544,897               | \$ 544,717               | (180)                  |
| 107                                | WWTP Solar System (DS, June 30)                  |           | 06/30/33      | 4.000%      | 4.000%            | \$ 1,231,829             | \$ 1,231,829             | -                      |
|                                    |                                                  |           |               |             |                   |                          |                          | -                      |
|                                    |                                                  |           |               |             |                   |                          |                          | -                      |
| <b>Total City Held Investments</b> |                                                  |           |               |             |                   | <b>\$ 134,648,184.64</b> | <b>\$ 136,833,016.59</b> | <b>\$ 2,184,832</b>    |

**City of Yuba City Investment Report**  
**Investments Held By Trustees**  
**September 2025**

| No.                            | Description of Debt Issuance            | Account Type          | Description of Security | Maturity Date    | Coupon Rate | Yield to Maturity | Cost Basis   | Estimated Market Value | Unrealized Gain/(Loss) |   |
|--------------------------------|-----------------------------------------|-----------------------|-------------------------|------------------|-------------|-------------------|--------------|------------------------|------------------------|---|
| 108                            | 2013 Water Rev COP                      | Debt Service          | Blackrock T-Fund        | Daily            | 4.000%      | 4.000%            | \$ 1,767     | 1,767                  | -                      |   |
| 109                            |                                         | Interest              | Blackrock T-Fund        | Daily            | 0.000%      | 0.000%            | 0            | 0                      | -                      |   |
| 110                            |                                         | TABs Refunding - 2015 | Debt Service            | Blackrock T-Fund | Daily       | 4.000%            | 4.000%       | 2,474                  | 2,474                  | - |
| 111                            |                                         |                       | Interest                | Blackrock T-Fund | Daily       | 4.000%            | 4.000%       | 32,195                 | 32,195                 | - |
| 112                            |                                         |                       | Interest                | Blackrock T-Fund | Daily       | 0.000%            | 0.000%       | -                      | -                      | - |
| 113                            |                                         |                       | Principal               | Blackrock T-Fund | Daily       | 0.000%            | 0.000%       | -                      | -                      | - |
| 114                            | Reserve                                 |                       | Blackrock T-Fund        | Daily            | 4.000%      | 4.000%            | 109,139      | 109,139                | -                      |   |
| 115                            | Reserve                                 |                       | Assured Guaranty        | Daily            | 0.000%      | 0.000%            | 1,870,568    | 1,870,568              | -                      |   |
| 116                            | Gauche Park Refunding - 2015            | Reserve               | Blackrock T-Fund        | Daily            | 4.000%      | 4.000%            | 480,166      | 480,166                | -                      |   |
| 117                            |                                         | Debt Service          | Blackrock T-Fund        | Daily            | 4.000%      | 4.000%            | 833          | 833                    | -                      |   |
| 118                            |                                         | Debt Service          | Blackrock T-Fund        | Daily            | 0.000%      | 0.000%            | -            | -                      | -                      |   |
| 119                            |                                         | Reserve               | Assured Guaranty        | Daily            | 0.000%      | 0.000%            | 650,031      | 650,031                | -                      |   |
| 120                            | CFD Refund 2015                         | Debt Service          | Blackrock T-Fund        | Daily            | 4.000%      | 4.000%            | 213          | 213                    | -                      |   |
| 121                            |                                         | Reserve               | Blackrock T-Fund        | Daily            | 4.000%      | 4.000%            | 45,867       | 45,867                 | -                      |   |
| 122                            |                                         | I-Bank Paymnt         | Blackrock T-Fund        | Daily            | 4.000%      | 4.000%            | 116          | 116                    | -                      |   |
| 123                            | Wastewater Revenue Bonds (CREBS) - 2017 | Bond                  | Blackrock T-Fund        | Daily            | 4.000%      | 4.000%            | 497          | 497                    | -                      |   |
| 124                            | Authority 2018 Wastewater Revenue Bonds | Bond                  | Blackrock T-Fund        | Daily            | 0.000%      | 0.000%            | -            | -                      | -                      |   |
| 125                            |                                         | Bond                  | Blackrock T-Fund        | Daily            | 0.000%      | 0.000%            | 1,300        | 1,300                  | -                      |   |
| 126                            |                                         | Project               | First Am Treas Obl      | Daily            | 3.700%      | 3.700%            | 22,495       | 22,495                 | -                      |   |
| Total Trustee-Held Investments |                                         |                       |                         |                  |             |                   | \$ 3,217,660 | \$ 3,217,660           | \$ -                   |   |

|                                                  |                       |                       |                     |
|--------------------------------------------------|-----------------------|-----------------------|---------------------|
| <b>TOTAL CITY &amp; TRUSTEE-HELD INVESTMENTS</b> | <b>\$ 137,865,844</b> | <b>\$ 140,050,676</b> | <b>\$ 2,184,832</b> |
|--------------------------------------------------|-----------------------|-----------------------|---------------------|

I certify to the best of my knowledge: (i) That this statement reflecting all City investments is accurate and complete; (ii) That each investment conforms with the City's investment policies, as well as California's Government Code; and (iii) That sufficient cash flow liquidity is available to meet the next six months of estimated disbursements.

Signed: /s/ Diona Pope  
Diona Pope, City Treasurer

Date: 1/6/2026

**City of Yuba City - Quarterly Investment Transaction Report**  
**September 2025 - Market Value Summary**

| <b>Account Types</b>                        | <b>Balance<br/>6/30/2025</b> | <b>Balance<br/>9/30/2025</b> | <b>Period<br/>Activity</b> |
|---------------------------------------------|------------------------------|------------------------------|----------------------------|
| <b>City Held Investments</b>                |                              |                              |                            |
| Local Agency Investment Fund                | \$ 34,198,005                | \$ 7,859,914                 | \$ (26,338,091)            |
| California Asset Management Program         | 28,578,774                   | 28,896,348                   | 317,574                    |
| Cash/Money Market                           | 12,178,542                   | 8,996,725                    | (3,181,817)                |
| Federal Agency Securities                   | 12,244,666                   | 10,198,663                   | (2,046,003)                |
| US Treasuries                               | 55,610,556                   | 59,562,953                   | 3,952,397                  |
| Certificates of Deposit                     | 1,058,014                    | 1,066,512                    | 8,498                      |
| Corporate Bonds and Asset Backed Sec.       | 18,390,077                   | 18,884,677                   | 494,600                    |
| City-held Assessment Districts & Municipals | 1,625,556                    | 1,367,225                    | (258,331)                  |
| Supranationals                              | -                            | -                            | 0                          |
| <b>Total City Held Investments</b>          | <b>\$ 163,884,190</b>        | <b>\$ 136,833,017</b>        | <b>\$ (27,051,173)</b>     |
| <b>Trustee Held Investments</b>             |                              |                              |                            |
| Water Refunding 2013                        | \$ 1,615                     | \$ 1,767                     | \$ 152                     |
| TABs Refunding - 2015                       | 2,501,723                    | 2,494,541                    | (7,182)                    |
| Gauche Park Refunding                       | 650,792                      | 650,864                      | 72                         |
| Sunsweet CFD Refund                         | 45,541                       | 46,195                       | 654                        |
| Wastewater Revenue Bonds - 2017             | 454                          | 497                          | 43                         |
| Wastewater Revenue Bonds - 2018             | 23,464                       | 23,795                       | 331                        |
| <b>Total Trustee Held Investments</b>       | <b>3,223,589</b>             | <b>3,217,660</b>             | <b>\$ (5,929)</b>          |
| <b>Total</b>                                |                              |                              |                            |
|                                             | <b>\$ 167,107,779</b>        | <b>\$ 140,050,676</b>        | <b>\$ (27,057,103)</b>     |

**Investment Activity**  
**July, August, September 2025**

| Description of Security                    | Broker                     | Settlement Date | Maturity Date | Trade Date | Activity Type | Coupon Rate | Yield to Maturity | Cost Basis          |
|--------------------------------------------|----------------------------|-----------------|---------------|------------|---------------|-------------|-------------------|---------------------|
| <b>SALES/REDEMPTIONS</b>                   |                            |                 |               |            |               |             |                   |                     |
| US Treasury Notes                          |                            | 07/15/25        | 07/15/25      | 07/15/25   | Matured       | 3.000%      | 5.000%            | 755,174             |
| Toyota Auto Receivables Owners Trust       |                            | 07/15/25        | 09/15/26      | 07/15/25   | Paydown       | 2.930%      | 2.930%            | 3,448               |
| Capital One Prime Auto Receivables Trust   |                            | 07/15/25        | 09/15/26      | 07/15/25   | Matured       | 0.770%      | 0.770%            | 1,557               |
| Carmax Auto Owners Trust                   |                            | 07/15/25        | 04/15/27      | 07/15/25   | Paydown       | 3.970%      | 3.970%            | 8,912               |
| Mercedes Benz Auto Receivables Trust       |                            | 07/15/25        | 08/16/27      | 07/15/25   | Paydown       | 5.210%      | 5.210%            | 15,057              |
| Nissan Auto Receivables Owners Trust       |                            | 07/15/25        | 05/17/27      | 07/15/25   | Paydown       | 4.460%      | 4.460%            | 7,039               |
| JP Morgan Chase Corp Notes                 |                            | 07/15/25        | 07/15/25      | 07/15/25   | Matured       | 3.900%      | 1.024%            | 450,500             |
| GM Financial Consolidated Auto Receivables |                            | 07/16/25        | 09/16/26      | 07/15/25   | Matured       | 0.680%      | 0.680%            | 277                 |
| International Business Machines Corp Notes |                            | 07/28/25        | 07/27/25      | 07/27/25   | Matured       | 4.000%      | 4.000%            | 200,000             |
| Fannie Mae                                 |                            | 08/25/25        | 08/25/25      | 08/25/25   | Matured       | 0.375%      | 0.410%            | 918,880             |
| Toyota Auto Receivables Owners Trust       |                            | 08/15/25        | 09/15/26      | 08/15/25   | Paydown       | 2.930%      | 2.930%            | 3,427               |
| Carmax Auto Owners Trust                   |                            | 08/15/25        | 04/15/27      | 08/15/25   | Paydown       | 3.970%      | 3.970%            | 9,260               |
| Mercedes Benz Auto Receivables Trust       |                            | 08/15/25        | 08/16/27      | 08/15/25   | Paydown       | 5.210%      | 5.210%            | 14,622              |
| Nissan Auto Receivables Owners Trust       |                            | 08/15/25        | 05/17/27      | 08/15/25   | Paydown       | 4.460%      | 4.460%            | 8,317               |
| Fannie Mae                                 |                            | 08/25/25        | 08/25/25      | 08/25/25   | Matured       | 0.375%      | 0.410%            | 499,070             |
| Federal Farm Credit Bank Notes             |                            | 09/30/25        | 09/30/25      | 09/30/25   | Matured       | 4.250%      | 4.191%            | 1,101,808           |
| Walmart Inc Corp Notes                     |                            | 09/09/25        | 09/09/25      | 09/09/25   | Matured       | 3.900%      | 4.070%            | 563,045             |
| Nissan Auto Receivables Owners Trust       |                            | 09/15/25        | 05/17/27      | 09/15/25   | Paydown       | 4.460%      | 4.460%            | 7,335               |
| Mercedes Benz Auto Receivables Trust       |                            | 09/15/25        | 08/16/27      | 09/15/25   | Paydown       | 5.210%      | 5.210%            | 13,412              |
| Toyota Auto Receivables Owners Trust       |                            | 09/15/25        | 09/15/26      | 09/15/25   | Paydown       | 2.930%      | 2.930%            | 3,136               |
| Carmax Auto Owners Trust                   |                            | 09/15/25        | 04/15/27      | 09/15/25   | Paydown       | 3.970%      | 3.970%            | 8,833               |
| Citigroup Inc. Corp Notes                  |                            | 09/29/25        | 09/29/26      | 09/29/25   | Full Call     | 5.610%      | 5.610%            | 150,000             |
| <b>Total Sales/Redemptions</b>             |                            |                 |               |            |               |             |                   | <b>4,743,110</b>    |
| <b>PURCHASES</b>                           |                            |                 |               |            |               |             |                   |                     |
| US Treasury Notes                          | Wells Fargo Securities Inc | 07/07/25        | 05/15/26      | 07/03/25   | Buy           | 3.625%      | 3.730%            | 672,207             |
| US Treasury Notes                          | BNP Paribas Paris          | 07/25/25        | 11/15/26      | 07/24/25   | Buy           | 4.625%      | 4.044%            | 856,179             |
| US Treasury Notes                          | Citigroup Global Markets   | 07/03/25        | 06/30/29      | 07/01/25   | Buy           | 3.250%      | 4.100%            | 1,347,124           |
| Toyota Auto Receivables Owners Trust       | RBC Capital Markets        | 07/30/25        | 03/15/30      | 07/22/25   | Buy           | 4.110%      | 4.110%            | 369,961             |
| Freddie Mac                                | Jefferies LLC              | 08/25/25        | 07/23/30      | 08/22/25   | Buy           | 4.740%      | 4.430%            | 525,420             |
| US Treasury Notes                          | JP Morgan Securities LLC   | 08/25/25        | 11/30/29      | 08/22/25   | Buy           | 4.125%      | 3.722%            | 533,246             |
| US Treasury Notes                          | Citigroup Global Markets   | 08/08/25        | 06/30/29      | 08/06/25   | Buy           | 3.250%      | 4.100%            | 1,081,223           |
| Honda Auto Receivables Trust               | Barclays Capital Inc.      | 08/12/25        | 02/21/30      | 08/05/25   | Buy           | 0.000%      | 0.000%            | 514,989             |
| Capital One Multi-asset Execution Trust    | Wells Fargo Securities Inc | 09/16/25        | 09/16/30      | 09/09/25   | Buy           | 3.820%      | 3.820%            | 544,897             |
| Hyundai Auto Receivables Owners Trust      | Citigroup Global Markets   | 09/17/25        | 04/15/30      | 09/09/25   | Buy           | 3.880%      | 3.880%            | 429,930             |
| <b>Total Purchases</b>                     |                            |                 |               |            |               |             |                   | <b>\$ 6,875,175</b> |

CITY OF YUBA CITY  
STAFF REPORT

**Date:** January 20, 2026  
**To:** Honorable Mayor & Members of the City Council;  
**From:** Utilities Department  
**Presentation By:** Phil Marler, Utilities Director

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**Summary**

**Subject:** WWTF Liquid Oxygen Budget Adjustment  
**Recommendation:** Authorize the Finance Director to record a supplemental budget appropriation and related transfers from unallocated wastewater funds to Account No. 8120-63732 in the amount of \$275,000 for the Fiscal Year 25/26 due to an increase in the price of Oxygen for the wastewater treatment process  
**Fiscal Impact:** \$275,000 - Requested supplemental budget appropriation to adequately fund the WWTP account 8120-63732 for the purchase of Oxygen throughout the Fiscal Year 25/26

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**Purpose:**

To cost-effectively provide the essential chemicals for the wastewater treatment processes.

**Council's Strategic Goal:**

This item addresses the City Council's Strategic Goal of fiscal responsibility.

**Background:**

The treatment processes at the City's Wastewater Treatment Facility (WWTF) require a reliable supply of oxygen to support the activated sludge process. The primary source of oxygen for the WWTF is liquid oxygen (LOX), which is supplied by Matheson under an existing vendor agreement. The facility is also equipped with a Pressure Swing Adsorption (PSA) oxygen system; however, the PSA system is primarily maintained as a backup in the event the LOX system requires critical repair and is not intended for continuous or increased routine operation.

The PSA system is nearing the final years of its service life and is operated only as necessary to provide operational redundancy and allow sufficient time to complete emergency repairs to the LOX system if needed. Operating the PSA system beyond its intended backup function is not recommended, as it does not provide a long-term or cost-effective alternative to LOX supply.

Upgrades to the PSA system, as well as broader process improvements to the activated sludge system that could reduce reliance on liquid oxygen, have been identified in the City's Capital Improvement Program (CIP) and long-range master planning documents. However, due to competing infrastructure priorities and the significant capital costs associated with these upgrades, the improvements have not

yet been implemented. As a result, the WWTF remains dependent on LOX as its primary oxygen source and is subject to ongoing market conditions, including tariff-driven price increases.

In mid-December, the City received formal notification from Matheson of a unit price increase for bulk oxygen. Effective January 1, 2026, Matheson implemented a 15 percent increase in oxygen pricing for the City's account, citing the need to continue investing in operational capabilities and to address recent cost increases. This adjustment reflects a change in pricing only, and staff does not anticipate a significant increase in liquid oxygen usage.

Because the FY 2025/26 budget was adopted prior to receipt of the updated pricing information, the increased oxygen costs were not incorporated into the approved budget. Consequently, the Wastewater Treatment Plant is projected to exceed its adopted oxygen budget for the fiscal year, demanding consideration of a supplemental budget appropriation to ensure uninterrupted treatment operations and continued regulatory compliance.

### **Analysis:**

Oxygen is a critical input for the Wastewater Treatment Facility's treatment process, and an uninterrupted supply is required to maintain regulatory compliance and operational stability. The recent 15 percent unit price increase for oxygen is projected to increase total annual costs from approximately \$900,000 to \$1,175,000 for FY 2025/26.

The resulting \$275,000 funding shortfall is attributable solely to market-driven price escalation and not to increased usage. The Wastewater Treatment Plant received the updated pricing information after the FY 2025/26 budget had already been adopted, therefore, staff were unable to incorporate the increased cost into the adopted budget.

While long-term strategies to reduce reliance on liquid oxygen, including PSA system replacement or process upgrades, have been identified through the City's CIP and master planning efforts, these capital improvements have not yet been implemented. In the near term, continued use of LOX remains necessary to maintain plant operations.

A supplemental budget appropriation of \$275,000 is required to fully fund oxygen purchases for the remainder of Fiscal Year 2025/26 and ensure continued wastewater treatment operations.

### **Fiscal Impact:**

#### **FY 2025/26 Oxygen Cost Projection – WWTP Account 8120-63732**

|                                              |              |                                                                                                                |
|----------------------------------------------|--------------|----------------------------------------------------------------------------------------------------------------|
| Adopted FY 2025/26 Oxygen Budget             | \$900,000    | Approved as part of the FY 2025/26 adopted budget                                                              |
| Projected Annual Oxygen Cost (Pre-Increase)  | ~\$900,000   | Based on historical oxygen usage and prior unit pricing                                                        |
| Projected Annual Oxygen Cost (Post-Increase) | ~\$1,175,000 | Reflects approximately 15% unit price increase based on updated vendor quotes received mid-December FY 2025/26 |
| Increase Attributable to Price Escalation    | \$275,000    | Price increase applied to remaining months of the fiscal year; no change in usage assumptions                  |
| Projected FY 2025/26                         | \$275,000    | Amount required to fully fund oxygen purchases through                                                         |

|                                             |           |                         |
|---------------------------------------------|-----------|-------------------------|
| Funding Shortfall                           |           | fiscal year end         |
| Requested Supplemental Budget Appropriation | \$275,000 | WWTP Account 8120-63732 |

Oxygen usage varies throughout the fiscal year based on treatment demands. Projections are based on historical usage trends and updated pricing information received after adoption of the FY 2025/26 budget. The projected increase is attributable solely to market-driven price escalation and not increased usage. A supplemental budget appropriation in the amount of \$275,000 is needed to adequately fund the WWTP account 8120-63732 for the purchase of Oxygen throughout the Fiscal Year 25/26.

**Alternatives:**

1. Deny the requested supplemental budget appropriation to account 8120-63732 in the amount of \$275,000 for Fiscal Year 2025/26 for oxygen. Staff to manage oxygen costs within existing appropriations, which may impact operational flexibility and could increase the risk of service disruptions or noncompliance.
2. Deny the requested supplemental budget appropriation and direct staff to develop and return to Council with a plan and cost estimate for accelerating upgrades to the PSA system and/or related treatment process improvements to reduce long-term reliance on liquid oxygen.

**Recommendation:**

Authorize the Finance Director to record a supplemental budget appropriation and related transfers from unallocated wastewater funds to Account No. 8120-63732 in the amount of \$275,000 for the Fiscal Year 25/26 due to an increase in the price of Oxygen for the wastewater treatment process.

**Attachments:**

None

Prepared By:  
Mylaina McMurray  
Administrative Analyst I

Submitted By:  
Robert Bendorf  
City Manager

CITY OF YUBA CITY  
STAFF REPORT

**Date:** January 20, 2026  
**To:** Honorable Mayor & Members of the City Council  
**From:** Public Works Department  
**Presented by:** Joshua Wolffe, Public Works Director

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**Summary**

**Subject:** Market Street Traffic Calming and Safety Improvements (Plans & Specifications)

**Recommendation:** Adopt a Resolution adopting a CEQA Class 1 Categorical Exemption as set forth in Section 15301(c), approving the plans and specifications, and authorizing advertisement for bids for the Market Street Traffic Calming and Safety Improvements Project.

**Fiscal Impact:** \$348,800.00 — Account No. 1343 (Bird and Market Street Improvements)  
\$100,350.00 — Account No. 921343 (Streets and Roads)  
\$41,000.00 — Account No. 921343 (FRAQMD Blue Sky Grant)  
\$207,450.00 — Account No. 951343 (HSIP State Fund)

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**Purpose:**

The goal of the project is to enhance traffic calming and improve safety through the installation of rapid flashing beacons, updated pavement striping, and new bulb-out curb extensions.

**Council's Strategic Goal:**

This project addresses the City Council's Strategic Goal of improving the City's infrastructure.

**Background:**

In June 2024, the City executed an agreement with the Feather River Air Quality Management District (FRAQMD) to secure \$41,000 in grant funding, covering approximately 50% of the estimated cost of Phase 1 improvements, which is limited to the construction of the bulb-out curb extensions and updated pavement striping. The remaining funds for Phase 1 construction were programmed in the City's Fiscal Year 2024/25 Capital Improvement Program (CIP No. 921343).

City staff submitted a grant application to the Highway Safety Improvement Program (HSIP) for \$230,000 to fund Phase 2 of the project, which includes a pedestrian warning system and associated improvements. The application requested a state cost share of \$207,450, with a local



match of \$22,550. On February 21, 2025, Caltrans released the list of approved HSIP Cycle 12 applications, which includes funding for Phase 2 of this pedestrian safety project.

More recently, the City has prepared the Plans, Specifications, and Estimate and continues to work with Caltrans staff to secure the allocation of construction funds.

The proposed improvements are included in the construction plan (Attachment 2).

**Analysis:**

Public Works has prepared the project plans, specifications, and cost estimate for the Market Street Calming and Safety Improvements Project. With Council approval of the plans and specifications and authorization to advertise for bids, staff proposes the following schedule weather permitting:

|                        |             |
|------------------------|-------------|
| Advertise for Bid:     | Winter 2026 |
| Award Contract:        | Spring 2026 |
| Start of Construction: | Spring 2026 |
| Completion:            | Summer 2026 |

The plans and specifications for the project are on file in the Public Works Department at City Hall and at <http://www.yubacity.net/publicworksplans> for review.

**Fiscal Impact:**

The estimated construction cost is \$348,800.00 which includes 15% construction contingency and 10% construction management and inspection. The project will be funded through the funding sources:

- Streets and Roads funds — \$100,350.00
- FRAQMD Blue Sky Grant funds — \$41,000.00
- HSIP State Grant funds — \$207,450.00

Detailed fiscal impacts will be presented to Council at the award of a contract based on the actual bid amounts.

**Environmental:**

Staff has performed a preliminary environmental assessment of this project and has determined that it falls within Class 1 Categorical Exemption set forth in CEQA Guidelines Section 15301(c), as the construction of curb ramp improvements and installation of striping, markers, markings within existing City facilities are defined as repairs, maintenance, or minor alterations of existing public facilities, involving negligible or no expansion of existing or former use. Further, none of the exceptions to Categorical Exemptions set forth in CEQA Guidelines 15300.2 apply to this project.

**Alternatives:**

- A. Provide staff with alternative direction regarding the project scope.

B. Delay or cancel proposed project

**Recommendation:**

Adopt a Resolution adopting a CEQA Class 1 Categorical Exemption as set forth in Section 15301(c), approving the plans and specifications, and authorizing advertisement for bids for the Market Street Traffic Calming and Safety Improvements.

**Attachments:**

1. Attachment 1 – Resolution Approving the Plans and Specifications
2. Attachment 2 – Construction Plan

**Prepared By:**

Santiago Carrillo  
Associate Civil Engineer

**Submitted By:**

Robert Bendorf  
City Manager

# ATTACHMENT 1

**RESOLUTION NO. \_\_\_\_\_**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY  
ADOPTING A CEQA CLASS 1 CATEGORICAL EXEMPTION (14 CCR  
SECTION 15301(c)), APPROVING THE PLANS AND  
SPECIFICATIONS, AND AUTHORIZING ADVERTISEMENT FOR BIDS  
FOR THE MARKET STREET CALMING AND SAFETY  
IMPROVEMENTS PROJECT**

WHEREAS, the Public Works Department intends to solicit bids for construction of the Market Street Calming and Safety Improvements Project.

NOW, THEREFORE, be it resolved and ordered by the City Council of Yuba City as follows:

1. The City has performed a preliminary environmental assessment of this project relative to California Environmental Quality Act (CEQA) requirements and the City Council finds and determines that the project falls within Class 1 Categorical Exemption set forth in CEQA Guidelines Section 15301(c), as the construction of curb ramp improvements and installation of striping, markers, and markings within existing City facilities are qualifying repairs, maintenance, or minor alteration of existing public facilities involving negligible or no expansion. Further, none of the exceptions to Categorical Exemptions set forth in CEQA Guidelines Section 15300.2 apply to this project.
2. The plans and specifications for the Market Street Traffic Calming and Safety Improvements Project be approved.
3. The Public Works Department is hereby authorized and directed to advertise for bids for the Market Street Traffic Calming and Safety Improvements.
4. This Resolution shall take effect immediately.

The foregoing resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 20<sup>th</sup> day of January, 2026.

AYES:

NOES:

ABSENT:

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Marc Boomgaarden, Mayor

ATTEST:

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Ciara Wakefield, City Clerk

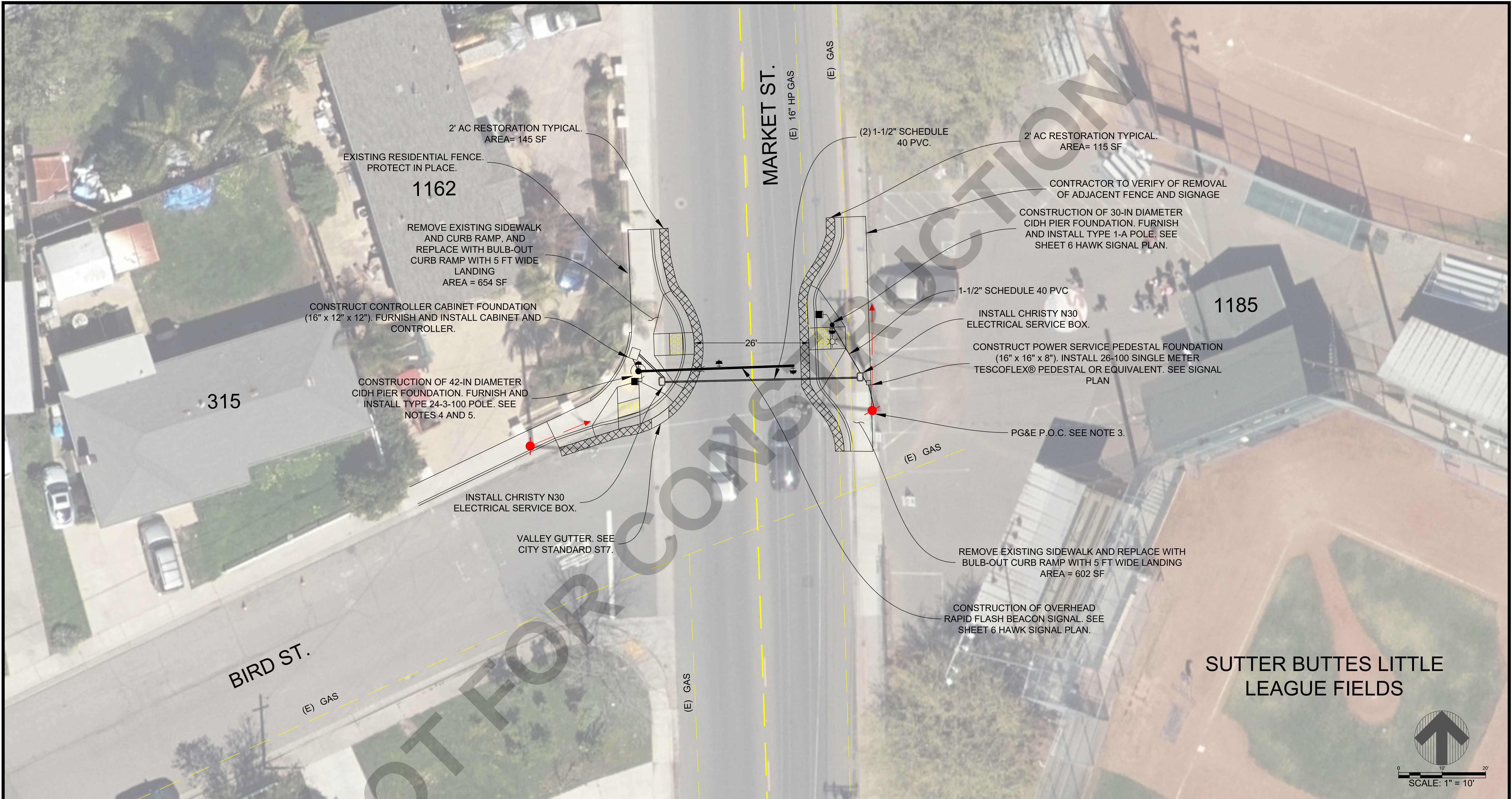
APPROVED AS TO FORM  
COUNSEL FOR YUBA CITY:

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Shannon L. Chaffin, City Attorney  
Aleshire & Wynder, LLP

## ATTACHMENT 2





CONSTRUCTION NOTES:

- SIDEWALK SHALL BE CONSTRUCTED TO BEST-FIT EXISTING DRIVEWAYS, WHILE COMPLYING WITH YUBA CITY STANDARD DETAIL ST8 (ATTACHED SIDEWALKS CURB & GUTTER) . THE FACE OF SIDEWALK SHALL NOT BE LOWER THAN THE TOP BACK OF CURB IN ANY CASE. CONSTRUCTION SHALL CONSISTS OF CALTRANS MINOR CONCRETE. 4-INCH THICK CONCRETE ON 4-INCH BASE ROCK COMPACTED TO 95 PERCENT RELATIVE DENSITY.
- TRUNCATED DOMES SHALL BE 3-FOOT WIDE AND CAST-IN-PLACE PER PLAN LAYOUT. DETECTABLE WARNING SURFACE PANELS SHALL BE SAFETY YELLOW COLOR.
- CONTRACTOR SHALL COORDINATE WITH PG&E FOR ELECTRICAL CONNECTION AT POINT OF CONTACT AT POLE ID#469. CONTRACTOR SHALL COORDINATE WITH PG&E FOR EXACT LIMITS OF CONDUIT INSTALLATION AND CONDUIT SIZE (i.e. 3" MINIMUM DIAMETER) PRIOR TO CONTRACTOR BEGIN INSTALLATION WORK.
- CONTRACTOR TO CONSTRUCT 42-IN DIAMETER CAST-IN-DRILLED-HOLE CONCRETE PIER FOUNDATION. FURNISH AND INSTALL POLE TYPE 24-3-100 IN BLACK COLOR. REFER TO THE CALTRANS REVISED STANDARD PLANS ES-7E FOR SIGNAL POLE STANDARD PLAN ON SHEET 14. CONTRACTOR TO FURNISH AND INSTALL BASE PLATE, ANCHOR BOLTS, AND NON-SHRINK GROUT. REBAR CAGE REQUIRED.
- CONTRACTOR TO CONSTRUCT 30-IN DIAMETER CAST-IN-DRILLED-HOLE CONCRETE PIER FOUNDATION. FURNISH AND INSTALL POLE TYPE 1A (15') IN BLACK COLOR. REFER TO THE CALTRANS REVISED STANDARD PLANS ES-7B FOR SIGNAL POLE STANDARD PLAN ON SHEET 15. CONTRACTOR TO FURNISH AND INSTALL BASE PLATE, ANCHOR BOLTS, AND NON-SHRINK GROUT. REBAR CAGE REQUIRED.
- INSTALLATION OF FOUR HIGH-INTENSITY ACTIVATED CROSSWALK (HAWK) SIGNALS, TWO FACING THE NORTH DIRECTION AND ONE FACING THE SOUTH DIRECTION), STREET LUMINAIRE, AND ACCESSIBLE PEDESTRIAN PUSH-BUTTON.
- CONTRACTOR SHALL CONSTRUCT FOUNDATION WORK AND RAISED CONCRETE PAD FOR POWER SERVICE PEDESTAL AND CONTROLLER CABINET. FURNISH AND INSTALL ANCHOR BOLTS AND HARDWARE NECESSARY.
- NEW CURB AND GUTTER SHALL MATCH THE EXISTING CURB AND GUTTER PROFILE AND DIMENSIONS SHOWN IN THE INCLUDED STANDARD DETAILS ON SHEET 13, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- REFER TO CALTRANS STANDARD PLAN ES-7N FOR CIDH FOUNDATION REINFORCING SCHEDULE.

SYMBOL LEGEND

- POWER POLE
- TRUNCATED DOMES
- RFB BEACON POLE
- ASPHALT CONCRETE RESTORATION
- HAWK SIGNAL HEADS

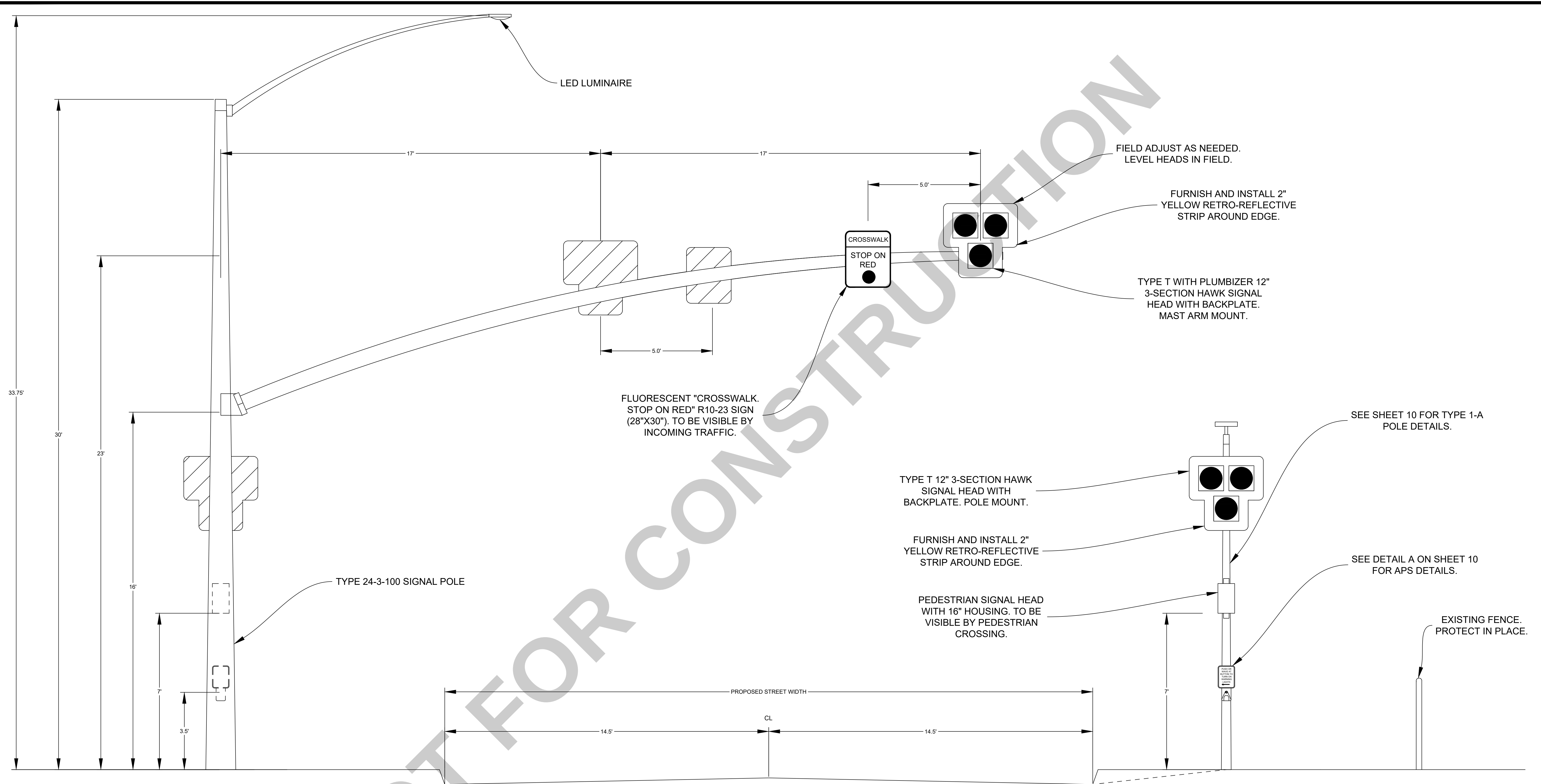
CITY OF YUBA CITY

CONSTRUCTION PLAN



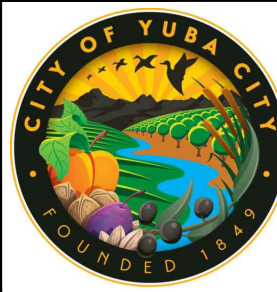
|                                                                  |                              |                              |
|------------------------------------------------------------------|------------------------------|------------------------------|
| SUBMITTED BY:<br>S. CARRILLO                                     | DESIGN BY: SC                | DRAWING NO.<br><b>5590-B</b> |
| 1201 CIVIC CENTER BLVD.<br>YUBA CITY, CA 95993<br>(530) 822-3288 | DRAWN BY: SC                 | SHEET <u>4</u>               |
|                                                                  | CHECKED BY: KEB              | OF <u>17</u> SHEETS          |
|                                                                  | DATE OF PLANS:<br>12/12/2025 |                              |





# CITY OF YUBA CITY

## ELEVATION PLAN - NORTH VIEW



|                                                                                                      |                           |              |
|------------------------------------------------------------------------------------------------------|---------------------------|--------------|
| SUBMITTED BY:<br>S. CARRILLO<br><br>1201 CIVIC CENTER BLVD.<br>YUBA CITY, CA 95993<br>(530) 822-3288 | DESIGN BY: SC             | DRAWING NO.  |
|                                                                                                      | DRAWN BY: SC              | 5590-B       |
|                                                                                                      | CHECKED BY: KEB           | SHEET 8      |
|                                                                                                      | DATE OF PLANS: 12/12/2025 | OF 17 SHEETS |



CITY OF YUBA CITY  
STAFF REPORT

**Date:** January 20, 2026  
**To:** Honorable Mayor & Members of the City Council  
**From:** Public Works Department  
**Presented by:** Joshua Wolffe, Public Works Director

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**Summary**

**Subject:** Shasta Street and Alturas Street Bus Pad Improvements (Contract Award)

**Recommendation:** Adopt a Resolution which takes the following actions:

A. Awards the contract to All-American Construction, Inc. of Sutter, CA for Shasta Street and Alturas Street Bus Pad Improvement Project (Project) in the amount of \$179,590.00, in accordance with the contractor's submitted proposal

B. Finds that CEQA was previously assessed for the Project, a categorical exemption (Class 1, SCH #2025110857) was adopted, approval of this contract is within the scope of the previously approved Project, and no further environmental review is required under CEQA

C. Authorizes the City Manager to execute any agreements or contracts necessary to implement the Project, subject to review and approval as to legal form by the City Attorney, and to approve the necessary appropriations for the Project.

**Fiscal Impact:** \$233,467.00 – Account No. 921339 (Shasta Street and Alturas Street Bus Pad Improvements)  
\$179,590.00 – Contract Award Amount  
\$35,918.00 – Construction Contingency (20%)  
\$17,959.00 – Construction Management/Inspection Contingency (10%)

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**Purpose:**

To facilitate the continued operation of a heavily utilized transit hub in a safe and equitable manner, encouraging the use of alternative modes of transportation in the Downtown Area.

**Council's Strategic Goal:**

This project addresses the City Council's Strategic Goals of improving the City's infrastructure, while maintaining fiscal responsibility.

**Background:**

The bus stop located at Shasta and Alturas Street serves a high volume of transit activity, accommodating over 100 buses per day. This heavy use has resulted in significant deterioration of the existing roadway and pedestrian facilities. Following discussions between the City of Yuba City and the Yuba-Sutter Transit Authority (YSTA), and after reviewing the proposed improvements, the YSTA will contribute to the project by sharing construction costs, reimbursing up to \$150,000. These upgrades will ensure the bus stop remains safe, functional, and accessible for transit riders and pedestrians.

The proposed improvements are included in the construction plan (Attachment 2) and include a concrete pad in the shoulder area long enough to accommodate multiple buses, ADA curb ramp improvements, curb and gutter drainage repairs, rehabilitation of deteriorated asphalt concrete, and striping improvements.

**Analysis:**

The Project was advertised for bids beginning November 18, 2025. On December 16, 2025, fifteen (15) bids were received and opened by the City Clerk. The fifteen bids received, and the Engineer's Estimate are shown below:

| <b>Company</b>                                | <b>Bid Amount</b>   |
|-----------------------------------------------|---------------------|
| <b>All-American Construction, Inc.</b>        | <b>\$179,590.00</b> |
| B&M Builders, Inc.                            | \$182,560.00        |
| FBD Vanguard Construction, Inc.               | \$183,690.00        |
| Newland Entities, Inc.                        | \$195,691.60        |
| R&R Horn, Inc.                                | \$199,707.00        |
| Hyatt Contracting, Inc.                       | \$214,690.00        |
| North Star Construction and Engineering, Inc. | \$228,450.00        |
| Quimu Contracting, Inc.                       | \$231,469.00        |
| Central Valley Engineering and Asphalt, Inc.  | \$232,242.00        |
| Imperial Construction and Engineering, Inc.   | \$248,660.00        |
| Platinum General Engineering, LLC.            | \$256,532.05        |
| PBM Construction, Inc.                        | \$263,817.00        |
| Zara Construction, Inc.                       | \$265,950.00        |
| TCW Concrete, Inc.                            | \$271,032.88        |
| Arrow Construction, Inc.                      | \$374,173.00        |
| <i>Engineer's Estimate:</i>                   | <i>\$264,932.00</i> |

All-American Construction, Inc. is the low, responsible, and responsive bidder. Contract administration, construction management, and quality assurance inspection will be performed by Public Works Department staff. Project construction is expected to begin early 2026 and continue through Spring 2026, weather permitting.

**Fiscal Impact:**

The estimated total construction cost for the project is approximately \$233,467.00, which consists of the following components:

|                                              |              |
|----------------------------------------------|--------------|
| Construction Contract                        | \$179,590.00 |
| Construction Contingency (20%)               | \$35,918.00  |
| Construction Management and Inspection (10%) | \$17,959.00  |
| Project Cost:                                | \$233,467.00 |

Capital Improvement Program (CIP) Account No. 921339 (Shasta Street and Alturas Street Pad Improvements) currently has an available balance of approximately \$156,000.00, consisting of \$100,000.00 in YSTA funds and \$56,000.00 in local Streets and Roads funds.

The YSTA issued a cost-sharing commitment letter dated October 16, 2025, identifying the project as an eligible location for 50/50 cost sharing of construction-related expenses. YSTA's share of the construction cost is \$116,733.50. A Cooperative Agreement between the City and the YSTA will be presented to the YSTA Board for final execution on Thursday, January 15, 2026. Staff is requesting authorization for the City Manager to execute the agreement subject review and approval as to legal form by the City Attorney.

Staff recommend authorizing the Finance Director to make the following supplemental appropriations;

- \$60,733.50 from unallocated Streets and Roads funds to CIP Account No. 921339.
- \$16,733.50 to CIP Account No. 921339 for additional funds to be received from YSTA.

The City will be required to cover the full cost of construction prior to invoicing YSTA for reimbursement.

**Environmental:**

An environmental assessment has been conducted for this project in compliance with California Environmental Quality Act (CEQA). Based on the environmental assessment, the project has been determined to be Categorical Exempt (Class 1 §15301(c)) from CEQA and a Notice of Exemption (SCH #2025110857) was filed on November 20, 2025. This action is within the scope of the previously approved Project for which a Categorical Exemption was adopted, and no further CEQA review is required.

**Alternatives:**

- A. Provide staff with alternative direction regarding the project scope.
- B. Delay or cancel proposed project.

**Recommendation:**

Adopt a Resolution which takes the following actions:

- A. Awards a construction contract to All-American Construction, Inc. of Sutter, CA for Shasta Street and Alturas Street Bus Pad Improvement Project (Project) in the amount of \$179,590.00, in accordance the contractor's submitted proposal.
- B. Finds that CEQA was previously assessed for the Project, a categorical exemption (Class 1, SCH#2025110857) was adopted, approval of this contract is within the scope of the previously approved Project, and no further environmental review is required under CEQA.
- C. Authorizes the City Manager to execute any agreements or contracts necessary to implement the Project, subject to review and approval as to legal form by the City Attorney, and to approve the necessary appropriations for the Project.

**Attachments:**

- 1. Attachment 1 – Resolution
- 2. Exhibit A – Contract Agreement
- 3. Exhibit B – City-YSTA Cooperative Agreement
- 4. Attachment 2 – Construction Plan

Prepared By:  
Santiago Carrillo  
Associate Civil Engineer

Submitted By:  
Robert Bendorf  
City Manager

# ATTACHMENT 1

**RESOLUTION NO. \_\_\_\_\_**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY  
AWARDING A CONSTRUCTION CONTRACT TO ALL-AMERICAN CONSTRUCTION, INC. FOR  
THE SHASTA STREET AND ALTURAS STREET BUS - PAD IMPROVEMENTS PROJECT, AND  
TO APPROVE THE NECESSARY APPROPRIATIONS FOR THE PROJECT.**

WHEREAS, the City of Yuba City (City) advertised for bids for the Shasta Street and Alturas Street Bus Pad Improvements Project (Project); and

WHEREAS, in response to the advertisement, the City received fifteen (15) bids for the Project in the following bid amounts:

|                                               |                   |
|-----------------------------------------------|-------------------|
| All-American Construction, Inc.               | \$179,590.00      |
| B&M Builders, Inc.                            | \$182,560.00      |
| FBD Vanguard Construction, Inc.               | \$183,690.00      |
| Newland Entities, Inc.                        | \$195,691.60      |
| R&R Horn, Inc.                                | \$199,707.00      |
| Hyatt Contracting, Inc.                       | \$214,690.00      |
| North Star Construction and Engineering, Inc. | \$228,450.00      |
| Quimu Contracting, Inc.                       | \$231,469.00      |
| Central Valley Engineering and Asphalt, Inc.  | \$232,242.00      |
| Imperial Construction and Engineering, Inc.   | \$248,660.00      |
| Platinum General Engineering, LLC.            | \$256,532.05      |
| PBM Construction, Inc.                        | \$263,817.00      |
| Zara Construction, Inc.                       | \$265,950.00      |
| TCW Concrete, Inc.                            | \$271,032.88      |
| Arrow Construction, Inc.                      | \$374,173.00; and |

WHEREAS, the City Public Works Department has reviewed the fifteen (15) bids, and examined All-American Construction, Inc. and its bid response, found it to be both the lowest qualified responsive and responsible bidder, and has recommended it for award of this project; and

WHEREAS, the City desires to award the bid to All-American Construction, Inc. and enter into an agreement with All-American Construction, Inc. to construct the Project.

NOW, THEREFORE, be it resolved by the City Council of the City of Yuba City as follows:

1. The City Council finds that all of the facts set forth in the recitals above are true and correct and incorporated herein.
2. The City Council finds that CEQA was previously assessed for the project, a categorical exemption (Class 1, SCH#2025110857) was adopted, approval of this contract is within the scope of the previously approved project, and no further environmental review is required under CEQA.
3. The City Council of the City of Yuba City does hereby accept the fifteen (15) bids received as noted above, finds that All-American Construction, Inc. is the lowest responsive and responsible bidder, and awards the construction contract to All-American Construction, Inc. in the total amount bid of \$179,590.00 for the Shasta Street and Alturas Street Bus Pad

Improvements Project. City Manager is authorized to execute the same and make any non-material changes thereto subject to approval as to legal form by City Attorney.

4. The City Council of the City of Yuba City authorizes the City Manager approval to execute a Cooperative Agreement between the City of Yuba City and the Yuba-Sutter Transit Authority (YSTA) on behalf of the City, subject to review and approval as to legal form by the City Attorney.
5. The City Council of the City of Yuba City authorizes the Finance Director to make a supplemental appropriation of \$60,733.50 from unallocated Streets and Roads funds to CIP Account No. 921339. Additionally authorizes a supplemental appropriation of \$16,733.50 to CIP Account No. 921339 for additional funds to be received from YSTA.
6. This Resolution shall become effective immediately.

The foregoing resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 20<sup>th</sup> day of January 2026.

AYES:

NOES:

ABSENT:

---

Marc Boomgaarden, Mayor

---

Ciara Wakefield, City Clerk

APPROVED AS TO FORM  
COUNSEL FOR YUBA CITY:

---

Shannon Chaffin, City Attorney  
Aleshire & Wynder, LLP

Attachment(s):

- A. Exhibit A – (Draft) Agreement for the Construction of the Shasta Street and Alturas Street Bus Pad Improvements Project
- B. Exhibit B – City-YSTA Cooperative Agreement

# EXHIBIT A



# **CONTRACT AGREEMENT**

## **FOR THE CONSTRUCTION OF**

### **SHASTA STREET AND ALTURAS STREET BUS PAD IMPROVEMENTS CONTRACT NO. 1339-CON-25**

THIS AGREEMENT, made and concluded this \_\_\_\_ day of \_\_\_\_\_ 2026, between the City of Yuba City, party of the first part, and All-American Construction, Inc., Contractor, party of the second part.

**ARTICLE I. – WITNESSETH**, that for and in consideration of the payments and agreements hereinafter mentioned to be made and performed by the said party of the first part under the conditions expressed in the two bonds bearing even date with these presents and hereunto annexed, the said party of the second part agrees with the said party of the first part, at his own proper cost and expense, to do all the work and furnish all the materials, except such as are mentioned in the specifications to be furnished by said party of the first part, necessary to construct and complete in a good, workmanlike and substantial manner and to the satisfaction of the Public Works Department, construction on various roads, all in accordance with the Special Provisions hereto annexed and also in accordance with the Standard Specifications of the State of California Department of Transportation dated 2024, the Standard Plans dated 2024, the “Labor Surcharge” and “Equipment Rental Rates” in effect on the date the work is accomplished, and the “General Prevailing Wage Rates” of the State of California Department of Transportation, which said Special Provisions, Standard Plans, Standard Specifications are hereby specially referred to and by such reference made a part hereof.

The Special Provisions for the work to be done are dated 09/15/2025

### **NOTICE TO CONTRACTORS SPECIAL PROVISIONS PROPOSAL AND CONTRACT**

**FOR**

### **SHASTA STREET AND ALTURAS STREET BUS PAD IMPROVEMENTS CONTRACT NO. 1339-CON-25**

Which are hereby made part of this contract.

**ARTICLE II.** – The said Contractor agrees to receive and accept the following prices as full compensation for furnishing all materials and for doing all the work contemplated and embraced in this Agreement; also for all loss or damage arising out of the nature of the work aforesaid, or from the action of the elements, or from any unforeseen difficulties or obstructions which may arise or be encountered in the prosecution of the work until its acceptance by the City of Yuba City and for all risks of every description connected with the work; also for all expenses incurred by or in consequence of the suspension or discontinuance of work and for well and faithfully completing the work, and the whole thereof, in the manner and according to the plans and specifications and the requirements of the Engineer under them, to wit.

**ARTICLE III.** – The said party of the first part hereby promises and agrees with the said Contractor to employ, and does hereby employ, the said Contractor to provide the materials and to do the work according to the terms and conditions herein contained and referred to, for the prices hereinafter set forth, and hereby contracts to pay the same at the time, in the manner and upon the conditions above set forth; and the said parties for themselves, their heirs, executors, administrators, successors and assigns, do hereby agree to the full performance of the covenants herein contained.

**ARTICLE IV.** – By my signature hereunder, as Contractor, I certify that I am aware of the provisions of Section 3700 of the Labor Code which requires every employer to be insured against liability for Workers Compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of the work of this contract.

**ARTICLE V.** – It is further expressly agreed by and between the parties hereto that should there be any conflict between the terms of this instrument and the bid or proposal of said Contractor, then this instrument shall control and nothing herein shall be considered as an acceptance of the said terms of said proposal conflicting herewith.

**ARTICLE VI.** – The City of Yuba City hereby employs Contractor to provide material and to do the work according to the terms and conditions herein contained and referred to for the following prices to be paid at the time, in the manner and upon the conditions hereinafter set forth.

**ARTICLE VII.** – The improvement contemplated in the performance of this contract is an improvement over which the City of Yuba City shall exercise general supervision.

**ARTICLE VIII.** – The statement of prevailing wages appearing in the General Prevailing Wage Rates is hereby specifically referred to and by this reference is made a part of this contract. It is further expressly agreed, by and between the terms of this instrument and the bid or proposal of said Contractor, that this instrument shall control and nothing herein shall be considered as an acceptance of the said terms of said proposal conflicting herewith.

Approved as to legal form:

---

City Attorney  
City of Yuba City

CITY OF YUBA CITY

---

Robert Bendorf  
City Manager

Date

CONTRACTOR

---

Company Name

---

Company Address

---

Phone Number

---

Signature

---

Name (Printed)

---

Title

---

Date

## BID ITEM LIST

| <b>Bid Item</b>               | <b>Item Description</b>                                                          | <b>Quantity</b> | <b>Unit</b> | <b>Unit Price</b>   | <b>Total Price</b> |
|-------------------------------|----------------------------------------------------------------------------------|-----------------|-------------|---------------------|--------------------|
| 1                             | Mobilization/Demobilization                                                      | LS              | 1           | \$17,000.00         | \$17,000.00        |
| 2                             | Traffic Control Services, Traffic Control Plans, Encroachment Permit Fees        | LS              | 1           | \$9,500.00          | \$9,500.00         |
| 3                             | Remove Existing Striping                                                         | LS              | 1           | \$1,000.00          | \$1,000.00         |
| 4                             | Remove Existing Sidewalk, Curb and Gutter                                        | SF              | 1000        | \$15.30             | \$15,300.00        |
| 5                             | Sawcut Pavement                                                                  | LF              | 500         | \$6.10              | \$3,050.00         |
| 6                             | Roadway Excavation (14" Depth)                                                   | CY              | 123         | \$215.00            | \$26,445.00        |
| 7                             | 3/4" Class 2 Aggregate Base                                                      | TON             | 160         | \$146.00            | \$23,360.00        |
| 8                             | Adjust SDI Hood and Grate                                                        | EA              | 2           | \$1,830.00          | \$3,660.00         |
| 9                             | Adjust Water Valve Cover to Grade                                                | EA              | 3           | \$1,830.00          | \$5,490.00         |
| 10                            | Minor Concrete Sidewalk and ADA Ramps                                            | SF              | 740         | \$16.50             | \$12,210.00        |
| 11                            | Minor Concrete Curb and Gutter (Match Existing)                                  | SF              | 450         | \$41.00             | \$18,450.00        |
| 12                            | Reinforced Concrete Pavement (8" Concrete Pad) and all Appurtenant Work in Place | CY              | 35          | \$655.00            | \$22,925.00        |
| 13                            | Asphalt Restoration - Hot Mix Asphalt (Type A) 1/2"                              | SF              | 1520        | \$9.50              | \$14,440.00        |
| 14                            | Monument Preservation and Reestablishment                                        | EA              | 1           | \$3,050.00          | \$3,050.00         |
| 15                            | 12" White Thermoplastic Striping                                                 | LF              | 100         | \$8.00              | \$800.00           |
| 16                            | Thermoplastic Stop Legend (22 SF)                                                | EA              | 1           | \$500.00            | \$500.00           |
| 17                            | Compressive Strength Testing for Concrete Pavement                               | LS              | 1           | \$1,830.00          | \$1,830.00         |
| 18                            | Install Type BB (Blue Retro-Reflective Marker)                                   | EA              | 1           | \$20.00             | \$20.00            |
| 19                            | Curb Paint (2 Coats)                                                             | SF              | 280         | \$2.00              | \$560.00           |
| <b>Total Contract Amount:</b> |                                                                                  |                 |             | <b>\$179,590.00</b> |                    |

## EXHIBIT B

**COOPERATIVE AGREEMENT ("AGREEMENT")**

**BETWEEN  
CITY OF YUBA CITY  
AND  
YUBA-SUTTER TRANSIT AUTHORITY  
FOR THE  
SHASTA AND ALTURAS STREETS BUS PAD IMPROVEMENTS**

THIS AGREEMENT is made and entered into this \_\_\_\_ day of \_\_\_\_\_, 2026, by and between the YUBA-SUTTER TRANSIT AUTHORITY, a public transportation agency serving the Yuba-Sutter area in the State of California, hereinafter referred to as "YSTA", and the CITY OF YUBA CITY, a Municipal Corporation, located in the County of Sutter, State of California, hereinafter referred to as "CITY." CITY and YSTA are sometimes individually referred to hereinafter as "Party" and collectively as "Parties."

**RECITALS:**

1. YSTA and CITY are authorized to enter into a cooperative agreement for improvements to the Shasta and Alturas Streets Bus Stop Improvements, hereinafter referred to as "PROJECT".
2. YSTA provided the CITY with a cost-sharing commitment letter dated October 16, 2025. The letter identifies the PROJECT as an eligible location for 50/50 sharing of construction costs, as set forth in the YSTA Corridor Enhancement Action Plan adopted by the Board of Directors in October 2018.
3. YSTA and CITY desire to partner for the improvements to be constructed on Shasta Street and Alturas Street, near the intersection of the same. The PROJECT will include
4. construction of a concrete-paved bus pad and associated ADA improvements. Work includes the removal of existing striping, concrete sidewalks, curb and gutter, and pavement. New construction will include a reinforced concrete bus pad, ADA-compliant curb ramps, concrete curb, gutter, and sidewalks, pavement restoration, and updated striping. The PROJECT construction plan, Exhibit 1, details the major components of the PROJECT.
5. CITY estimates that the construction cost of the PROJECT will be approximately \$263,740.00, plus up to \$39,561.00 for construction management/contingency.
6. YSTA will contribute a fifty percent (50%) share for all actual construction, construction management, and construction contingency costs for the PROJECT, up to \$150,000.00.
7. Notwithstanding, YSTA and CITY acknowledge that the dollar amounts shown in Paragraph 4 for the PROJECT are based on the quantities from the current engineer's estimate. Actual dollar amounts will be adjusted as necessary based on unit prices from the lowest responsive and responsible bidder that has been awarded a contract to construct the PROJECT and actual quantities installed, thereafter. CITY will notify YSTA in writing immediately upon determining that any adjustments are necessary.
8. YSTA AND CITY now define in this agreement the terms and conditions of their financial contribution.

**CITY WILL:**

1. Finalize bid documents based on its design of the PROJECT Plans, Specifications, and Estimate (PS&E), which were completed and approved by the City Council of the CITY on October 7, 2025.

2. Award and administer the construction contract for the PROJECT in accordance with the Public Contract Code, City Contracting Policies and the terms of this Agreement.
3. Require its contractor to obtain a City Encroachment Permit and oversee the construction and inspect the work in the CITY Right-of-Way for the PROJECT to proceed in a good and workman-like manner.
4. Provide coordination with the YSTA and its designated representative for the completion of the PROJECT.
5. Provide necessary quality assurance testing for work completed in the CITY Right-of-Way in compliance with the PS&E.
6. Prepare and negotiate Change Orders, as necessary, in the event unanticipated conditions are encountered during construction. All Change Orders must be approved by the City Public Works Director or his designated representative prior to extra work being done. Cost of the Change Order(s) will be paid from the PROJECT contingency amount.

YSTA WILL:

7. Reimburse CITY for YSTA's share of the construction cost of PROJECT. Reimbursement by YSTA to CITY will be made within 60 days of YSTA's receipt of CITY's invoice, provided that CITY provides evidence reasonably satisfactory to YSTA that CITY has paid the Construction Amount to the contractor that performed the work for the PROJECT.

Payments shall be sent to:

Finance Department - Accounts Receivable  
1201 Civic Center Boulevard  
Yuba City, CA 95993

8. Provide coordination with CITY and its designated representative for the completion of the PROJECT, including modification of bus stop locations deemed necessary by YSTA to facilitate construction at the locations shown on Exhibit 1.

GENERAL:

1. This Agreement shall be in effect as of the date executed and shall remain in effect until the terms of this Agreement are completed or amended.
2. Modifications or amendments affecting the terms and conditions contained in this Agreement shall be in writing and approved and executed by both parties.
3. This Agreement, all exhibits attached hereto, all other terms or provisions incorporated herein by reference, constitutes the understanding between CITY and YSTA as to the subject matter contained herein.
4. Neither YSTA nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority, or jurisdiction conferred upon CITY under this agreement. It is understood and agreed that, CITY will fully defend, indemnify, and save harmless YSTA and all of its officers and employees from all claims, suits, or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by CITY under this agreement.

## **AGREEMENT:**

**NOW, THEREFORE,** in consideration of the mutual promises and covenants made by the Parties and contained herein and other consideration, the value and adequacy of which are hereby acknowledged, the Parties agree as follows:

1. **RECITALS.** The above Recitals are incorporated by reference to the same extent and with the same force and effect as if fully set forth herein and shall constitute a part of this Agreement.

2. **ENTIRE AGREEMENT.** This Agreement together with the exhibits hereto, each of which are incorporated herein by this reference, constitutes the entire agreement of the Parties with respect to the subject matter hereof and supersedes all prior oral or written agreements with respect to same.

3. **INTERPRETATION/GOVERNING LAW/VENUE.** This Agreement shall be construed according to its fair meaning and as if prepared by both Parties. This Agreement shall be construed and interpreted in accordance with the laws of the State of California in effect at the time it is recorded. Venue for any action arising out of this Agreement shall be within the California Superior Court, County of Sutter or Federal District Court, Eastern District of California, Sacramento Division.

4. **VOLUNTARY AGREEMENT.** The Parties each represent that they have read this Agreement in full and understand and voluntarily agree to all provisions herein. The Parties further declare that prior to signing this Agreement they each had the opportunity to apprise themselves of relevant information, through sources of their own selection, including consultation with legal counsel of their choosing if desired, in deciding whether to execute this Agreement.

5. **MODIFICATION OR AMENDMENT.** This Agreement may only be amended or modified in writing executed by the CITY and YSTA.

6. **OBLIGATION.** Nothing in this Agreement shall obligate or require the Parties to commence any of the projects described, referenced or identified within this Agreement.

7. **ATTORNEY'S FEES.** In the event of any litigation or other legal proceeding including, but not limited to, arbitration or mediation between the Parties arising from this Agreement, the prevailing Party will be entitled to recover, in addition to any other relief awarded or granted, its reasonable costs and expenses (including attorney's fees) incurred in the proceeding.



IN WITNESS WHEREOF the parties hereto have caused this Agreement to be duly executed as of the day and year first written above.

CITY OF YUBA CITY, a Municipal Organization

By: \_\_\_\_\_  
Marc Boomgaarden, Mayor

ATTEST:

By: \_\_\_\_\_  
Ciara Wakefield, City Clerk

APPROVED AS TO FORM

By: \_\_\_\_\_  
Shannon L. Chaffin, City Attorney

"CITY"

YUBA-SUTTER TRANSIT AUTHORITY, a public transportation agency

By: \_\_\_\_\_  
Matthew Mauk, Executive Director  
for the Yuba-Sutter Transit Authority

APPROVED AS TO FORM:

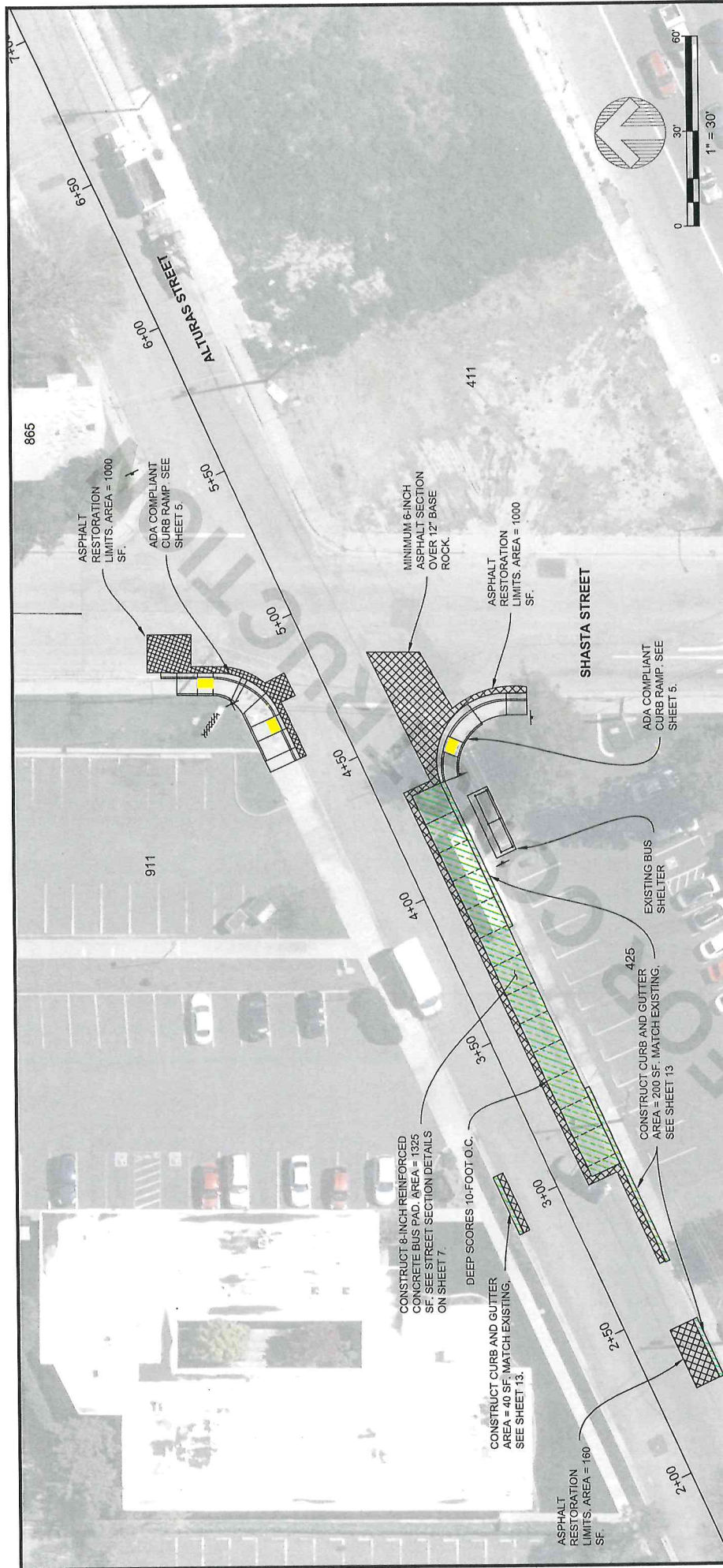
\_\_\_\_\_  
Brant Bordsen, Legal Counsel

ATTEST:

\_\_\_\_\_  
Lisa O'Leary, Board Clerk

"YSTA"

## ATTACHMENT 2



**SYMBOL LEGEND**

REINFORCED AC AND AB, REPLACE WITH REINFORCED CONCRETE W/ 4" GRADE 60 REBAR IN CENTER

ASPHALT PAVEMENT CONSTRUCTION

- NOTE:**
- CONTRACTOR SHALL COORDINATE THE CONSTRUCTION WITH THE CITY TO ENSURE SAFE TRAFFIC FLOW THROUGHOUT THE PROJECT. INSTALLATION OF TEMPORARY TRAFFIC CONTROL MAY BE NECESSARY.
  - TRAFFIC CONTROL PLANS ARE TO BE APPROVED BY THE CITY PRIOR TO IMPLEMENTATION.
  - CONTRACTOR TO PROVIDE DETOUR SIGNS, MESSAGE BOARDS, FLASHING ADVANCE WARNING, AND ALL NECESSARY ADVANCE WARNING AND TRAFFIC CONTROL SIGNS IN ACCORDANCE WITH AN APPROVE TRAFFIC CONTROL PLAN. TRAFFIC CONTROL PLAN SHALL ALLOW AT LEAST ONE LANE IN EACH DIRECTION TO REMAIN OPEN AT ALL TIMES.
  - ALL ACCESS TO PROPERTIES SHALL BE MAINTAINED THROUGHOUT THE PROJECT. CONTRACTOR MAY NEED TO ADJUST WALKING TIMES TO ACCOMMODATE SPECIAL ACCESS REQUIREMENTS.
  - THE MINIMUM ACCESSIBLE PATH OF TRAVEL FOR VEHICLES IS TO BE 10' OF ASPHALT CONCRETE AND 11' OF SIDEWALK.
  - ALL TRANSITIONS SHALL BE IN ACCORDANCE WITH THE CITY'S STANDARD SPECIFICATIONS FOR ROADWAY CONSTRUCTION.
  - CONTRACTOR SHALL VERIFY ALL FLOWLINE GRADES AND CONTROL PROPOSED DAMPS TO MAINTAIN DRAINAGE AT A CONSTANT SLOPE ACROSS RAMP UNITS.
  - SIDEWALK LIMITS ARE DESIGNED TO BE AT THE NEAREST CONTROL JOINT. CONTRACTOR SHALL SMOOTH EXISTING C&G TO MATCH SIDEWALK LIMIT, AS REQUIRED. CITY WILL ALLOW C&G AND GUTTER TO BE REINFORCED-REPLACED TO NEAREST CONSTRUCTION JOINT IF CONTRACTOR DESIRES A 2' FEET WIDE MINIMUM OFFSET FROM LIMITS OF NEW CONCRETE AND 6" MINIMUM IN DEPTH. WITH THE PROJECT MANAGER'S APPROVAL, THE CONTRACTOR MAY ELECT TO USE EXISTING PAVEMENT AS A FORM BOARD ONLY IF EXISTING PAVEMENT IS IN ACCEPTABLE CONDITION AND ADA-COMPLIANT SLOPES CAN BE MET WITH EXISTING AC. OTHERWISE, CONTRACTOR SHALL CONSULT WITH THE PROJECT ENGINEER AND CITY INSPECTOR TO DETERMINE APPROPRIATE AC RESTORATION LIMITS AROUND THE PERIMETER OF THE CONCRETE REPLACEMENT AREA.
  - IF NO AGGREGATE BASE IS USED UNDER THE CONCRETE REPLACEMENT AREA, A MINIMUM OF CLASS II AGGREGATE BASE UNDER SIDEWALK RAMP AREAS AND 6" MINIMUM CLASS II AGGREGATE BASE UNDER CURB AND GUTTER AREAS.
  - NEW CURB AND GUTTER SHALL MATCH THE EXISTING CURB AND GUTTER PROFILE AND DIMENSIONS SHOWN IN THE PLAN. THE NEW PLACED CONCRETE WILL MEET THE EXISTING CONCRETE. NO SMOOTH REBAR DIVELLS SHALL BE SINGLELY FIT 4" DEEP INTO EXISTING CONCRETE, AND PLACED 16" ON CENTER.
  - ALL MATERIAL AND LABOR GUTTER REMOVAL AND INSTALLATION, COVERING/OPENING EXISTING VALVE BOXES TO GRADE, AND SIDEWALK REPLACEMENT OR EXTENSION SHALL BE CONSIDERED AS PART OF THE UNIT PRICE BID FOR EACH RAMP.
  - CONTRACTOR SHALL PROTECT ALL EXISTING FACILITIES IN PLACE. ANY DAMAGE RESULTING FROM CONSTRUCTION SHALL BE REPAIRED TO A LIKE OR BETTER CONDITION, AND APPROVED BY CITY INSPECTOR OR PROJECT ENGINEER.
  - THE CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES AND SIGNS NECESSARY TO BE REPAIRED OR RELOCATED AS PART OF THE CONSTRUCTION. COORDINATE THE RELOCATION WITH CITY STAFF AS NECESSARY.

|                   |                         |             |              |
|-------------------|-------------------------|-------------|--------------|
| CITY OF YUBA CITY |                         |             |              |
| CONSTRUCTION PLAN |                         |             |              |
|                   | SUBMITTED BY:           | DESIGN BY:  | DRAWING NO.  |
|                   | SC                      | SC          | 5613-B       |
|                   | 1201 CIVIC CENTER BLVD. | DRAWN BY:   | SC           |
|                   | YUBA CITY, CA 95993     | CHECKED BY: | KEB          |
| DATE OF PLANS:    |                         |             | SHEET 4      |
| REVISED:          |                         |             | OF 13 SHEETS |

CITY OF YUBA CITY  
STAFF REPORT

**Date:** January 20, 2026  
**To:** Honorable Mayor & Members of the City Council;  
**From:** Development Services Department  
**Presentation By:** Doug Libby, Development Services Director

**Summary**

**Subject:** Homekey - Merriment Village Funding Supplemental Appropriation  
**Recommendation:** A. Adopt a Resolution Authorizing the Finance Director to make supplemental appropriation of \$2,000,000 to Fund 211 Account 6041-62701 and \$23,287,126.79 to Account 6041-65501 and;  
 B. Authorize the Development Services Director or designee to approve payment processing utilizing the Homekey Funding  
**Fiscal Impact:** \$25,287,126.79 from the California Department of Housing and Community Development Homekey 3.0 funding will be available for disbursement

**Purpose:**

To provide a supplemental appropriation of \$2,000,000 to account 6041-62701 and \$23,287,126.79 to account 6041-65501 to make Homekey funding available for disbursement for the Merriment Village Affordable Housing project.

**Council's Strategic Goal:**

This project addresses Council's goals of fiscal responsibility and infrastructure.

**Background:**

On September 19, 2023, the City Council approved Development Plan 23-02 for the Merriment Village Apartment project located at 428 North Walton Avenue. The project provides for a 218-unit income-based apartment complex at 428 North Walton Avenue.

Since project approval, the applicant, Habitat for Humanity (Habitat), has been working to secure project financing to construct the project and in 2024, the project received significant funding from the State Department of Housing and Community Development Department (HCD) through a joint application between the City and Habitat in the form of a Homekey 3.0 Grant in the amount of \$24,632,331 consisting of \$22,632,331 for construction with the remaining amount to be dedicated to operating expenses.

On July 11, 2024, the City entered a Covenant and Loan Agreement with Habitat for Humanity Yuba/Sutter for Phase 1 of the Merriment Village project.

On November 18, 2025, City Council approved a Supplemental Loan Agreement to the Covenant and

Loan Agreement.

**Analysis:**

The Covenant and Loan Agreement and Supplemental Loan Agreement define the conditions for the City to disburse loan (grant) funding by an outside third-party, City approved Disbursement Control agent, that will be paid for by Habitat for Humanity, for project construction. Disbursements will first be made from accrued interest, accumulated since the City received the Homekey grant funding. The Agreements define insurance requirements, representation and warranties, and hazardous materials disclosure requirements.

Habitat has met the requirements for disbursement and has broken ground on the Merriment Village project. City staff is finalizing an Agreement with Fidelity National Fund Control to act as the disbursement control agent.

Staff recommends and requires a supplemental appropriation of the Homekey funding to allow for disbursement.

**Fiscal Impact:**

If approved, the supplemental appropriations make available \$25,287,126.79 in Homekey funding for the construction of Merriment Village – Phase 1. None of the funding to be utilized comes from the City General Fund.

**Alternatives:**

Do not approve the appropriation of the Homekey funding at this time and provide staff with direction on how to move forward with disbursement.

**Recommendation:**

A. Adopt a Resolution Authorizing the Finance Director to make supplemental appropriation of \$2,000,000 to Fund 211 Account 6041-62701 and \$23,287,126.79 to Account 6041-65501 and;

B. Authorize the Development Services Director or designee to approve payment processing utilizing the Homekey Funding

**Attachments:**

1. Resolution - Homekey Merriment Supplemental Appropriation

**Prepared By:**

Shannon Sardo  
Administrative Analyst II

**Submitted By:**

Robert Bendorf  
City Manager

# ATTACHMENT 1

**RESOLUTION NO. \_\_\_\_\_**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY  
TO APPROVE A SUPPLEMENTAL APPROPRIATION OF \$25,287,126.79 IN HOMEKEY  
GRANT FUNDING FROM THE CALIFORNIA DEPARTMENT OF HOUSING AND  
COMMUNITY DEVELOPMENT FOR THE MERRIMENT VILLAGE AFFORDABLE HOUSING  
PROJECT**

WHEREAS, on September 19, 2023, Council approved Development Plan 23-02, Merriment Village Apartments, subject to conditions of approval, for the development of a 218-unit income-based (affordable) apartment complex located on a 7.7-acre parcel at 428 North Walton Avenue; and

WHEREAS, on February 20, 2024, Council authorized a joint application with Habitat for Humanity Yuba/Sutter, Inc. to apply for Homekey 3.0 funds through the State Department of Housing and Community Development (HCD) for Phase 1 of the project, consisting of 79 units and;

WHEREAS, the joint application was approved and a Standard Agreement from HCD awarded \$24,632,331 in funding for Phase 1 of the Merriment Village project; and

WHEREAS, The City and Habitat for Humanity entered into a covenant and Loan Agreement on July 11, 2024, and a Supplemental Loan Agreement on November 18, 2025, both of which outline the requirements of disbursement; and

WHEREAS, the requirements for disbursement have been met by Habitat for Humanity and Merriment Village Phase 1 is beginning construction; and

WHEREAS, a supplemental appropriation of the Homekey – Merriment Village funding is required for the City to be able to make disbursements for the project.

**NOW, THEREFORE, BE IT RESOLVED**, by the City Council of the City of Yuba City as follows:

1. The City Council finds that all of the facts set forth in the recitals above of this Resolution are true and correct and incorporated herein.

2. The City Council authorizes the Finance Director or designee to make a supplemental appropriation of \$25,287,126.79 to Fund 211 for the disbursement of Homekey funding.

3. The City Council authorizes the Development Services Director or designee to approve the necessary documents for processing the payment of invoices for the Merriment Village project.

4. This Resolution shall become effective immediately.

The foregoing Resolution was duly and regularly introduced, passed and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on January 20, 2026 by the following vote:

AYES:

NOES:

ABSENT:

---

Marc Boomgaarden, Mayor

ATTEST:

---

Ciara Wakefield, Deputy City Clerk

APPROVED AS TO FORM  
COUNSEL FOR YUBA CITY

---

SHANNON CHAFFIN, City Attorney  
Aleshire & Wynder, LLP



CITY OF YUBA CITY  
STAFF REPORT

**Date:** January 20, 2026  
**To:** Honorable Mayor & Members of the City Council;  
**From:** Public Works Department  
**Presentation By:** Joshua Wolffe, Public Works Director

---

**Summary**

**Subject:** Yuba-Sutter Regional Safety Action Plan  
**Recommendation:** Adopt a Resolution adopting the Yuba-Sutter Regional Safety Action Plan  
**Fiscal Impact:** None with this action. The recommended action positions the City for future safety-related transportation grant funding

---

**Purpose:**

To adopt the Yuba-Sutter Regional Safety Action Plan and position the City for future transportation grant funding.

**Council's Strategic Goal:**

This plan addresses the City Council's Strategic Goal of providing services that serve and protect the residents, visitors, and businesses in the community.

**Background:**

In September 2022, Yuba County submitted a grant application to the U.S. Department of Transportation's Safe Streets for All (SS4A) program for the purpose of preparing a Regional Safety Action Plan (RSAP) covering all of Yuba and Sutter Counties. Yuba City, Sutter County and the Cities of Live Oak, Marysville, and Wheatland were all co-applicants on this grant application. The goal of the RSAP is to eliminate traffic fatalities, including a vision for zero deaths and serious injuries by 2050, by comprehensively addressing safety for people walking, biking, driving, and using public transit.

In June 2023, Yuba County, acting as the lead agency, executed a grant agreement for \$800,000 in SS4A grant funding with a local share of \$200,000 split among the 6 local agencies. Yuba City committed \$61,667 towards the local share.

Yuba County subsequently issued a request for proposals and, through a competitive process, selected Fehr and Peers, a Sacramento-area-based transportation consulting firm Yuba City has worked extensively with in the past, to prepare the RSAP. Fehr and Peers commenced work on the RSAP in April 2024.

**Analysis:**

Over the last couple of years, representatives from the six local agencies, SACOG, and Caltrans have coordinated with Fehr and Peers to collect data and develop the RSAP. Through this process, significant public outreach has been made to solicit comments from the public, including the use of an interactive map for community feedback. Public comments have been taken into consideration in the final RSAP. The plan identifies the following safety corridors throughout the City:

- State Route 20 from Western Parkway to Feather River
- State Route 99 from Butte House Road to Franklin Avenue
- Stabler Lane from State Route 20 to Queens Avenue
- Walton Avenue from State Route 20 to Lincoln Road
- Gray Avenue from State Route 20 to Franklin Avenue
- Bridge Street from State Route 99 to Shasta Street
- El Margarita Road from Franklin Road to State Route 20

The final RSAP (Attachment 2) provides specific policies, projects, and performance metrics recommended to address high-risk areas, allowing the City to qualify for and pursue safety-related transportation grants to address these areas.

**Fiscal Impact:**

There are no direct fiscal impacts associated with adopting the RSAP. Adopting the plan will assure the City is positioned to receive future grant funding.

**Environmental:**

Adoption of the RSAP is not a project under CEQA pursuant to CEQA Guidelines §15378, as it is a policy and planning document that does not commit the City to any specific physical changes. In addition, the RSAP is exempt under CEQA Guidelines §15262 as a planning study evaluating potential future actions, none of which are approved or funded through adoption of the plan. Any future projects identified in the RSAP will be subject to separate CEQA review as appropriate.

**Alternatives:**

Do not adopt the RSAP, which would forfeit potential HSIP grant funding opportunities, and provide direction to staff.

**Recommendation:**

Adopt a Resolution adopting the Yuba-Sutter Regional Safety Action Plan.

**Attachments:**

1. Attachment 1 - Resolution
2. Yuba-Sutter Regional Safety Action Plan

**Prepared By:**

Kevin Bradford  
Deputy Public Works Director - Engineering

**Submitted By:**

Robert Bendorf  
City Manager

## ATTACHMENT 1

**RESOLUTION NO. \_\_\_\_\_**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY  
ADOPTING THE YUBA-SUTTER REGIONAL SAFETY ACTION PLAN**

WHEREAS, a Regional Safety Action Plan (RSAP) provides a framework for eliminating traffic fatalities, including a vision for zero deaths and serious injuries by 2050, by comprehensively addressing safety for people walking, biking, driving, and using public transit; and

WHEREAS, Yuba City has partnered with the Counties of Yuba and Sutter and the Cities of Live Oak, Marysville, and Wheatland to prepare the Yuba-Sutter RSAP by utilizing a federal Safe Streets for All grant; and

WHEREAS, adopting the RSAP will allow the City to be eligible for upcoming federally funded, safety-related transportation grants.

NOW, THEREFORE, the City Council of the City of Yuba City resolves as follows:

1. The City Council finds that all the facts set forth in the recitals above are true and correct and incorporated herein.
2. The City Council hereby approves and adopts the Yuba-Sutter Regional Safety Action Plan dated January 2026.

The foregoing resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 20<sup>th</sup> day of January 2026.

AYES:

NOES:

ABSENT:

---

Marc Boomgaarden, Mayor

ATTEST:

---

Ciara Wakefield, City Clerk

APPROVED AS TO FORM  
COUNSEL FOR YUBA CITY:

---

Shannon Chaffin, City Attorney  
Aleshire & Wynder, LLP





# YUBA-SUTTER

## Regional Safety Action Plan

Final Draft

January 2026

Made possible by a Safe Streets 4 All Planning Grant





# Acknowledgments



Yuba County



City of Marysville



City of Wheatland



Sutter County



City of Yuba City



City of Live Oak

*This study applies a systemic safety approach that identifies certain features on particular roadways that are correlated with specific crash types and frequencies. This broad approach is necessitated by the inherent nature of covering an entire region’s facilities in one study and the limited scope/budget available to prepare roadway safety plans. Limited time is available to perform field observations throughout the study area to contextualize the data, and therefore, it is beyond the scope of work to perform in-depth “hot spot” evaluations at all locations.*

The analysis and recommendations in this report are conceptual in nature based upon limited information, and before implementing any changes, or using any of its information for design or construction, more detailed analysis should be conducted to make sure that the design or construction documents reflect specific, detailed, local, and field conditions.

Adrian Engel, P.E.  
Registered Professional Engineer

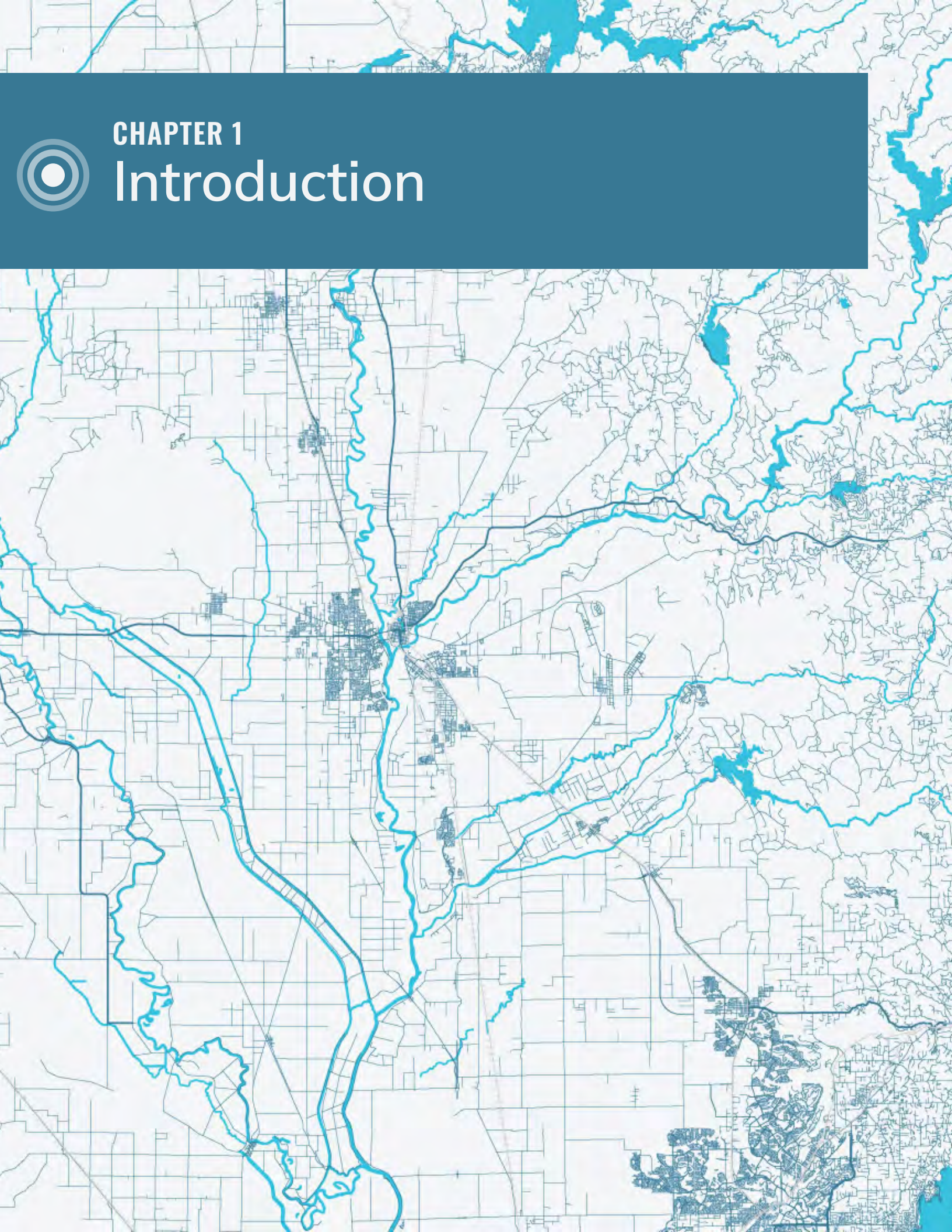


# What’s In This Plan

|                   |                                                                                                                                                                                                        |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>CHAPTER 1</b>  | Introduction                                                                                                                                                                                           |
| <b>CHAPTER 2</b>  | Community Engagement                                                                                                                                                                                   |
| <b>CHAPTER 3</b>  | Regional Crash Analysis                                                                                                                                                                                |
| <b>CHAPTER 4</b>  | Regional Implementation Plan                                                                                                                                                                           |
| <b>CHAPTER 5</b>  | Yuba County Safety Analysis                                                                                                                                                                            |
| <b>CHAPTER 6</b>  | Marysville Safety Analysis                                                                                                                                                                             |
| <b>CHAPTER 7</b>  | Wheatland Safety Analysis                                                                                                                                                                              |
| <b>CHAPTER 8</b>  | Sutter County Safety Analysis                                                                                                                                                                          |
| <b>CHAPTER 9</b>  | Yuba City Safety Analysis                                                                                                                                                                              |
| <b>CHAPTER 10</b> | Live Oak Safety Analysis                                                                                                                                                                               |
| <b>APPENDICES</b> | A: Policy Benchmarking & Additional Policy Considerations<br>B: Community Engagement Materials & Feedback<br>C: Safety Corridor Background & Technical Methodology<br>D: Safety Countermeasure Toolbox |

*Note: Chapters 5 through 10 serve as standalone documents.*





## CHAPTER 1

# Introduction

## This Plan and Our Region

Yuba and Sutter Counties and four incorporated cities, Marysville, Wheatland, Yuba City, and Live Oak, are committed to prioritizing transportation safety and eliminating traffic-related deaths and serious injuries on their roadways.

The development of this Regional Safety Action Plan (RSAP) was led by a joint effort of County, City, and partner agencies in the Yuba-Sutter region. By combining efforts, the Yuba-Sutter region can provide leadership in roadway safety and more effectively spearhead the implementation of roadway safety policy, projects, and programs. This RSAP covers the two counties and four incorporated cities in them: Yuba County, Marysville, Wheatland, Sutter County, Yuba City, and Live Oak.

Yuba County and Sutter County are situated in the Sacramento Valley. The counties have a combined total population of over 180,000, with people concentrated in Yuba City and Marysville. Roadway safety is a pressing issue facing the region today. In 2021, the Office of Traffic Safety ranked Yuba County eighth of 58 counties statewide based on the total number

of crashes resulting in injury and fatality, third for crashes involving pedestrians, and fifth for crashes involving motorcycles. Sutter County ranked sixth for total number of crashes resulting in injury and fatality, third for crashes involving bicyclists under the age of 15, and seventh for crashes where a party involved had been drinking.

The beginning chapters of the document cover the regional aspects of the plan, including project vision and goals, potential countermeasures, and a Safety Action Plan that will act as a roadmap for Yuba-Sutter and its member agencies to implement this RSAP. The second portion of the plan contains six jurisdiction-specific chapters, each of which includes crash analysis, focus areas, priority projects, and project lists.

 Project team conducting walk audits





# Safe System Approach

The Safe System Approach acknowledges that mistakes are inevitable while also asserting that severe injuries and fatalities are avoidable on our roadways. According to the World Health Organization, the goal of a Safe System is to ensure that if crashes occur, they “do not result in serious human injury.”<sup>1</sup> The Safe System Approach to road safety started internationally as part of the Vision Zero proclamation that death and serious injury on the roadway system is unacceptable.<sup>2 3</sup>

As shown in **Figure 1.1**, the Safe System Approach is founded on several principles, including acknowledging that humans make mistakes and humans are vulnerable. As a

result, a proactive, redundant system is needed to prevent death and serious injuries.<sup>4</sup> Countries that have adopted the Safe System Approach have had success reducing highway fatalities, with reductions in fatalities between 50% and 70%.<sup>5</sup> The Safe System Approach is the foundation for the National Safety Strategy released by the United States Department of Transportation (USDOT) in 2022. In 2022, Caltrans also adopted both a Safe System Approach and a Vision Zero goal as part of their Strategic Highway Safety Plan to eliminate all traffic fatalities and serious injuries by 2050.

To anticipate human mistakes, a Safe System seeks to<sup>6</sup>:

- Separate users in a physical space (e.g., sidewalks, dedicated bicycle facilities)
- Separate users in time (e.g., pedestrian scramble, dedicated signal turn phases)
- Alert users to potential hazards
- Accommodate human injury tolerance through interventions that reduce speed and/or impact force

Creating a Safe System means shifting a major share of the responsibility for preventing crashes from road users to those who design the road transport system. “Individual road users have the responsibility to abide by laws and regulations”<sup>7</sup> and do so by exhibiting due care and proper behavior on the transportation system. While road users are responsible for their own behavior, this is a shared responsibility with those who design, operate, and maintain the transportation network including the automotive industry, law enforcement, elected officials, and government bodies.<sup>8</sup> In a Safe System, roadway system designers and operators take on the highest level of ethical responsibility.



**WHAT**

A Safe System aims to eliminate fatal and serious injuries for all road users.



**WHY**

A Safe System acknowledges the vulnerability of the human body.



**WHO**

A Safe System requires a partnership between cities, counties, Caltrans, police, and road users.

Figure 1.1: Safety System Elements and Principles



## References

1. World Health Organization (2011). Decade of Action for Road Safety 2011-2020. Retrieved from [https://www.who.int/roadsafety/decade\\_of\\_action/plan/plan\\_en.pdf](https://www.who.int/roadsafety/decade_of_action/plan/plan_en.pdf), p. 9
2. Johansson, R. (2009). Vision Zero - Implementing a policy for traffic safety. Safety Science, 47, 826-831
3. Tingvall, C., & Haworth, N. (1999). An Ethical Approach to Safety and Mobility. Paper presented at the 6th ITE International Conference Road Safety and Traffic Enforcement. 6-7 September 1999, Melbourne, Australia
4. Belin, M.-Å., Tillgren, P., & Vedung, E. (2012). Vision Zero - a road safety policy innovation. International Journal of Injury Control and Safety Promotion, 19, 171-179.
5. World Resources Institute (2018). Sustainable and Safe: A Vision and Guidance for Zero Road Deaths. Retrieved from <https://www.wri.org/publication/sustainable-and-safe-vision-and-guidance-zero-road-deaths>.
6. Institute of Transportation Engineers, Road to Zero Coalition, Road to Zero Safe System Working Group. Retrieved from <https://www.ite.org/technical-resources/topics/safe-systems>.
7. World Health Organization (2011). Decade of Action for Road Safety 2011-2020. Retrieved from [https://www.who.int/roadsafety/decade\\_of\\_action/plan/plan\\_en.pdf](https://www.who.int/roadsafety/decade_of_action/plan/plan_en.pdf).
8. Federal Highway Administration (2020). Integrating the Safe System Approach with the Highway Safety Improvement Program. Report No. FHWA-SA-20-018. Retrieved from <https://safety.fhwa.dot.gov/hcip/docs/fhwasa2018.pdf>.

# Commitment & Vision



## Our Commitment

The Yuba-Sutter Region will **work collaboratively** to **eliminate** traffic fatalities and serious injuries by 2050.



## Our Vision

The Yuba-Sutter Region will have a **multimodal** and **sustainable** transportation system where users of **all ages** and **abilities** can travel **conveniently, reliably**, and **free from harm**.

### Guiding Principles: Safety Is Our Highest Priority.



1. Traffic deaths and serious injuries are a preventable public health issue that must be addressed.



2. Safety is a shared responsibility.



3. Actions towards Vision Zero will be data-driven based on available crash data and risk factors (e.g., exposure, likelihood, and severity).



4. Evaluation will be ongoing. Regular data collection and analysis will help measure performance against Regional Safety Action Plan objectives.

# Existing Policy Landscape

In recent years, leaders at the federal and state levels have taken bold and consistent steps to acknowledge the persistent and unacceptable level of severe injuries and fatalities on our roadways, commit to eliminating these occurrences, and follow international best practices and public health fundamentals to form a new safety paradigm in the US. This has specifically involved embracing the Vision Zero goal of safe mobility for all and adopting the Safe System Approach as the way to get there. The Safe System Approach is a significant evolution in how roadway safety is conceptualized.

This Safety Action Plan has been developed to align with the pivot to the Safe System Approach. This chapter summarizes the primary reference documents and policy considerations that influenced the direction, decisions, and priorities in this RSAP. This Plan focuses on addressing crash risk through an assessment of vehicle speed, mass, and exposure that is inherently proactive and systemic. This Plan presents a holistic assessment of the needs and opportunities for enhancing safety consistent with a systemic risk factors, from systematically addressing socioeconomic and land use, features of the built environment, and passive and active safety tools. Finally, this Plan aspires to make safety the default choice: the easy choice for people as they move about and the easy choice for roadway design decisions. This Plan identifies the opportunities to streamline decision making to prioritize safety and improve internal alignment in programs, practices, and policies consistent with the Safe System Approach.

## Federal Policy Considerations

### National Roadway Safety Strategy

The United States Department of Transportation (USDOT) incorporated the Safe System Approach as part of its most recent National Roadway Safety Strategy (NRSS), adopted in January 2022. This NRSS is the first national commitment to the goal of zero fatalities on America's roadways, and names the Safe System Approach as the way to accomplish that goal. Federal transportation officials have since unveiled a number of policies and programs geared towards the application and implementation of the Safe System Approach at the state and local levels.

### Safe Streets and Roads for All (SS4A)

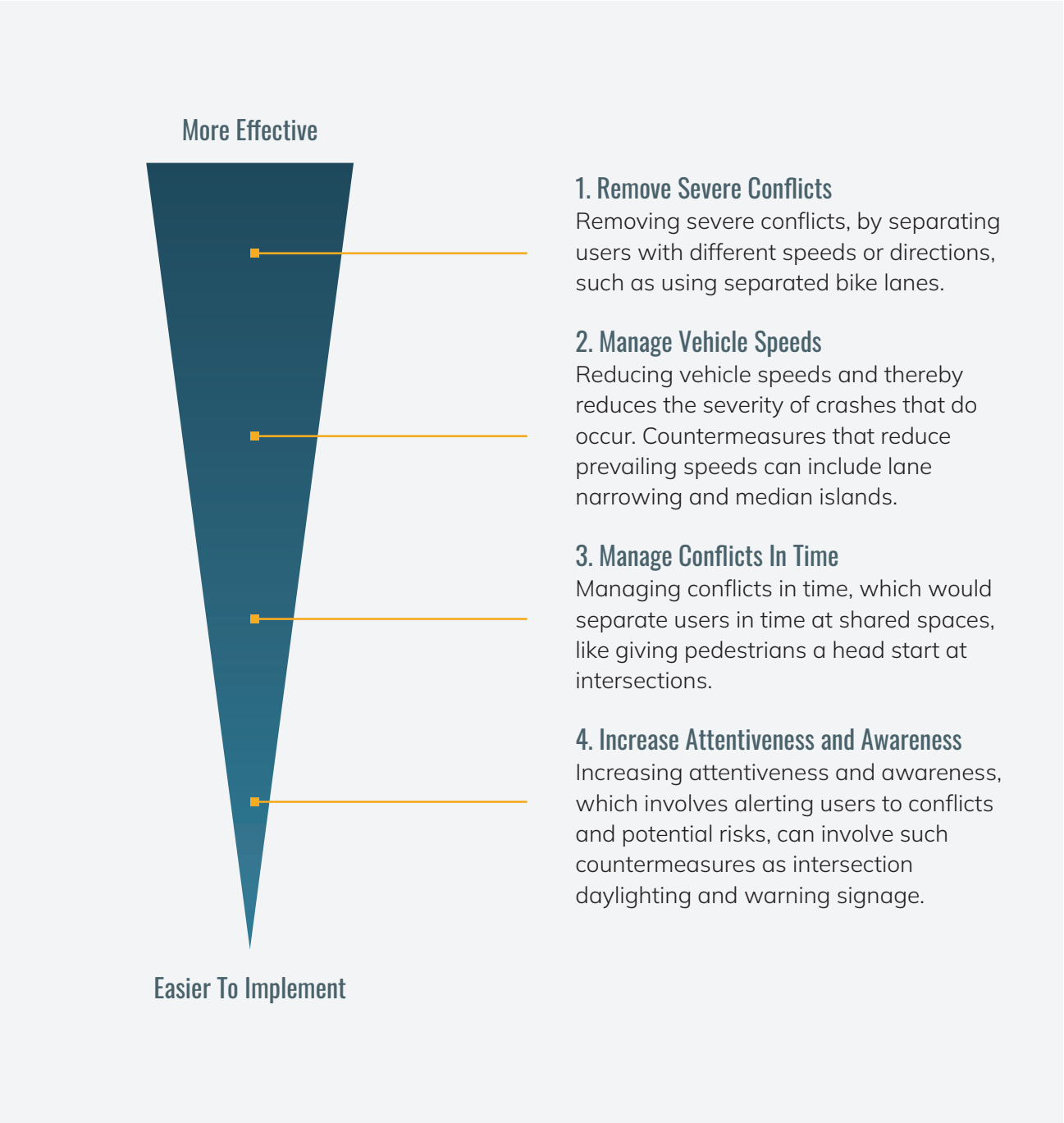
The Safe Streets and Roads for All (SS4A) grant program was established by the Bipartisan Infrastructure Law in 2022, centered around USDOT's National Roadway Safety Strategy and its goal of zero deaths and serious injuries on America's roadways. It provides \$5 billion in grant funding over its five-year duration (2022 - 2026) to develop and implement safety plans and projects. The SS4A grant program provides funding for local agencies to create Comprehensive Safety Action Plans (CSAPs). It also provides funding to implement safety projects, but only to those agencies that have an adopted CSAP or equivalent.

1. Introduction

Safe System Roadway Design Hierarchy

The Safe System Roadway Design Hierarchy, created by the Federal Highway Administration (FHWA) in 2024, provides guidance in contextualizing and assessing infrastructure-based countermeasures and strategies on their alignment with the principles of the Safe System Approach.

The Hierarchy classifies countermeasures into four tiers, from most to least aligned with Safe System principles. Crucially, the Hierarchy prioritizes improvements and countermeasures that make physical changes to the system for the whole population as more effective than measures that rely on roadway users and individual decisions.



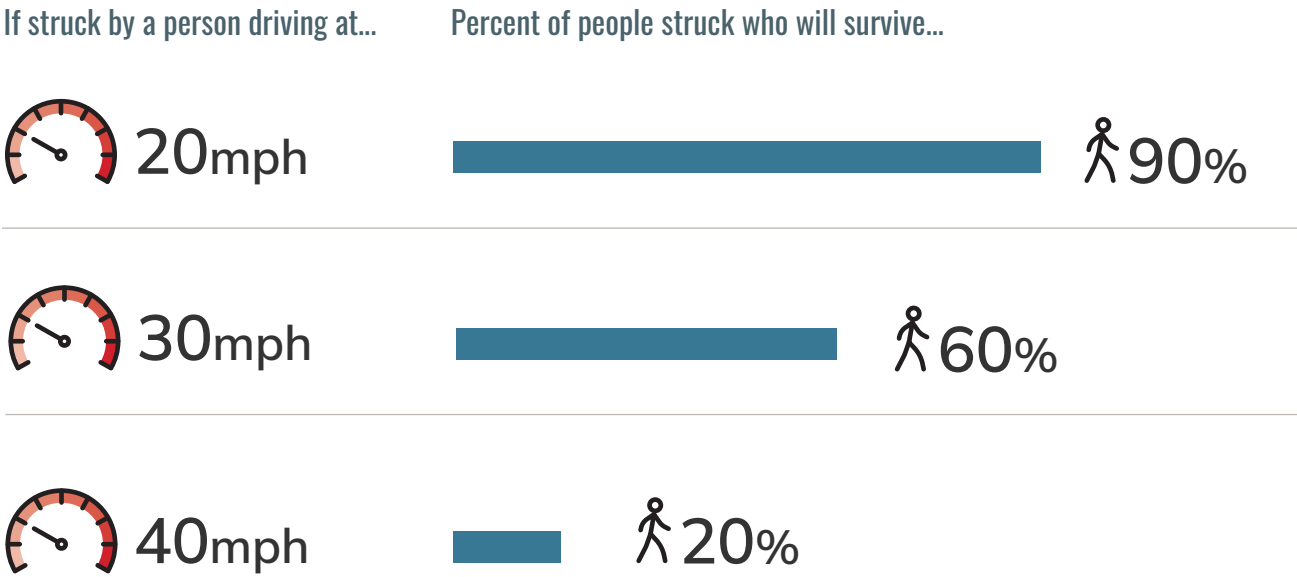
Safe System Approach for Speed Management

The FHWA's 2023 report on the Safe System Approach for Speed Management provides targeted recommendations around speed management. The report notes the need for agencies to place safety and the prevention of injury crashes (as opposed to throughput or travel times) as the highest priority when it comes to speed setting on roadways, and highlights the need to change the physical design and context of the roadway beyond merely changing regulatory speed limits in order to achieve target speeds. The report outlines a five-stage framework to speed management consistent with the Safe System Approach.

Primer on Safe System Approach for Pedestrians and Bicyclists

The Primer, released by the FHWA in 2021, emphasizes the importance of protecting pedestrians and bicyclists, as vulnerable users, under the Safe System Approach. The Primer details the considerations surrounding pedestrians and bicyclists under each of the five elements of the Safe System Approach and provides strategies and actions that can be taken at the federal, state, and local levels towards implementing the Safe System Approach. Also included is an appendix on benchmarking policies, programs, and practices for Safe System consistency.

Speed Management and Roadway Safety





Regional and Local Policy Considerations

Fully committing to Vision Zero and following the Safe System approach requires a fundamental pivot that involves infusing safety into all programs, policies, and practices within the agency as well as reconsidering existing agency approaches, budgets, and priorities where they conflict with Safe System principles. The Project Team developed a benchmarking tool for Federal Highway Administration as part of the Primer on the Safe System Approach for Pedestrians and Bicyclists where agencies can assess their standing on current safety policy and work against industry best practices. A combination of General Plans, Local Road Safety Plans, Standard Plans & Specifications, and Active Transportation Plans/Bicycle Master Plans were reviewed for the six jurisdictions to identify opportunities to improve how processes prioritize safety.

 Pedestrians in Live Oak City



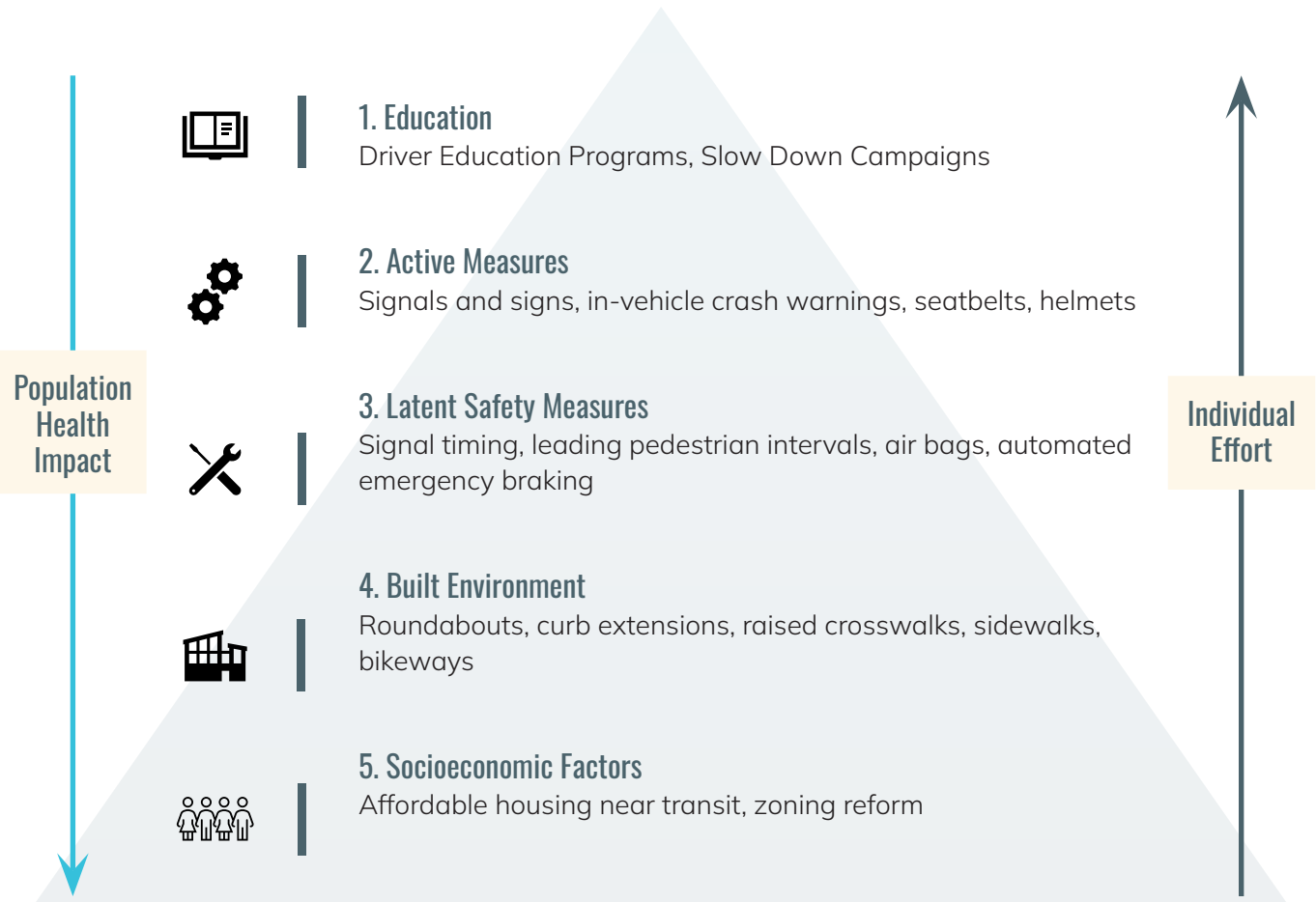
The General Plans include policies to prioritize safety in roadway projects or enhance safety while making other transportation system improvements. General Plans also bolster a Safe System by addressing the socioeconomic factors that have an impact on roadway safety. Older Improvement Standards and Specifications for some jurisdictions should be updated to focus on reducing the likelihood and severity of crashes (e.g., speed management). Over half of the jurisdictions have Active Transportation Plans/Bicycle Master Plans that identify recommendations for facilities with physical separation between vehicles and bicyclists/pedestrians. Yuba City, Marysville, and Yuba County already have Local Road Safety Plans. Many safety planning benchmarks are current efforts with this RSAP, but others will require additional work beyond the plan. For a detailed listing of relevant local policies, see **Appendix A**.

Safety as A Public Health Concern

This RSAP draws from emerging best practices which identifies and prioritizes strategies focused on addressing the potential for injury from the force generated by moving vehicles or individuals in a crash. The Safe Systems Pyramid, shown below, draws from public health principles to emphasize that interventions with the broadest reach and lowest individual effort are the most effective. This framework serves as a guide for prioritizing roadway design and operational

strategies that maximize safety impacts while fostering collaboration beyond traditional safety-focused efforts. It highlights the role of agency partners and community stakeholders in the RSAP and addresses upstream, systemic issues to tackle root causes more holistically. The Safe System Pyramid guided the selection and prioritization of implementation strategies in **Chapter 4**.

Safe System Pyramid







CHAPTER 2

# Community Engagement

The project team engaged with organizational partners around the region and the community at large, seeking insight to ensure that the resulting Regional Safety Action Plan (RSAP) creates a vision for improving the region’s roadways that aligns with the community’s values.

## Our Community Engagement Journey Towards Vision Zero

1. United for Vision Zero 

Establish a multi-agency task force to align strategies, share data, and guide Vision Zero efforts.



2. Map the Insights 

Launch a project website and web map to gather location-based public input.

3. Listen to Communities 

Host pop-ups and listening sessions to collect community insights and ground-truth safety needs.

4. From Talk to Action 

Translate data and public feedback into targeted strategies and implementation priorities.



2. Community Engagement

 **United for Vision Zero**

Vision Zero Task Force

A Task Force was convened for the development of this Regional Safety Action Plan (RSAP) which comprised staff representatives from the partner jurisdictions' agencies as well as community organizations such as Blue Zones and the Yuba Area Bike Advocates. The Task Force is responsible for the Action Plan's development, implementation, and monitoring phases.

Over the course of the development of this RSAP, the Task Force met three times. The first meeting included an introduction on the Safe System Approach and Vision Zero and preliminary discussions on funding, regional coordination, and how best to address the needs of the public. During the second meeting, the Task Force discussed results of the crash data analysis along with the locations with disproportionately high injuries and fatalities and suggested other locations to consider based on their local knowledge. They also shared information about ongoing safety related projects or policies taking place within their jurisdiction or by their organization. During the third meeting, the groups discussed the results of the public facing community engagement along with focus areas...and choosing solutions to fit the contexts of the Yuba-Sutter region.

The Task Force included staff or members from the following agencies and organizations:

- Yuba County Public Works
- City of Wheatland Engineering Department
- Sutter County Public Works
- Yuba City Public Works
- City of Yuba City Public Works
- Marysville Joint Unified School District
- Yuba County Sheriff
- Sutter County Police Department
- Yuba City Police Department
- Sacramento Area Council of Governments
- Yuba Area Bike Advocates
- Blue Zones Yuba-Sutter

 Task Force meeting



 **Map the Insights**

Project Website & Interactive Web Map

A website was developed for the Plan to collect public feedback, consisting of project information, an interactive web map, and a project calendar. In the web map, visitors could identify specific locations within the region where they had roadway safety concerns by leaving comments and tag them by mode of travel (i.e. walking, biking, driving, etc.). The web map was open for public response from November 2024 to June 2025, and made available in English, Spanish, and 10 other languages. The web map received a total of 49 comments. A map and log of all comments are included in **Appendix B**.

**49 Total Comments**



14 Walking Safety Comments

Unsafe crossings, poor lighting, and no ADA access.



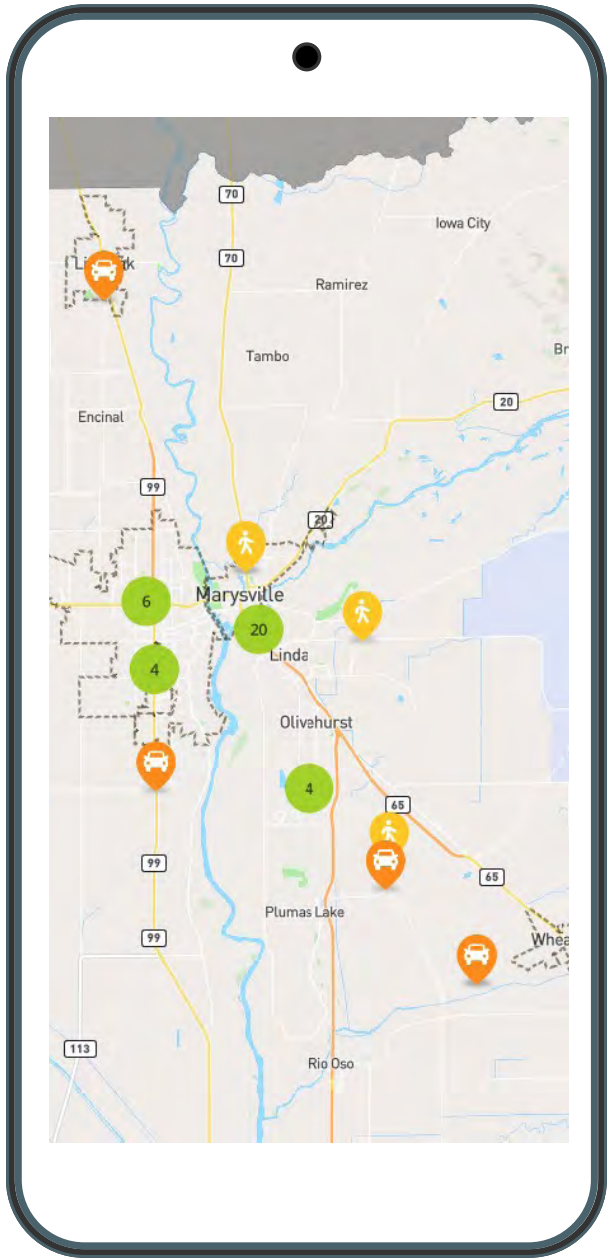
15 Biking Safety Comments

Unsafe crossings, poor lighting, and no ADA access.



20 Driving Safety Comments

Unsafe crossings, poor lighting, and no ADA access.



 **United for Vision Zero**

In-Person Outreach

Task Force and online engagement were supplemented with in-person events around the region to raise awareness and gather public input. At each pop-up event and listening session, project staff was available to inform the public about this Plan and its purpose. Residents were encouraged to share their safety concerns through interactive activities, direct conversations with the project team, and add comments on the web map. Lawn signs and posters that directed community members to project resources were strategically posted in high-traffic areas throughout the community.

**Pop-Ups**

To meet people where they are and optimize engagement, project staff participated at three community events. These events provided the opportunity for the engagement of a broader cross-section of the public than that which would attend a typical project-specific public meeting. At the first pop-up event in January 2025, the team distributed informational takeaway cards and engaged attendees in conversations about the project while they were in line for food at a Yuba-Sutter Food Bank distribution site. The outreach team later joined a Group Walking event with Blue Zones, a community-based organization, where they discussed the project and safety concerns with other attendees. During the third event, the team shared project information and gathered input at the Family Skate Night, which took place at the Tri-Counties Community Center.

 Food bank pop up



 Project team distributing flyers



 Project team collecting feedback



**Listening Session**

In May, the team hosted four listening sessions, one in each of the four partner cities during evenings. These meetings were conducted in an open-house style, with informational and interactive boards set up around the room for attendees to interact with. For each jurisdiction, one board displayed crash trends and crash hotspot maps and a second board listed the safety corridors identified by the project team for potential improvements and again solicited feedback on the community's agreement on those corridors being given higher priority, as well as provide an opportunity for them to propose other locations. All boards were translated into Spanish. Boards utilized are in **Appendix B**.

 Marysville listening session



 Wheatland listening session

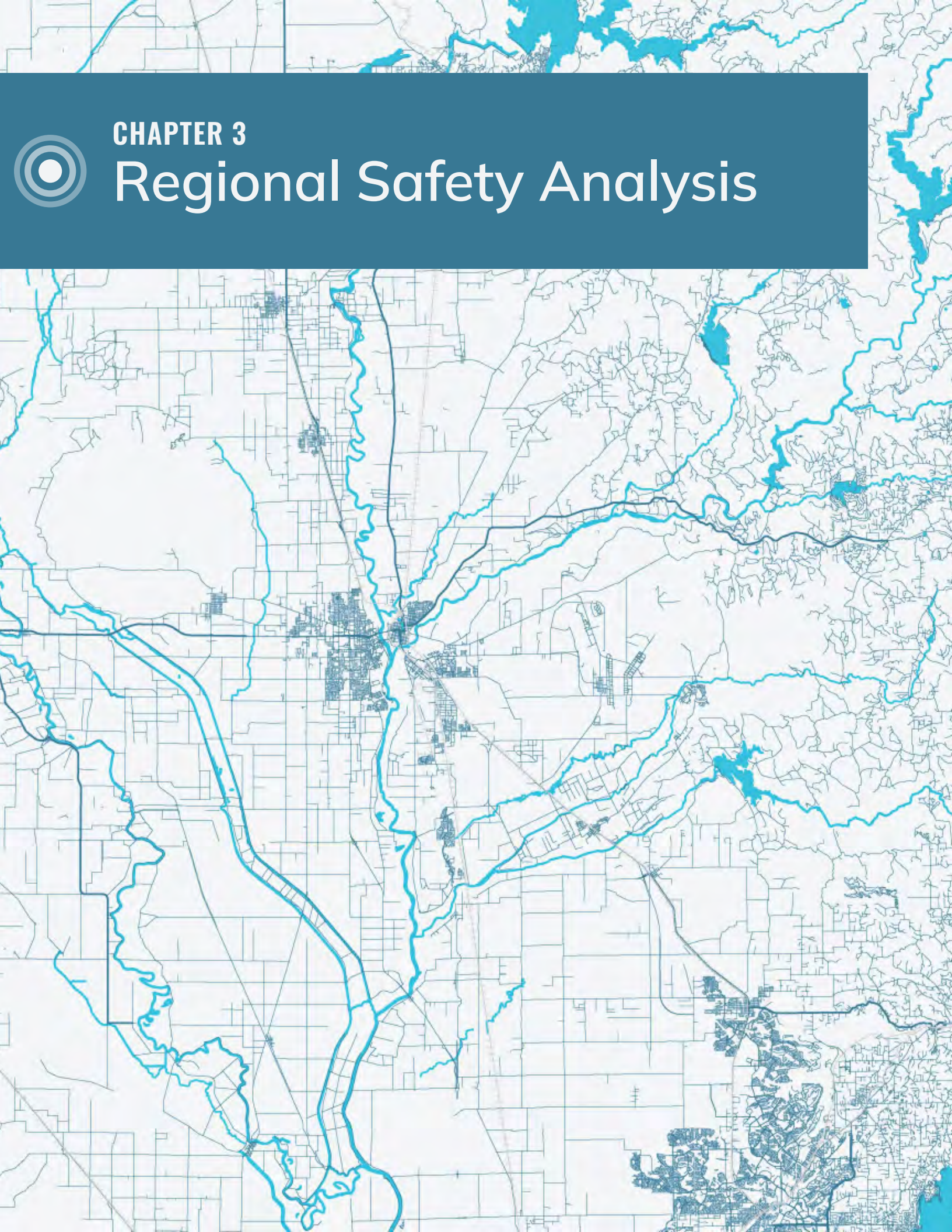


 **From Talk to Action**

Key Takeaways

-  **Speeding is a primary concern.**  
Residents consistently identified vehicle speeding as a top safety issue across neighborhoods.
-  **Pedestrian crossing safety is a major theme.**  
Many comments focused on the need for safer crossings, particularly near schools.
-  **Infrastructure improvements are widely requested.**  
Community members called for enhanced sidewalks, traffic calming measures, and improved lighting—especially in residential and downtown areas.





CHAPTER 3

# Regional Safety Analysis

This chapter summarizes key findings from the region’s crash data, including the identification of high-injury safety corridors and region-wide focus areas. Together, these components highlight crash trends across the Yuba-Sutter region and inform the systemic safety strategies presented in Chapter 4.

## About the Data

Crash analysis for 2018 to 2023 for Yuba-Sutter Region was carried out using crash data obtained from the California Highway Patrol’s Statewide Integrated Traffic Records System (SWITRS) database. The analysis includes all crashes that led to injury and excludes property-damage-only crashes. Data collected includes the type of crash, primary cause, and at-fault party, etc.

While crash databases such as the SWITRS, accessed through the Transportation Injury Mapping System (TIMS), remain the best source of crash data, they have been found to have certain reporting biases, including:

- Crashes involving people walking, on bicycles, or on motorcycles are less likely to be reported than crashes with people driving.
- Younger victims are less likely to report crashes.
- Alcohol-involved crashes may be underreported.

 Bicyclist using crosswalk at signalized intersection





3. Regional Safety Analysis

About KSI Crashes

Severe injuries resulting from a traffic crash can result in a number of catastrophic impacts, including permanent disability, lost productivity and wages, and ongoing healthcare costs. These injuries can include:

- Broken or fractured bones
- Dislocated or distorted limbs
- Severe lacerations
- Severe burns
- Skull, spinal, chest or abdominal injuries
- Unconsciousness at or when taken from the crash scene

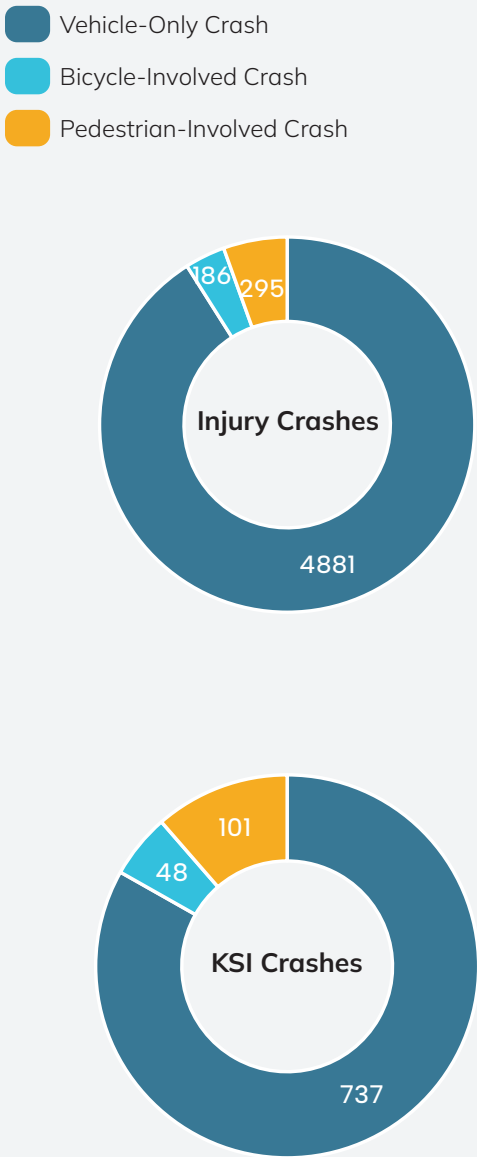
Throughout this analysis, the acronym KSI is used to denote crashes where someone was killed or severely injured.

Summary of KSI Crashes

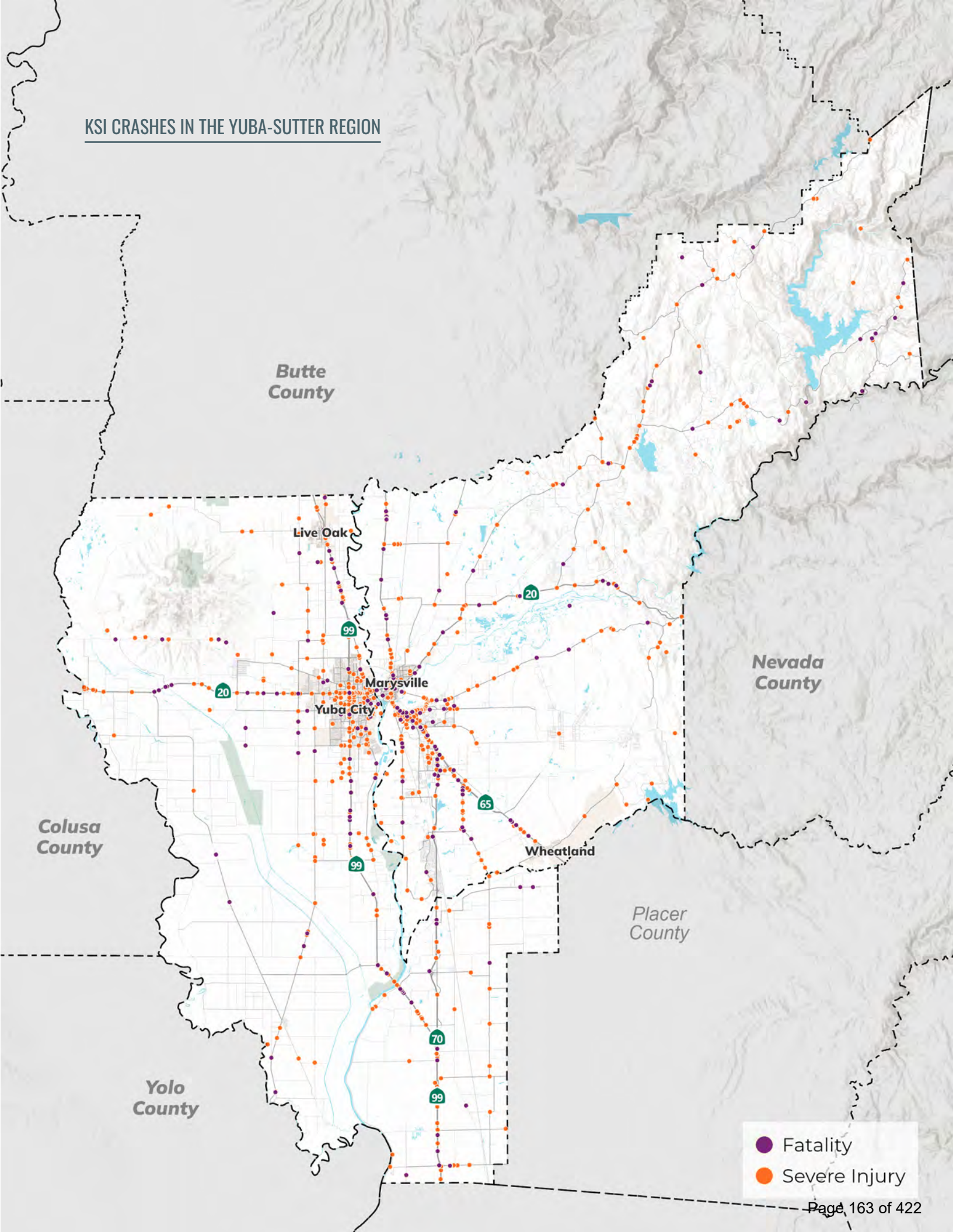
886 of the region's 5,362 crashes resulted in a victim being Killed or Severely Injured (KSI). There was a disproportionately greater share of KSI crashes that involved pedestrians when compared to all crashes. 101 (11 percent of KSI crashes compared to 6 percent) involved pedestrians, and 48 KSI crashes (5 percent) involved bicyclists.

**Distracted Driving:** The Safe System Approach addresses human mistakes such as loss of attention, distracted driving, and aggressive driving by designing road infrastructure and traffic systems that anticipate these errors. The goal is to minimize their consequences by creating multiple layers of protection that prevent severe crashes even when mistakes occur. These protections include improved visibility, in-vehicle technology, traffic calming measures, lane departure warnings, and physical barriers that separate traffic flows.

Figure 3.3  
Crash Mode Share by Severity



KSI CRASHES IN THE YUBA-SUTTER REGION



# Crash Data Fact Sheet

The region's crash history includes several categories, as explained below.

## What are the different crash types?

**Broadside:** also known as a T-bone crash, occurs when the front of one vehicle strikes the side of another. These crashes can be severe due to limited protection on vehicle sides. It is the most common type of crash in the Yuba-Sutter region.



**Rear End:** happens when one vehicle hits the back of another, typically due to sudden stops or following too closely at an unsafe speed. It is the second most common type of crash in the region.



**Vehicle/Pedestrian:** involves a vehicle striking a pedestrian. In the Yuba-Sutter region, this crash type had the highest rate of KSI outcomes, due to the vulnerability of pedestrians.



**Hit Object:** occurs when a vehicle collides with a fixed object like a tree, pole, or barrier. These crashes often involve just one party. Hit object crashes make up the largest share of KSI crashes in the region.



**Head-On:** occurs when two vehicles collide front-to-front, usually on undivided roads. These are among the most dangerous crash types and represent the second highest share of KSI crashes in the region.



**Overtaken:** occurs when a vehicle flips onto its side or roof, often due to sharp turns or high speeds. Overtaken crashes can be especially hazardous for occupants.



**Sideswipe:** occurs when two vehicles traveling in the same or opposite directions brush against each other, often during lane changes or merging.



## Primary Crash Factor

Determining the cause of a crash is not always straightforward, as multiple contributing factors may be involved. The primary crash factor (PCF), is the element identified by the reporting officer as most responsible for the incident. Below are some of the most common crash factors observed in the Yuba- Sutter region:

- **Unsafe Speed:** refers to motorists operating a vehicle at a speed that exceeds what is considered safe given roadway conditions, including weather, traffic volume, and road characteristics. Even when it is not cited as the primary cause of a crash, speed contributes to the resulting severity of crashes.
- **Improper Turning:** refers to any turn made that violates traffic regulations or safety guidelines. This includes executing an illegal turn, failing to use a turn signal, or making a turn that interrupts traffic flow.
- **Vehicle Right-of-Way Violation:** occurs when a driver fails to properly yield to another vehicle who has the legal right to proceed.
- **Driving or Bicycling Under the Influence:** involves operating a motor vehicle or bicycle while impaired by alcohol or drugs. Impaired driving significantly increases collision risk by reducing reaction time, impairing judgment, and affecting motor coordination.
- **Traffic Signals and Signs:** indicates failure to comply with traffic control devices, including stop signs and traffic signals. Typical violations include running red lights and failing to stop at limit lines.
- **Wrong Side of Road:** involves a vehicle driving on the incorrect side of the road.
- **Following Too Closely:** indicates tailgating or not maintaining a safe distance from the vehicle ahead.

- **Pedestrian Violation:** refers to when pedestrians fail to follow traffic laws, such as crossing outside of designated pedestrian crosswalks or against signals. Pedestrian violations sometimes indicate inadequate pedestrian infrastructure surrounding the crash area.

## Who's at fault?

The "at-fault" party refers to the individual determined to be primarily responsible for the crash. In most instances, it is the operator of a motor vehicle making the driving error. In vehicle/pedestrian crashes, it could be a pedestrian who violated rules of the road by walking in areas not designated for pedestrian use. However, pedestrian violations may be overrepresented due to a lack of clear information related to crash circumstance, such as a lack of crosswalks and the increased likelihood that the pedestrian party may be unable to provide their side of the incident at the time of the crash.

## Time of Day and Lighting Conditions

Crashes are divided into four categories based on lighting conditions:

- Daylight
- Dusk and dawn
- Dark/nighttime, working streetlights present
- Dark/nighttime, streetlights not present or working.

Knowing the lighting condition of crashes helps reveal where improvements such as increased lighting can help with reducing crash risks.

## Driving Under the Influence

This category summarizes the share of crashes that involved a driver or bicyclist impaired by alcohol and/or drugs.



# Regional Crash Analysis

## Crash Summary

Between 2018 and 2023, the Yuba-Sutter region (encompassing Yuba County and Sutter County) saw 5,362 crashes that led to some degree of injury. 186 crashes (3 percent) involved bicyclists and 295 (5 percent) involved pedestrians.

886 of the region’s 5,362 crashes resulted in a victim being Killed or Severely Injured (KSI). A disproportionately greater share of KSI crashes involved pedestrians when compared to all crashes. 101 (11 percent of KSI crashes compared to 6 percent of all crashes) involved pedestrians, and 48 KSI crashes (5 percent) involved bicyclists. Broadside crashes emerged as the most common type of crash, with speeding as the top primary cause of crashes.

### INJURY CRASH TOTAL

5,362

### KSI CRASH TOTAL

886

Figure 3.1 Injury Crashes by Year

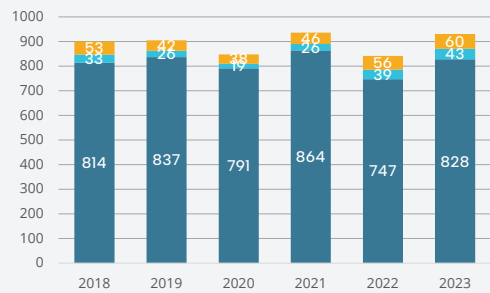
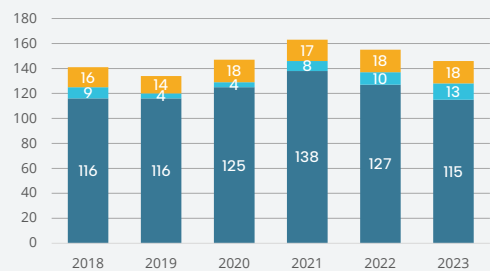
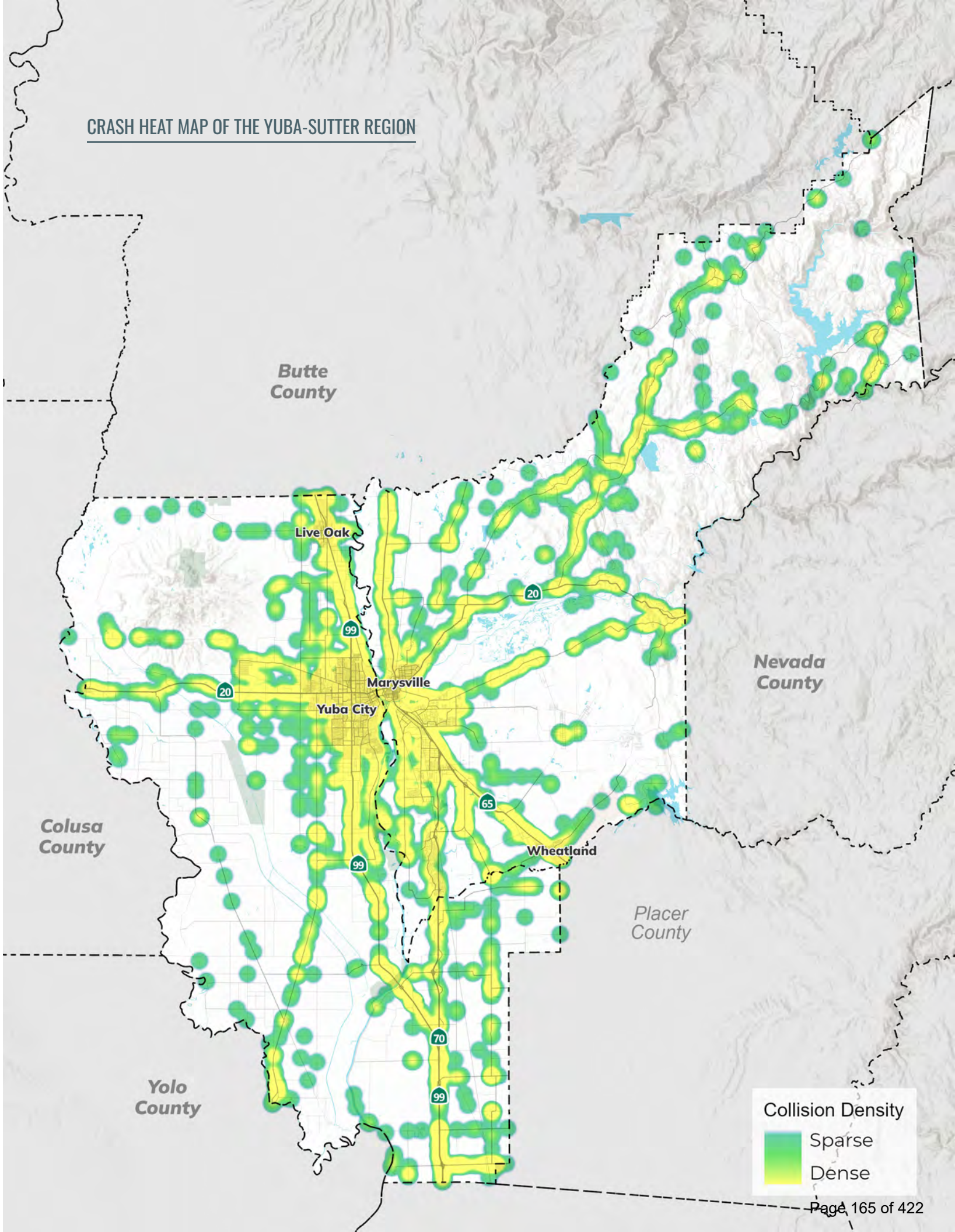


Figure 3.2 KSI Crashes by Year



- Vehicle-Only Crashes
- Bicycle-Involved Crashes
- Pedestrian-Involved Crashes

### CRASH HEAT MAP OF THE YUBA-SUTTER REGION



3. Regional Safety Analysis

Crashes by Crash Type

Broadside (27 percent), rear end (24 percent), and hit object (19 percent) emerged as the most common types of crashes throughout the region, accounting for 70 percent of crashes.

Crashes by Primary Crash Factor (PCF)

Unsafe speed (25 percent), improper turning (22 percent), vehicle right of way violation (16 percent), and driving or bicycling under the influence (12 percent) were the most common reported primary causes of crashes, accounting for 75 percent of crashes.

Crashes by Time of Day and Lighting Condition

Overall, most crashes occurred in the daylight (67 percent), 4 percent occurred during dusk and dawn, 14 percent occurred in the dark where streetlight was present, and 15 percent occurred in the dark with no lighting. 54 percent of KSI crashes happened in the daytime, 4 percent occurred during dusk and dawn, and 16 percent occurred in the dark with streetlight present. A disproportionately greater share of KSI crashes occurred during nighttime in areas that lacked lighting, at 26 percent compared to 15 percent of all injury crashes.

Driving Under the Influence (DUI)

13 percent of all crashes involved a DUI charge. Notably, this share was larger for KSI crashes, at 25 percent.

Figure 3.4  
Share of Injury Crashes by Crash Type, 2018 - 2023

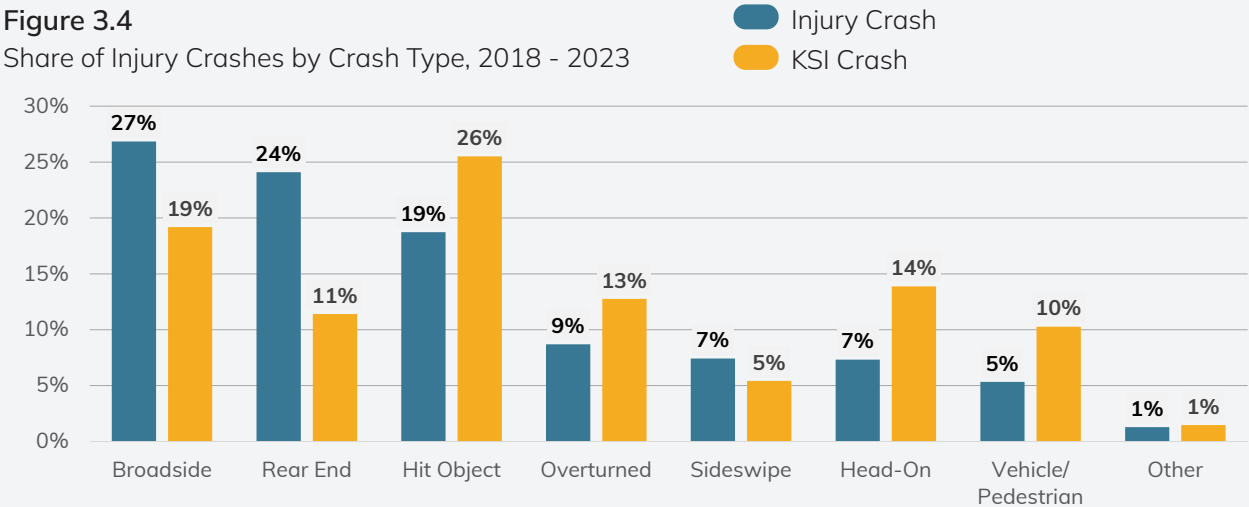


Figure 3.5  
Share of Injury Crashes by Primary Crash Factor (PCF), 2018 - 2023

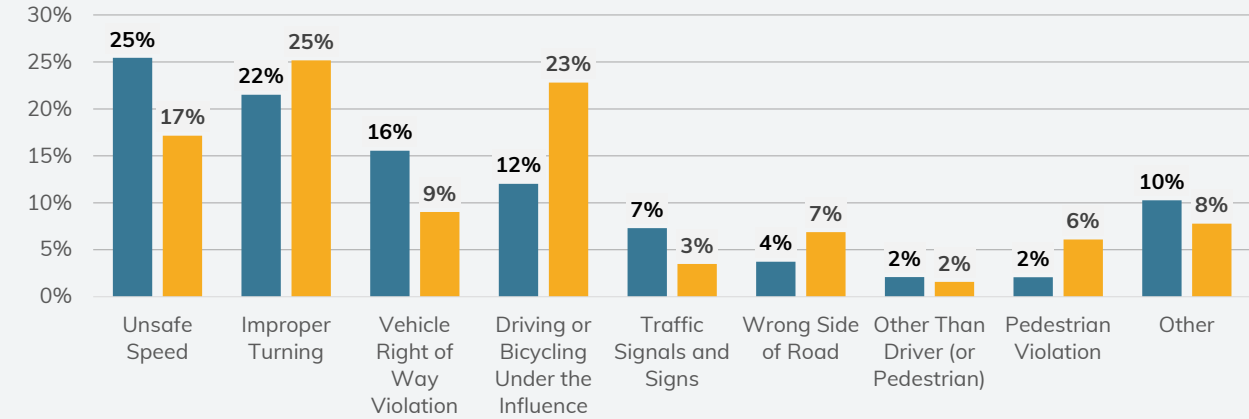


Figure 3.6  
Crashes by Time of Day & Lighting, 2018 - 2023

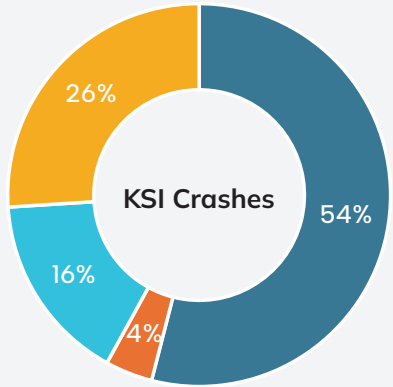
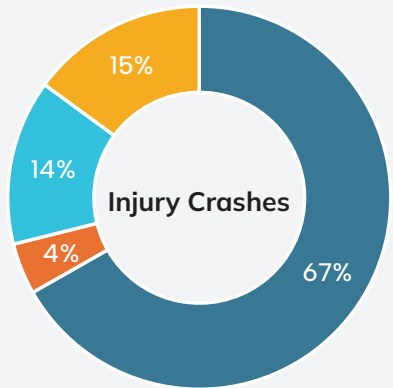
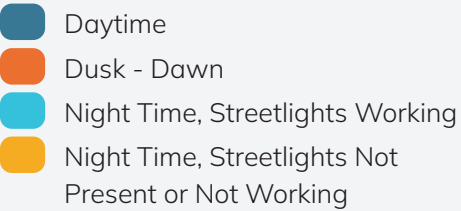
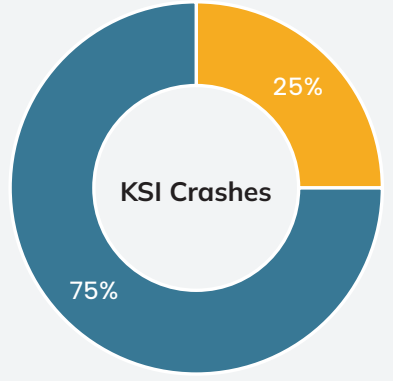
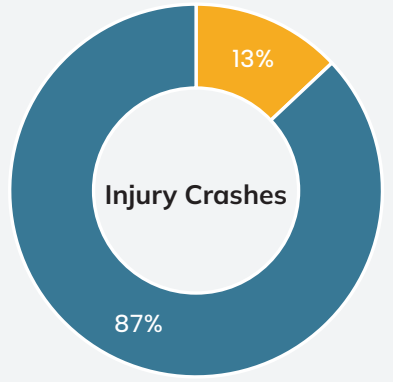
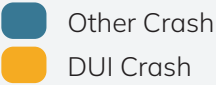


Figure 3.7  
DUI Crashes, 2018 - 2023





# Railroad Crash Summary

The railroad crash data analyzed covers the same time span as the roadway crash data: 2018 through 2023. There were eight railroad crashes that occurred in the same time period. Six crashes were within unincorporated Yuba County, five of them being on private roads and one being on Virginia Road southeast of Ostrom. There were two crashes within unincorporated Sutter County, one on Paseo Road and the other one on Clark Road south of Live Oak.

Of the crashes reported, two resulted in fatalities, two involved serious injuries, and two involved no injuries. Each crash report includes a narrative field that provides additional context. In six of the eight cases, the narrative stated: “Stopped on Crossing.” The remaining two crashes also attributed fault to the road user, though with different wording.

## About the Data

Railroad crash data was sourced from the U.S. Department of Transportation’s Federal Railroad Administration (FRA), from the Highway-Rail Grade Crossing Incident Data.

According to the USDOT, a highway-rail grade crossing crash is defined as any impact between on-track railroad equipment and a highway user (e.g., automobile, pedestrian, etc.) occurring at a designated highway-rail grade crossing. These incidents are documented by FRA personnel when such crashes occur.

Incident information captured includes:

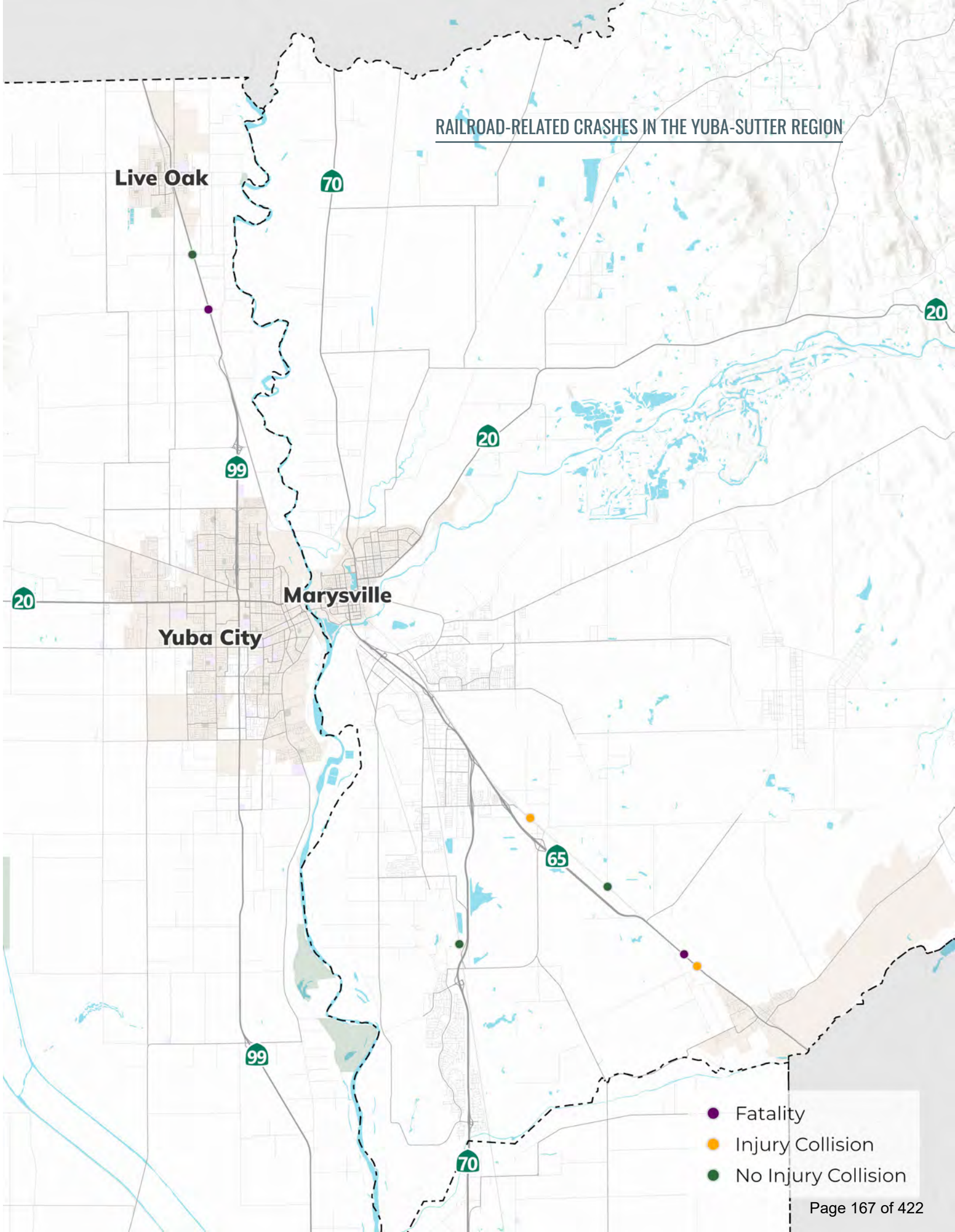
- Crash cause category (e.g., human factors, track issues, signal failures, mechanical problems)
- Casualty data (total killed and injured)
- Damage estimates
- Crash type (e.g., derailment)
- Track type (e.g., main line, yard)
- Track characteristics including signalization and method of operation (e.g., direct train control, yard/restricted limits)

## Rail Crossing Rules and Regulations

The California Manual on Uniform Traffic Control Devices provides standards and specifications for all official traffic control devices in California (California MUTCD Part 8, Traffic Control for Rail and Light Rail Transit Crossings, <https://dot.ca.gov/programs/safety-programs/camutcd>).

The California Public Utilities Commission, which oversees the design, construction, and maintenance of rail crossings, hosts a webpage with the rules, guidance, and references for these high-risk areas: <https://www.cpuc.ca.gov/crossings/>

The CPUC also recently updated their Guidance on Pedestrian Treatments for Rail Crossings, which includesgeometric design considerations and design elements such as markings, signage, channelization, and warning devices.





# Safety Corridors

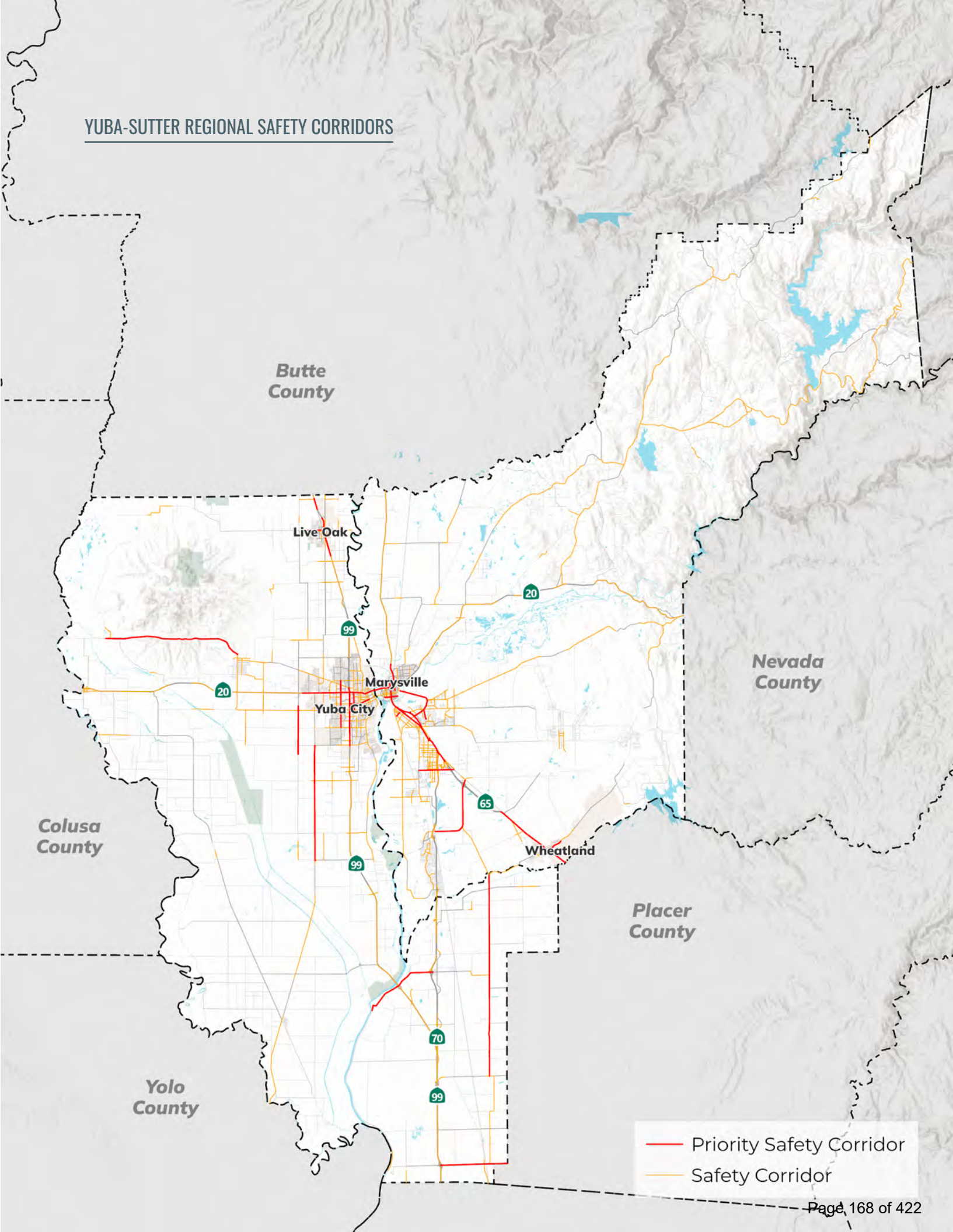
Safety corridors are defined as the roadways with the highest number and risk of crashes resulting in severe injury or death. This section discusses the methodology used to identify them.

### Policy Background: Assembly Bill 43

Assembly Bill (AB) 43 is state traffic safety legislation aimed at reducing road fatalities by giving local governments more flexibility in setting speed limits. AB 43 enables jurisdictions to consider pedestrian and cyclist safety, school zones, and crash history when setting speed limits. If a jurisdiction, after completing an engineering and traffic survey, finds that the speed limit on a roadway segment is higher than reasonable or safe, they may declare a default speed limit that has been reduced an additional five miles per hour if that segment is designated as a *safety corridor*. A safety corridor is a roadway segment within an overall roadway network where the highest number of serious injury and fatality crashes occur; AB 43 stipulates that a jurisdiction's set of safety corridors must account for at least 25 percent of all killed or seriously injured (KSI) crashes and must comprise 20 percent of its streets or less. More information on AB 43 can be found in **Appendix A**.

### Methodology

The methodology developed for this safety corridor identification is based on best practices identified from a review of Safe System-focused Vision Zero programs, as well as the recent *California Manual on Uniform Traffic Control Devices* definition of Safety Corridors. Safety corridors were designated based on crash frequency and contextual risk factors such as crash severity and mode, proximity to schools, the presence of vulnerable populations, etc. This methodology adopts a proactive, systemic safety analysis rather than relying solely on historical crash data. It incorporates known risk factors from national and state-level research. A network of safety corridors was developed using the 5-year crash dataset for 2018-2023 from the Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center database. Other data sources such as the USDOT Equitable Transportation Community (ETC) and Wejo speed data were used to incorporate contextual data into the network. For a full description of the technical methodology, see **Appendix B**.





# Focus Areas

Focus areas were identified to represent the most significant patterns behind injury crashes—especially KSI crashes—in the region. Six such focus areas, denoted ‘A’ through ‘F’, were identified across the region, with each one applicable to several or all of the jurisdictions covered by this RSAP.

The following pages contain cutsheets that present each focus area, along with the following information:

- Description and associated information about each focus area
- Number of crashes associated, including number of KSI crashes among those (note that focus areas are not mutually exclusive; crashes can fall under multiple, and totals will exceed 100%)
- A map identifying locations of crashes within the focus area

Engineering countermeasures that can potentially address these crashes are also presented in each jurisdictions’ chapter.

## Yuba-Sutter Region Focus Areas:



### FOCUS AREA A

Crashes on State Highways Serving as Main Streets



### FOCUS AREA B

Right-of-Way Issues at Intersections



### FOCUS AREA C

Driving Under the Influence



### FOCUS AREA D

Crashes Involving People Walking and Biking



### FOCUS AREA E

Improper Turning Away from Intersections



### FOCUS AREA F

Hit Object





3. Regional Safety Analysis



FOCUS AREA A

Crashes on State Highways Serving as Main Streets

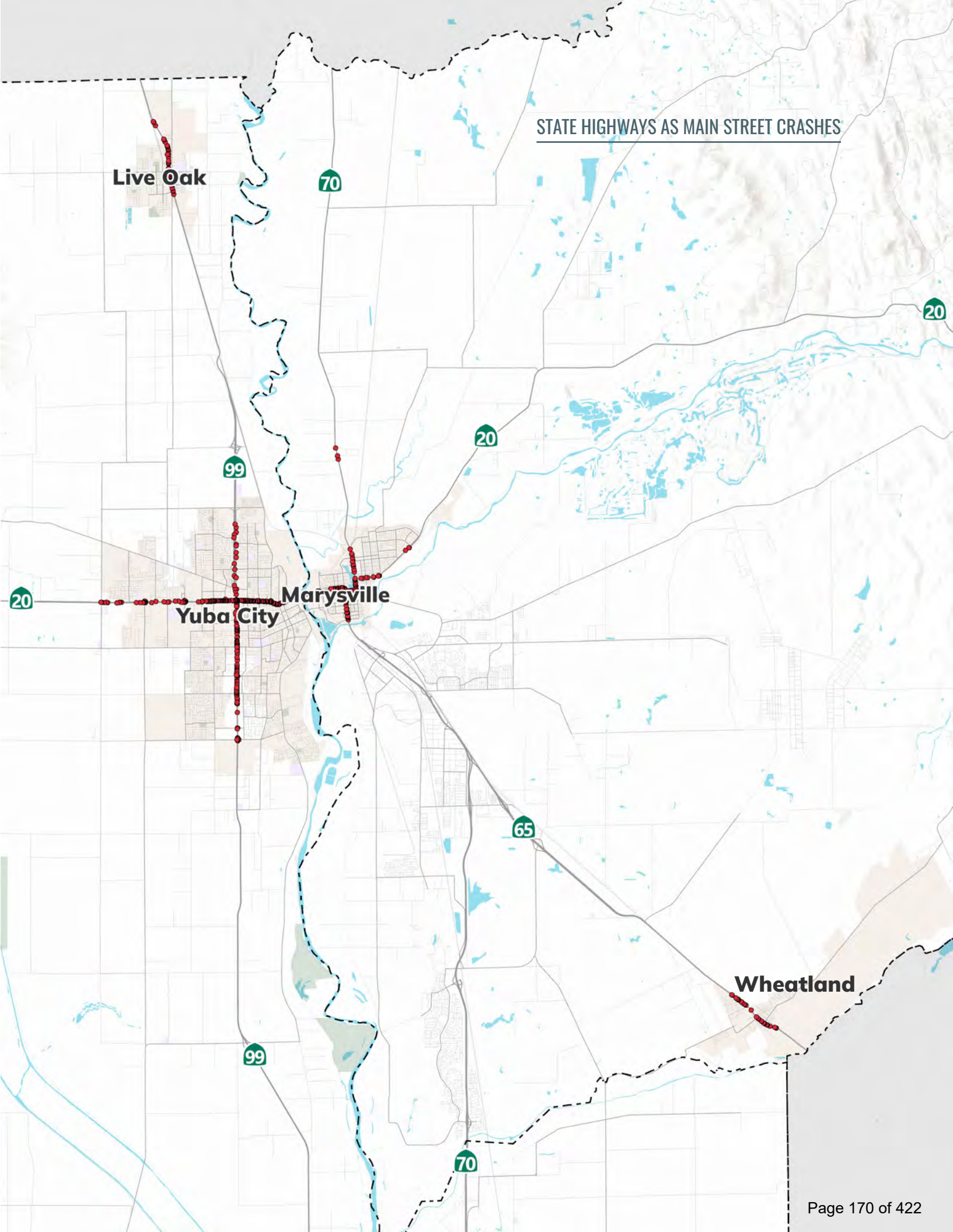
INJURY CRASH STATISTICS

829 (15%) Total Crashes      80 (9%) KSI Crashes

State Routes 20, 49, 65, 70, 99, and 113 traverse through the region and serve as key corridors within Yuba and Sutter County jurisdictions. Due to their high volumes and travel speeds, these highways present elevated safety risks and are frequently the sites of crashes. 39 percent of all crashes and 42 percent of KSI crashes in the Yuba-Sutter region occurred on state highways. Sections of highways that function as Main Streets in more populous areas often see conflicts between

different modes of transportation—40 percent of all highway crashes (16% overall) occurred in such areas throughout the region. Speeds exceeding 60 mph were a factor in 40 percent of “main street” highway crashes, and in 10 percent of bicycle- and pedestrian-related incidents on these highways.

Countermeasures that can improve safety along highway main streets focus on slowing vehicle speeds, organizing traffic flow, and reducing conflict points between drivers, pedestrians, and bicyclists.





Complete Streets on the State Highway System

Caltrans Complete Street Contextual Design Guidance (DIB94)

The Yuba-Sutter region includes a mix of rural communities, suburban neighborhoods, and semi-urban downtown centers, many of which are bisected by state highways. These state routes frequently serve as community main streets in areas with growing residential development, schools, transit use, and walkable town centers. However, these corridors often lack adequate facilities for people walking, biking, or accessing transit, leading to serious safety risks, particularly for vulnerable road users.

Through the published Complete Streets Contextual Design Guidance (Design Bulletin 94), Caltrans has provided new flexibility in the design of complete streets projects on the State Highway system. The guidance includes considerations for changing speed limits, constructing appropriate bike facilities, and increasing shoulder widths – all context-sensitive solutions appropriate to better serving travelers of all ages and abilities.



Project Criteria

A project must meet the following criteria to follow this new guidance:

- Located in an urban area, suburban area, or rural main street
- Posted speed limit does not exceed 45 MPH
- Includes a bike, pedestrian, or transit facility.



Suggested Guidance

Some of the guidance suggested by DIB 94 is as follows:

- **Design Contexts:** Reallocate roadway space to enhance safe and efficient connectivity for communities, regardless of travel mode. To accommodate bicycle and pedestrian facilities, use strategies such as narrowing or removing travel lanes, adjusting median or turn lane widths, and reducing or eliminating on-street parking.
- **Vehicle Speeds:** Traffic calming and speed management strategies are tools to achieve safe and predictable speed transitions. Proposed speed limits should be based on place type, helping avoid sharp accelerations or decelerations along transitions such as from a rural area into a commercial district where pedestrians are more likely to be present.
- **Roadway Cross-sections:** Cross-sectional design should consider factors such as place type, operating speed, and current and potential users when establishing or modifying lane widths and preferred sidewalk and bikeway widths. Considering the community context and place type is key to aligning the class and location of treatments such as bicycle facilities for optimal safety and connectivity.
- **Crosswalks:** The placement and frequency of crosswalks should support pedestrian safety and visibility, particularly near schools, transit stops, and community destinations.

Where does this apply in Yuba-Sutter?

Several corridors in the region not only meet the DIB 94 eligibility criteria but also reflect ongoing safety concerns and latent demand for safer multimodal travel, particularly for non-motorized users. Examples include:

SR 20 through Marysville and Yuba City

This route traverses central business districts and neighborhoods with significant pedestrian activity. Speed limits are typically 35–45 MPH, and these corridors serve local bus routes but lack safe crossing opportunities and continuous bike facilities.

SR 70 through Linda and Olivehurst

This route serves as a main spine for residential communities and local schools. SR 70 has multiple driveways, cross streets, and transit stops—features typically found in a rural main street context. Current roadway geometry and traffic volumes, however, present safety challenges especially for pedestrians and cyclists, especially at uncontrolled crossing points.

SR 99 in Yuba City

This route is a key corridor with significant pedestrian activity, transit stops, and adjacent commercial and residential areas. It lacks consistent or protected bicycle facilities, often depending on narrow shoulders or intermittent bike lanes. This route also experiences land use transitions that would benefit from more predictable speed profiles.

SR 99 in Live Oak

This state highway cuts through small-town centers where pedestrian activity is high, but facilities are lacking or outdated and are candidates for safety enhancements, including sidewalk improvements, safer crossings, and improved visibility for vulnerable road users.

In each of these locations, existing land use, speed profiles, and community access needs, make the roadway a good candidate for design treatments as outlined in DIB 94. Several sites identified in this plan's crash analysis have shown repeated collisions on these highway segments, underscoring the need for safety improvements catered towards low-speed, multimodal infrastructure.

The design flexibilities provided under DIB 94 offer local agencies and Caltrans a valuable opportunity to modernize transportation infrastructure in a way that is both efficient and responsive to local context. Designing with this guidance in mind allows for rural and suburban settings like Yuba and Sutter Counties to design solutions that better match the context of the communities they serve.



3. Regional Safety Analysis



FOCUS AREA B

Right of Way Issues at Intersections

INJURY CRASH STATISTICS

1,005 (20%) Total Crashes

94 (11%) KSI Crashes

Improper turning is one of the primary causes of crashes and accounts for 1,153 crashes (nearly 22 percent) of all and 223 (25 percent) of KSI crashes in the Yuba-Sutter region. Of those 1,153 crashes,

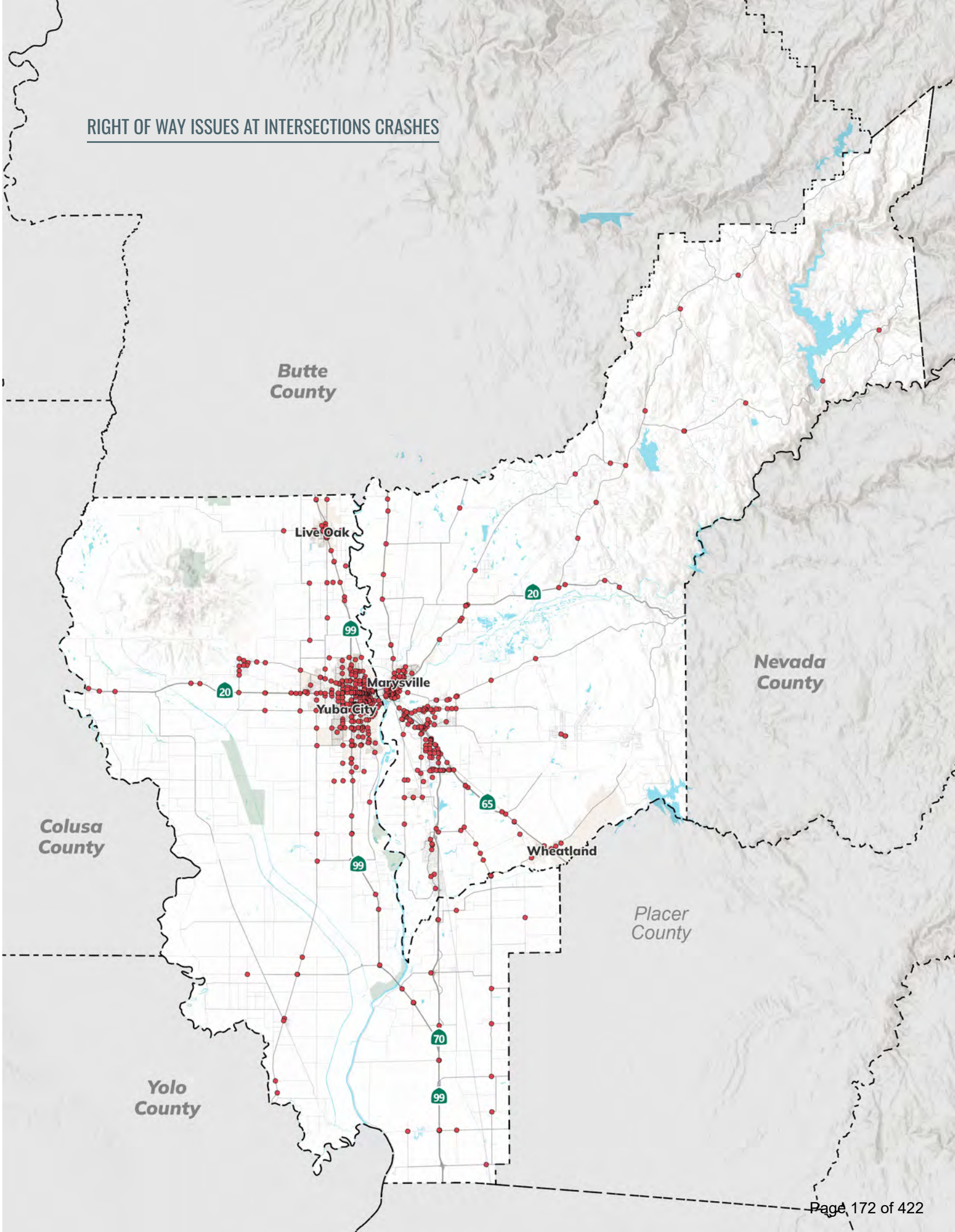
740 occurred away from the intersection of two roadways, accounting for 14 percent of the region's crashes. Crashes with a primary collision factor of improper turning that aren't occurring at intersections of roadways include a wide range of actions, such as mis-attributing a turn into a driveway. In the moments leading up to these collisions, 43 percent of at-fault parties made an unsafe turning action (e.g. making abrupt lane changes) and 25 percent ran off

the road. This crash type is strongly related to roadway departure on highways and county roads where speeds exceed 55 MPH.

32 percent of this crash category led to an object being hit and 17 percent to the vehicle overturning, the majority of which occur outside of city limits in more rural parts of the region. Countermeasures for this focus area include a combination of signage, roadway enhancements, and visibility improvements such as rumble strips, curve warning signs, guardrails, and additional shoulder space, which can help prevent dangerous turning maneuvers and roadway departures by guiding drivers and providing recovery space.



RIGHT OF WAY ISSUES AT INTERSECTIONS CRASHES





3. Regional Safety Analysis



FOCUS AREA C

Driving Under the Influence

INJURY CRASH STATISTICS

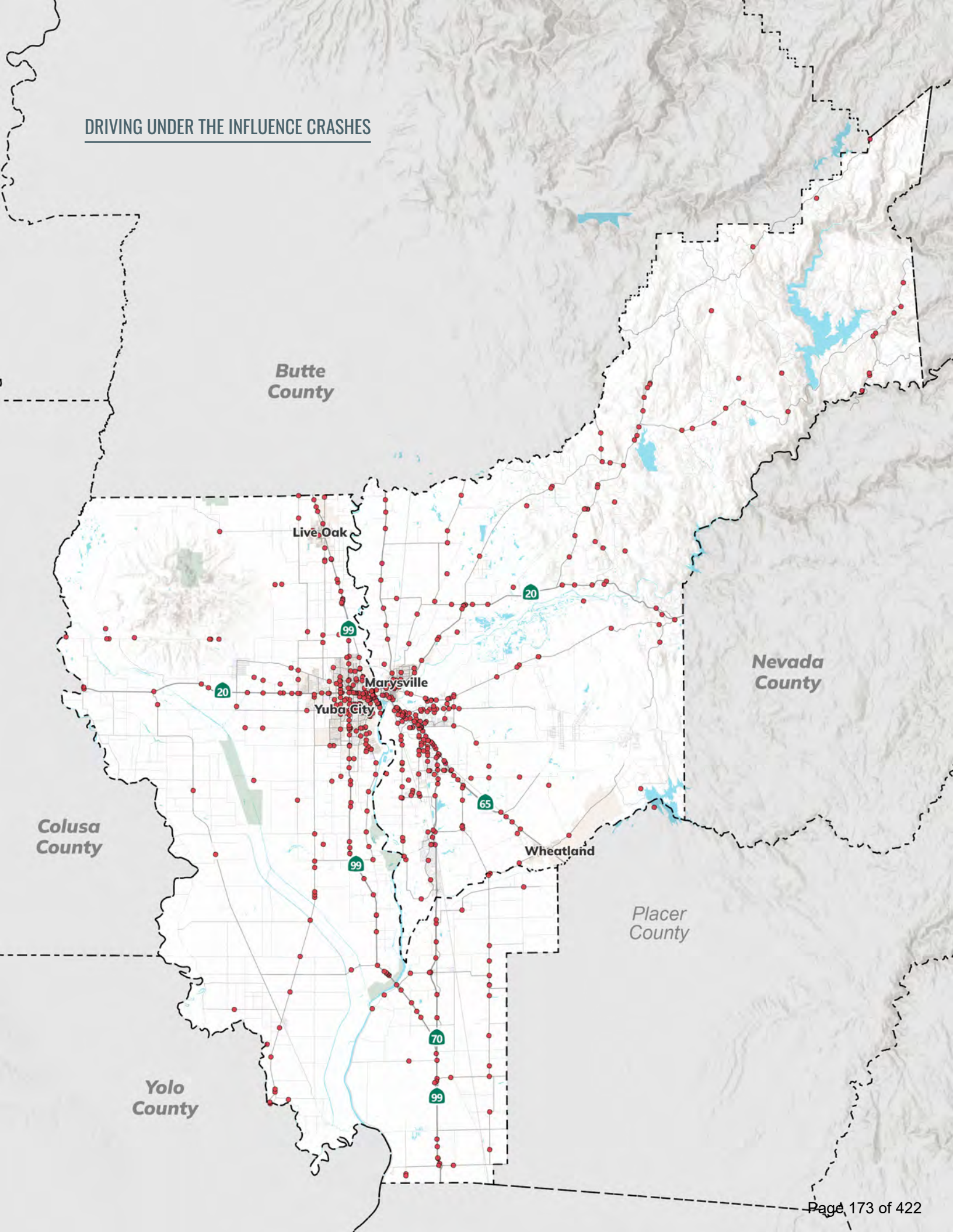
707 (13%) Total Crashes

227 (26%) KSI Crashes

Driving under the influence (DUI) is a significant contributor to injury crashes, especially and disproportionately to KSI crashes. 26 percent of KSI crashes involves alcohol impairment. Friday, Saturday, and Sunday see higher crash frequency from 6pm to 3am, compared to other times of day and days of the week.

Within cities, there are higher concentrations of DUI crashes on arterial and collector roads along commercial areas, where there is also a

higher share of DUI crashes involving bicyclists and pedestrians—even with crosswalks present. In the unincorporated areas, 63 percent of DUI crashes occurred on rural roads, and 44 percent resulted in a hit object crash. Narrow two-lane corridors such as SR-113, and curved road segments also host sites of DUI crashes. Countermeasures for DUIs are typically programs that target education and enforcement rather than engineering or infrastructure changes.





3. Regional Safety Analysis



FOCUS AREA D

Crashes Involving People Walking and Biking

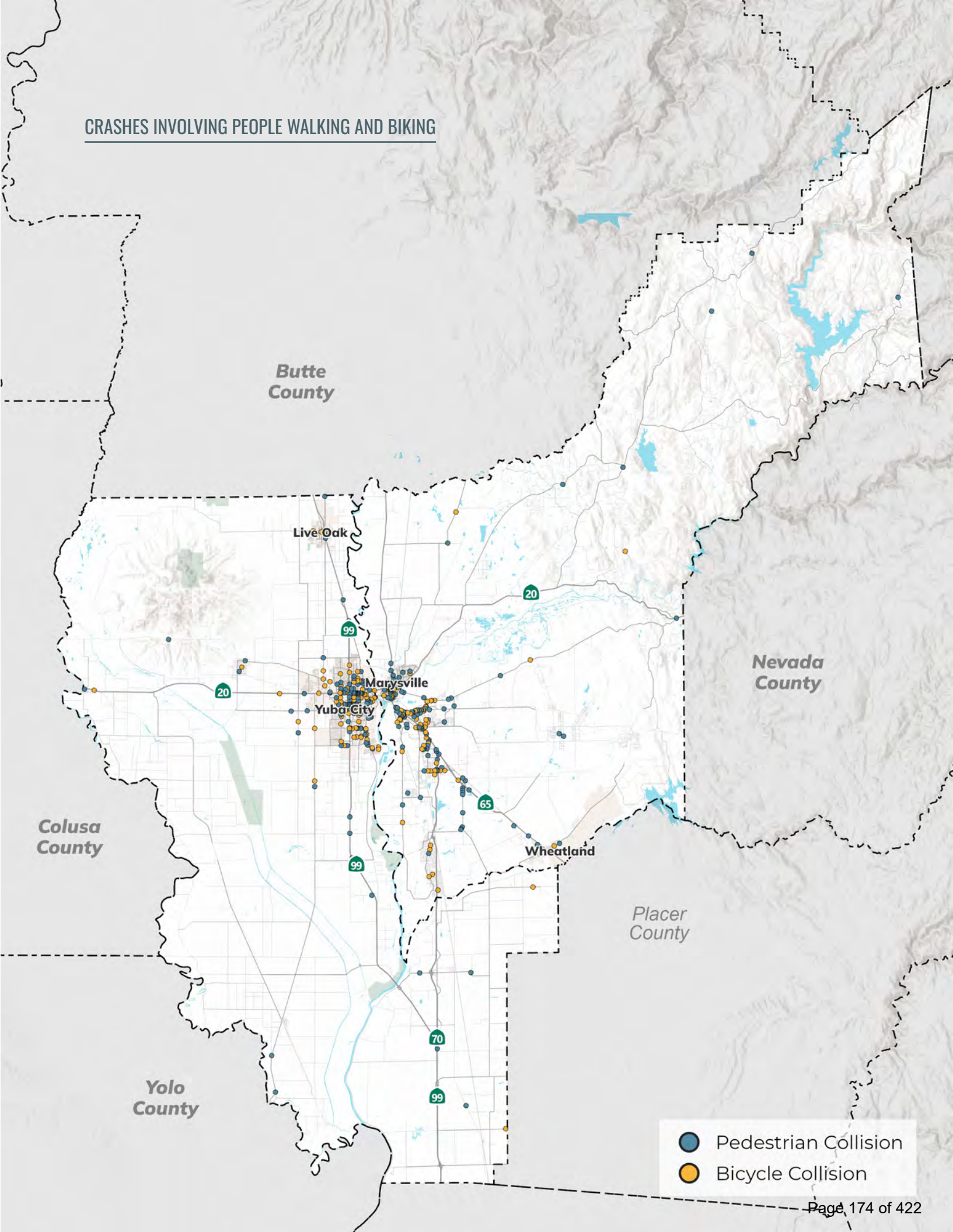
INJURY CRASH STATISTICS

480 (9%) Total Crashes      149 (17%) KSI Crashes

People walking and riding bicycles are considered vulnerable roadway users. Although crashes involving bicyclists and pedestrians make up less than nine percent of all crashes, they account for nearly seventeen percent of all KSI crashes in the region.

Sutter County’s KSI crashes are concentrated within Yuba City, while Yuba County’s crashes are dispersed throughout Marysville and the unincorporated communities of Linda and Olivehurst. There are higher rates of KSI crashes involving bicylists and pedestrians on wide four-lane arterials along commercial

areas, sometimes with two-way left turn medians or median islands. Mid-block crashes occurred more often in areas where pedestrian crossings are sparse, mainly in unincorporated areas. Additionally, 24 percent of KSI crashes involving bicyclists and pedestrians occurred within a quarter-mile of a school and 25 percent ran off the road. Countermeasures for crashes involving bicyclists and pedestrians that occurred within a quarter-mile of a school typically offer vulnerable road users with dedicated, protected space and increased visibility, like bikeways and lighting.





3. Regional Safety Analysis



FOCUS AREA E

Improper Turning Away from Intersections

INJURY CRASH STATISTICS

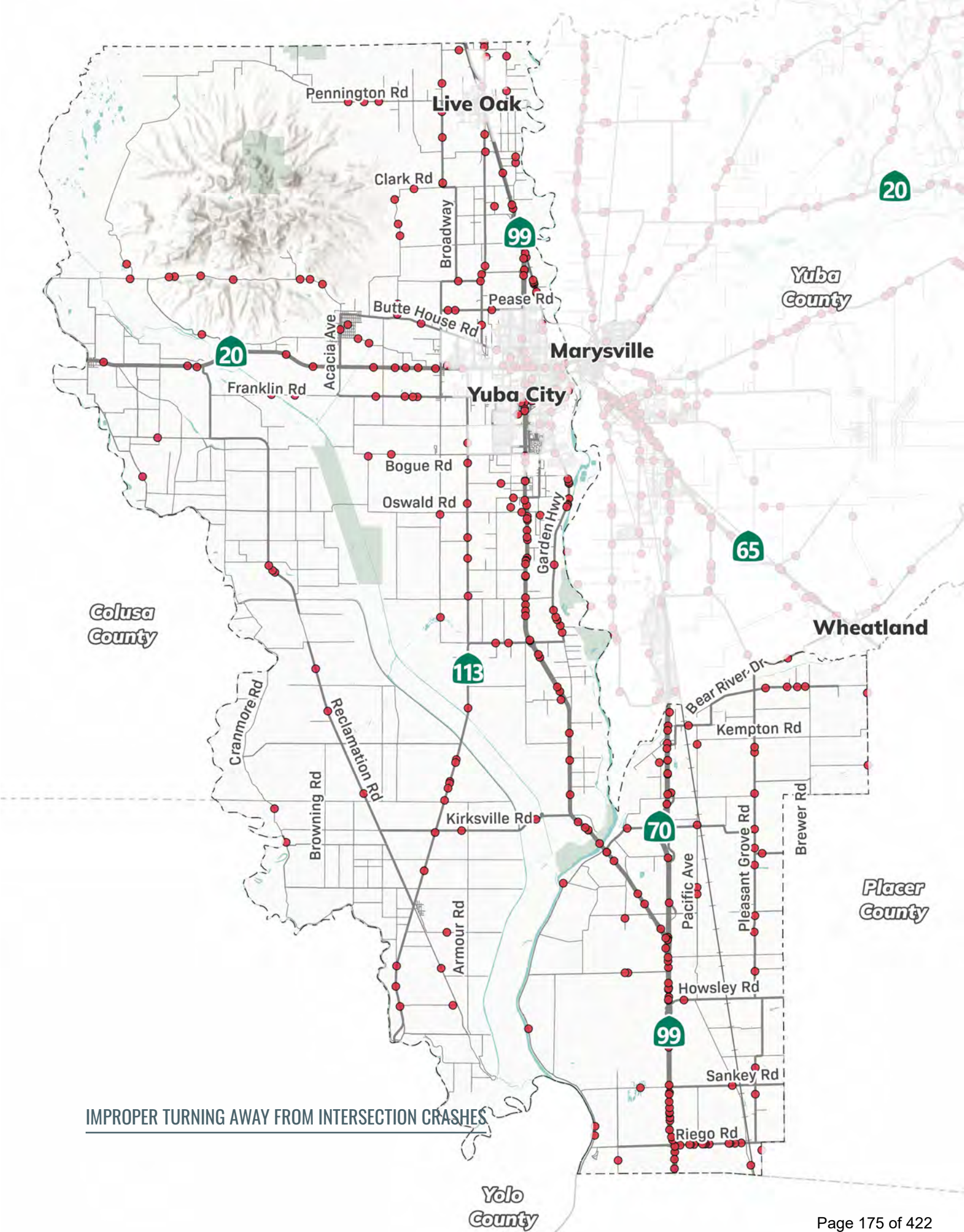
740 (14%) Total Crashes

172 (19%) KSI Crashes

Improper turning is one of the primary causes of crashes and accounts for 1,153 crashes (nearly 22 percent) of all and 223 (25 percent) of KSI crashes in the region. Of those 1,153 crashes, 740 occurred away from an intersection, accounting for 14 percent of the region's crashes. In addition, 32 percent of crashes with improper turning as the primary factor and occurring away from intersections led to hit object and 17 percent to overturned, both crash types happening almost exclusively outside of city limits. This indicates roadway departure on highways and county roads where speeds exceed 55MPH. In the moments leading up to this focus area, 43 percent of at-fault parties

made an unsafe turning action (e.g. making abrupt lane changes) and 25 percent ran off the road.

A combination of signage, roadway enhancements, and visibility improvements, such as rumble strips, curve warning signs, guardrails, and delineators, can help prevent unsafe turning and mitigate roadway departures by guiding drivers and providing recovery space. Pairing these countermeasures with speed limit reductions can reduce crash severity by lowering the kinetic energy transferred during high-speed impacts, helping prevent serious injuries.





3. Regional Safety Analysis



FOCUS AREA F

Hit Object

INJURY CRASH STATISTICS

1,004 (19%) Total Crashes

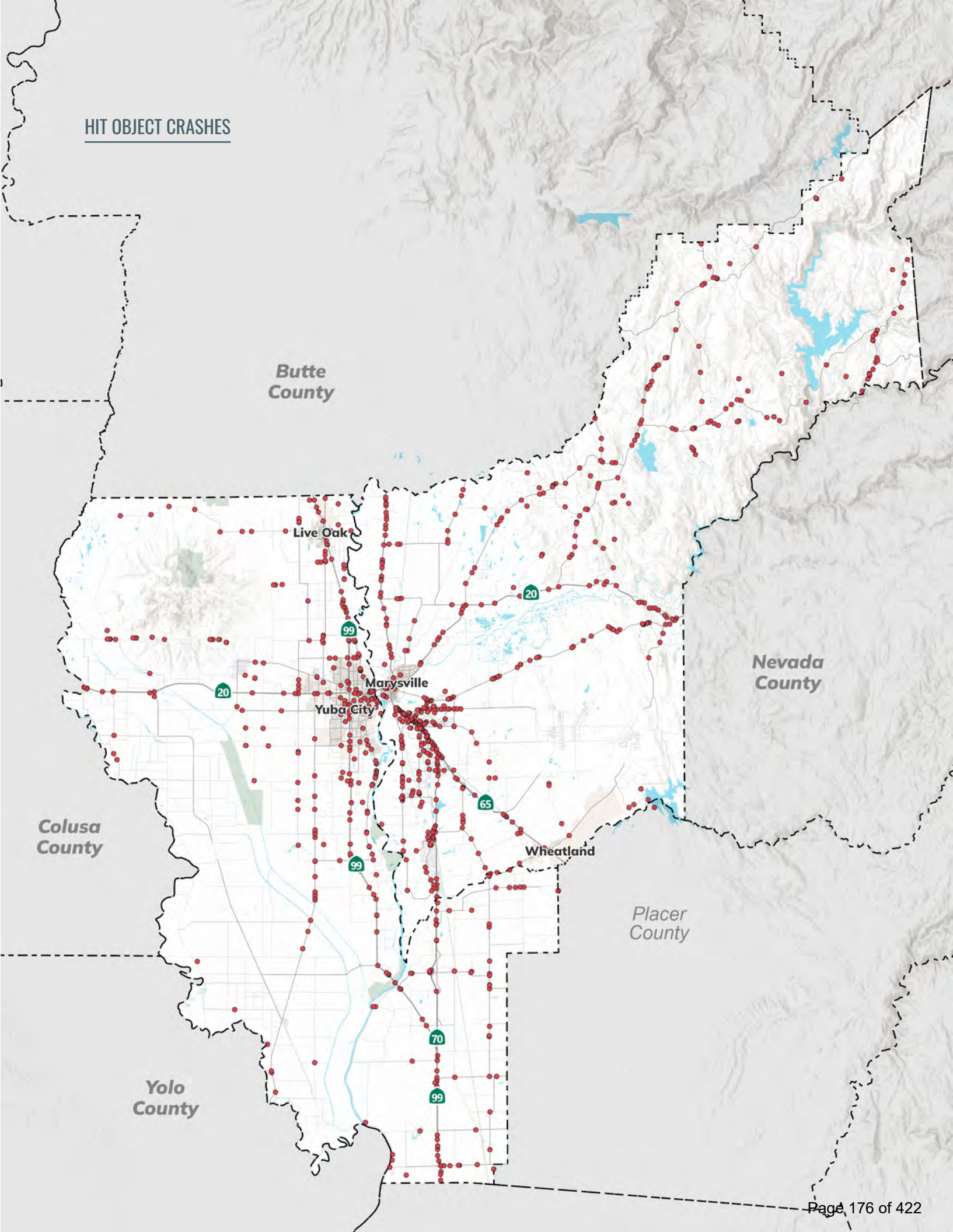
229 (26%) KSI Crashes

Overall, 1,004 of crashes resulted in hit object, making up 19 percent of the region's crashes. However, this type of crash accounted for 26 percent of KSI crashes. 95 percent of all hit object crashes involved only one party.

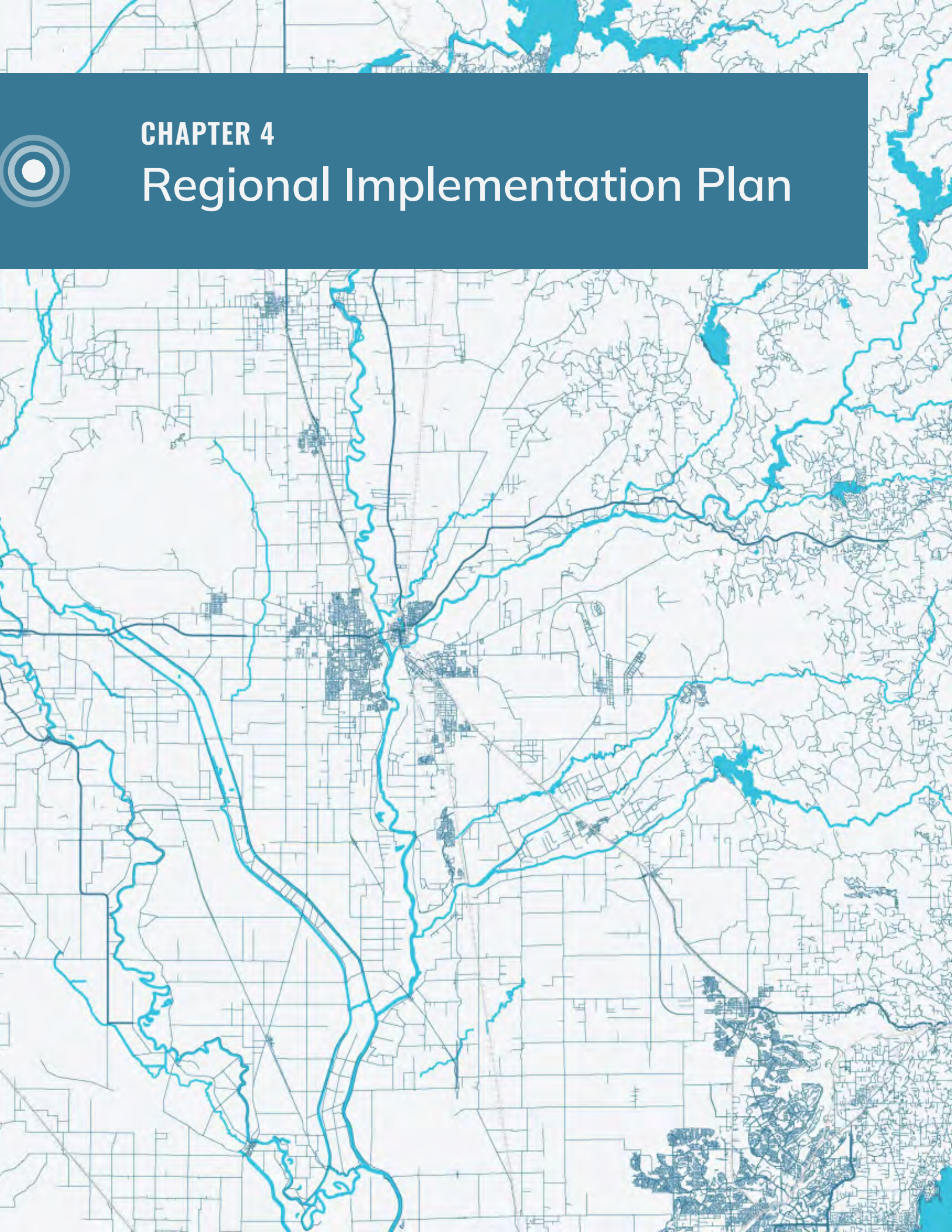
896 crashes, or 89 percent, of hit object crashes occurred outside of city limits. Out of those, 68 percent occurred on non-state facilities. In unincorporated Sutter County, many of these hit object crashes occurred on two-lane rural county roads—typically narrow lanes without shoulders, most of which have posted speed limits of 55MPH and up. In unincorporated Yuba County, many non-state-highway hit object crashes occurred in and near residential areas, mainly Linda and Olivehurst, where some roads range from two- to four-lanes and often have on-street parking.

Most of the objects hit were fixed objects (83 percent), such as trees and utility poles, nine percent were other objects such as items dropped from a vehicle, and two percent were animals.

Countermeasures like clear zone improvements and widened shoulders help prevent crashes with objects and provide recovery space, while rumble strips and reflectors enhance driver awareness and guidance, especially in low-visibility conditions. Speed limit reductions are especially critical, as lower speeds directly reduce the kinetic energy transferred during a crash, which in turn lowers the risk of severe injury or fatality.







CHAPTER 4

Regional Implementation Plan

# Engineering & Programmatic Countermeasures

This section presents a toolbox of safety countermeasures that can be deployed to address crash trends and the systemic factors behind them. Systemic improvements, both engineering and programmatic/non-engineering related, were identified for implementation.

### What Are Engineering Countermeasures?

Engineering countermeasures are physical, infrastructure-based improvements that can be made to roadways to reduce likelihood of crashes.

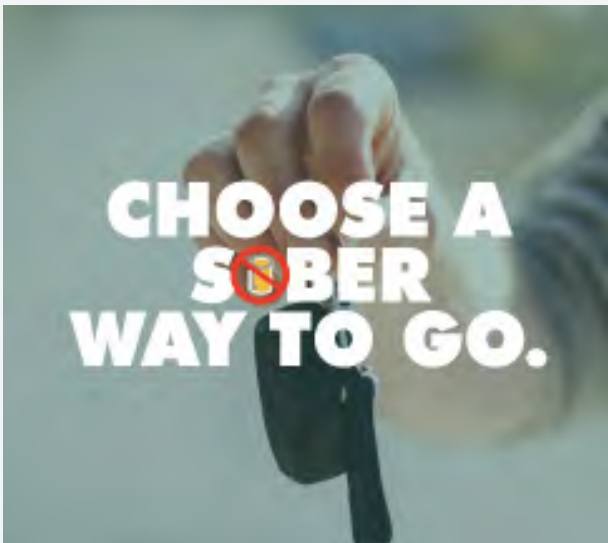
Example: Rectangular Rapid Flashing Beacon



### What Are Programmatic/Non-engineering Countermeasures?

Programmatic/Non-engineering countermeasures introduce education, enforcement, and other policy instruments as means of encouraging safer roadways through user behavior, and they can be used to tackle traffic safety problems such as alcohol and drug impaired driving, distracted driving, speeding, and pedestrian and bicyclist safety.

Example: OTS Go Safely California campaign resources





Engineering Countermeasures

Engineering countermeasures are presented in a toolbox in **Appendix D**, which includes descriptions of the countermeasures, its applicable tier(s) in the Safe System Roadway Design Hierarchy, estimated high-level cost, and opportunities for quick-build versions. Countermeasures that are part of FHWA’s list of Proven Safety Countermeasures and/or in the 2020 Caltrans Local Roadway Safety Manual (LRSM) are also noted. Both distinctions can be advantageous for use in Caltrans Highway Safety Improvement Program (HSIP) grant funding applications.

As practitioners select countermeasures for specific projects, they should consider crash history, contextual factors, design features, costs, and a range of other issues. In each jurisdictions’ chapter in subsequent sections of this Plan, countermeasures from this toolbox are paired with focus areas to provide a systemic approach to addressing crash trends.

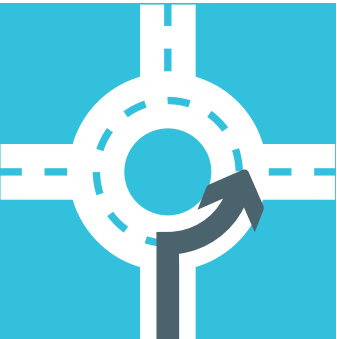
Example Countermeasure - Roundabout

Roundabouts represent a proactive approach to improving intersection safety and efficiency within the Yuba-Sutter region. Their design aligns with the goals of the Regional Safety Action Plan by reducing severe crashes, enhancing traffic flow, and accommodating diverse users. Implementing roundabouts in strategic rural and urban locations can serve as a cost-effective and sustainable measure to advance both safety and mobility outcomes identified in the plan.

Example Engineering Countermeasure

Roundabout

INTERSECTIONS & ROADWAYS



**Description**

A roundabout is a circular intersection where traffic flows in one direction around a central island, and vehicles must yield at entrance lanes. Unlike conventional intersections, roundabouts eliminate severe conflicts from crossing and left-turn movements. The design of a roundabout forces drivers to slow down, which narrows the range of vehicle speeds and reduces the severity of crashes. Additionally, pedestrians only need to cross one direction of traffic at a time, minimizing their exposure to vehicles.

 FHWA PROVEN COUNTERMEASURE

|         |             |
|---------|-------------|
| Context | Urban/Rural |
| LRSM ID | S16/NS04    |
| Cost    | \$\$\$      |

Low-Cost / Quick-Build  
Alternative Available

**Safe System Hierarchy**

|                                                                                     |        |                                      |
|-------------------------------------------------------------------------------------|--------|--------------------------------------|
|  | Tier 1 | Remove Severe Conflicts              |
|  | Tier 2 | Reduce Vehicle Speeds                |
|  | Tier 3 | Manage Conflicts in Time             |
|  | Tier 4 | Increase Attentiveness and Awareness |

Programmatic Countermeasures

Programmatic countermeasures can also be effective in reducing the likelihood and severity of crashes. Programmatic countermeasures include education, enforcement, and other strategies. *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 11th Edition*, published by the National Highway Traffic Safety Administration (NHTSA) in 2023, provides a range of information on example traffic safety programs, including examples and effectiveness rankings.

What’s Included?

- Speed limit decrease opportunities, especially near schools or in downtowns
- Enforcement based on crash history
- High-visibility DUI enforcement
- DUI prevention through partnerships with public health agencies
- Education and public awareness campaigns targeted at speeding, DUIs, and increasing awareness of people walking and biking
- Automated enforcement with red-light cameras or speed cameras

More information on these and other programs can be found in **Appendix D**.

Local Efforts

Locally, several safety programs have already been implemented. CHP has previously been awarded grants from the California Office of Traffic Safety to perform targeted enforcement in high-frequency crash areas. Marysville has recently performed a round of DUI enforcement. Live Oak is in the process of performing engineering and traffic studies to implement lower speed limits in key areas.

There have been several other efforts through Blue Zones and First Five Sutter County as well as other local groups that have conducted education and outreach related to active transportation. Additionally, several of the jurisdiction’s Health Departments have funding for bike helmet give-aways.

Example Programmatic Countermeasure

 Speed Limit Modification

**Description**

California Assembly Bill (AB) 43 was passed in 2021 to provide a means to lower speed limits on corridors that meet certain criteria. AB 43 focused on giving local jurisdictions more flexibility in setting speed limits, especially regarding vulnerable road users:

- Speed Limit Reduction: Reduction of additional 5 mph based on several factors, including designation of Safety Corridors, as described in Chapter 3
- Prima Facie Speed Limits: Options for 15 and 25 mph in certain areas such as school zones depending on context
- Business Activity Districts: Option for 20 or 25 mph speed limits

**Effectiveness and Cost**



Cost: \$

# Implementation Plan

This section presents the Action Plan for the Yuba-Sutter Region partner agencies. Yuba-Sutter is committed to providing regional leadership to improve roadway safety and working to eliminate fatalities and severe injuries on the roadway network. The Action Plan is comprised of strategies to facilitate successful implementation and evaluate and communicate progress.

### Infrastructure

A priority corridor list was prepared for each jurisdiction based on the locations of the safety corridor network that had the highest number of severe and fatal crashes, community input, location of sensitive land uses, as well as review of the jurisdiction's other infrastructure needs and priorities. See identified projects in each jurisdiction's section.

### Prioritization

The FHWA Safe System Roadway Design Hierarchy provides guidance on how to prioritize projects when reviewing development applications and making land use and transportation planning decisions. Projects identified in the project list, as well as any future projects, should prioritize higher tiers with the goal of first removing severe conflicts. Project priorities should include those with the greatest potential of reducing crash risk (exposure, likelihood, and severity).

### Policies and Practices

In addition to infrastructure projects, the success of this RSAP is dependent on changes to the policies and practices that institutionalize the Safe System Approach for the region's partner agencies in. As a result of the benchmarking assessment described in **Appendix A** and recommendations from the

Task Force, the Action Plan contains strategies, institutional improvements, and new standard practices that center safety in the day-to-day operations of the Yuba-Sutter counties and local agencies. For example, rolling safety projects into existing capital improvement projects by consolidating safety improvements with maintenance efforts such as roadway resurfacing can be cost efficient and expedite project implementation and delivery. Yuba-Sutter's commitment to the goals of this RSAP emphasize that safety considerations are prioritized in projects over other competing factors.

### Oversight, Coordination, and Partnership

The Action Plan also provides for oversight and accountability towards the commitment to safety. Yuba-Sutter will continue the momentum from the Task Force that convened during the creation of this plan. Having the leadership and oversight of this group will help maintain buy-in and support from elected officials and the community as Yuba-Sutter encourages Caltrans to implement countermeasures on state-owned facilities identified in the RSAP.

Continued communication and transparency with community members can allow for greater trust and support of the RSAP's goals. The Action Plan also contains policies that promote

community education to develop collective awareness around safety, target educational campaigns towards identified emphasis areas, and create a culture that supports both policy and infrastructure changes.

Partner agencies must work together to carry out the projects and policies listed in each jurisdiction chapter and assume a shared responsibility for the implementation of the Plan.

Yuba-Sutter's city councils and county boards of supervisors should receive regular updates on if their jurisdictions are on track to meet the Vision Zero goal. The future success of this plan will require a comprehensive effort across government and the community, including partnerships with neighborhoods and community based organizations to encourage engagement and support.

### Implementation Phasing & Sequencing

Implementing countermeasures, policies, and projects identified in the Plan typically requires an ongoing, long-term commitment. To facilitate the evaluation and prioritization of funding, it is desirable to consider the implementation of safety projects through different time horizons.

Jurisdictions should seek overlapping opportunities where safety improvements will be implemented as part of an upcoming effort such as the repaving program or CIP. Implementation should also happen proactively as part of any development impact review process to ensure that new developments align with the Safe System Approach and meet safety requirements. All transportation construction projects should be reviewed to ensure they align with the Safe System Approach and follow recommendations in this Plan.

### Consistency with the Safe System

This Plan builds on existing safety practices to ensure consistency with the Safe System Approach. The Plan establishes a framework for the Region to guide transportation-related implementation moving forward to be aligned with the Safe System Approach. This includes rethinking how the jurisdictions in the Yuba-Sutter Region prioritize projects and allocate funding to address safety concerns systematically and proactively. The Plan also includes guidance for developing projects by reviewing them through a safety-first lens. All transportation projects should be reviewed to ensure severe crash risks are minimized for vulnerable road users.



# Caltrans Project Implementation

### Caltrans Project Delivery

Once the Regional Safety Action Plan (RSAP) is adopted, projects taking place on the California State Highway System (SHS), such as Highways 20, 70, and 99, will involve Caltrans. Project delivery with Caltrans is a structured, multi-phase approach designed to ensure projects are safe, efficient, and aligned with statewide mobility goals.

Following project identification from the planning process, Caltrans or one of the cities or counties involved with the RSAP will prepare a Project Initiation Document (PID). This document outlines the project’s purpose, scope, schedule, and estimated cost, and serves as the foundation for securing funding. The PID includes analysis of key issues such as traffic operations, environmental impacts, multimodal considerations, and community involvement. It is essential for programming the project into the State Transportation Improvement Program (STIP) or Regional Transportation Improvement Program (RTIP), which commits funding from sources like the State Highway Account.

Projects may be developed directly by Caltrans as part of the State Highway Operation and Protection Program (SHOPP) which focuses on maintenance of existing facilities but will incorporate feasibility, safety, and multimodal elements as identified by various planning processes. Alternatively, the local agencies may implement projects on the SHS through the encroachment permit process for smaller, less complex projects or through the formal Project Study Report approval process for larger projects.

Following programming, the project enters the development phase, which includes environmental studies, securing necessary approvals and permits, acquiring rights of way, and completing detailed design plans. Caltrans then prepares and advertises the construction contract. Once a contractor is selected, the project moves into construction and contract administration, where Caltrans oversees the execution of the work to ensure compliance with specifications, timelines, and safety standards. The final step is project close-out, which includes documentation, final inspections, and transitioning the project into operational status.

Throughout this process, Caltrans coordinates closely with local agencies, especially when projects are locally sponsored or require regional input. This collaboration ensures that projects reflect community needs and are delivered efficiently and equitably.

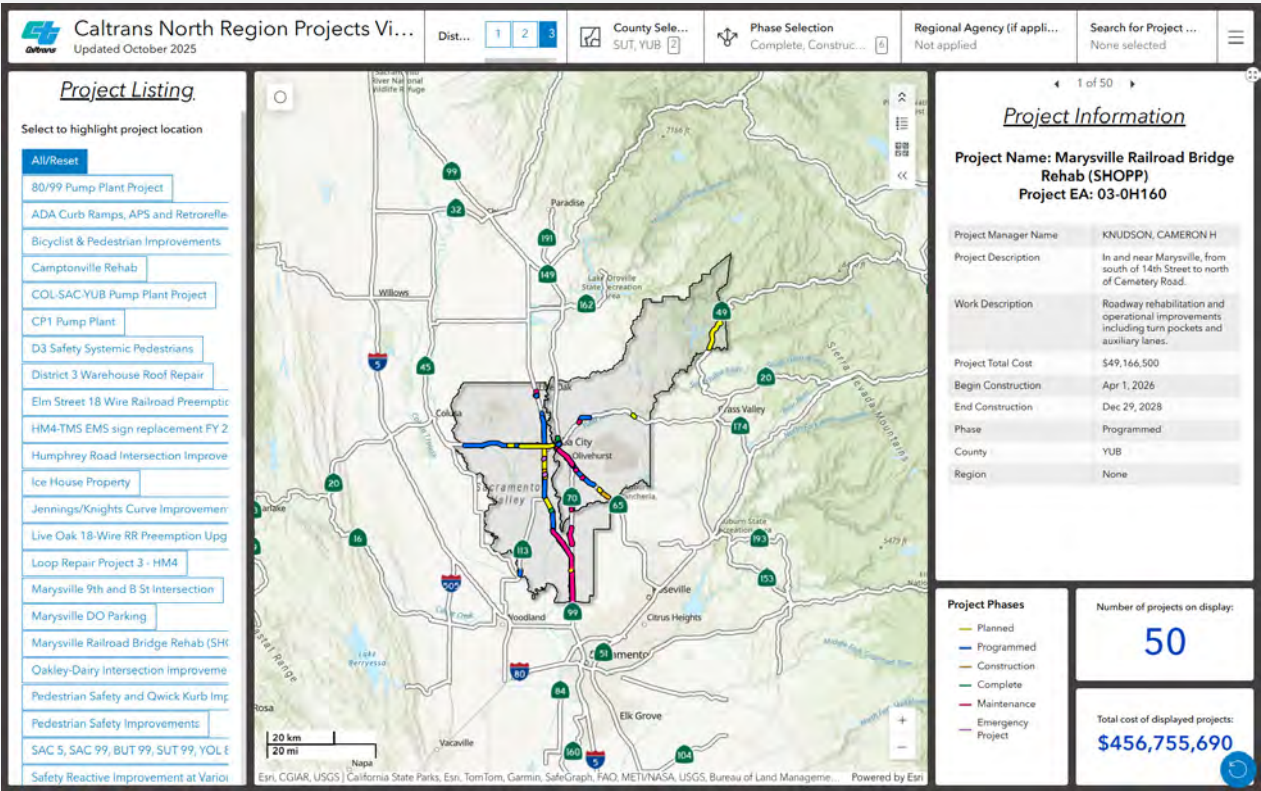
More information on project delivery can be found from the link here:  
<https://dot.ca.gov/programs/project-delivery>

Caltrans Project Delivery can be reached at:

- ProjectDeliveryWeb@dot.ca.gov
- (916) 653-2451

### North Region Projects Viewer

The North Region Projects Viewer is a publicly available map-based web application that displays Caltrans projects occurring within the Caltrans North Region, consisting of Caltrans Districts 1, 2, and 3, under six project phase categories: Complete, Construction, Maintenance, Planned, Programmed and Emergency. Members of the public may use this tool to view projects and track their progress. The application can be accessed from the link here: <https://www.arcgis.com/apps/dashboards/239772ff383d416483addc029ae9c6fa>



4. Regional Implementation Plan

Performance Measures

This Plan is a policy document and requires regular updates and monitoring to evaluate its efficacy and to ensure the Region is on track to achieve zero KSI crashes by 2050. Each jurisdiction in the Yuba-Sutter Region will monitor the following performance measures on an annual basis and make additional adjustments to the Plan as needed to meet the zero goal. The goal of monitoring is to understand if the measures are effective at reducing crashes as the region works toward zero fatalities and serious injuries. Additionally, ongoing monitoring will help to identify locations with high propensity for KSIs based on exposure, likelihood, and severity. Historic crash patterns can inform these considerations, but design decisions will be proactive and based on reducing safety risk. Every five years, the Yuba-Sutter Region will update their Safety Action Plan to reevaluate the crash data and performance measures. Performance measures will be added or removed to meet the goal of reducing fatal and severe injury crashes to zero.

| Plan Implementation Metrics                                                                                                                                                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The number of roadway miles and intersections improved                                                                                                                                  |
| The percentage of streets where the operating speed matches the target speed                                                                                                            |
| The number of projects implemented with the systemic deployment of countermeasures                                                                                                      |
| Policy and Programmatic Changes                                                                                                                                                         |
| The provision of continuous sidewalks, low stress bicycle facilities, and traffic calming improvements alongside land use zoning changes                                                |
| Set contextually appropriate target speeds and prioritize and implement speed management strategies to meet those targets                                                               |
| Standardize the selection and implementation of pedestrian and bicycle improvements based on contextual factors such as speed and volume                                                |
| The prioritization of projects for transportation connections to communities of persistent poverty and underserved populations along Walk and Roll Routes and key transit corridors     |
| The collaboration with transit, land use, and social service partners for strategies at the base of the Safe Systems Pyramid                                                            |
| The review and reprioritization of the city's and county's annual CIP budget to shift funding toward proactive and opportunistic opportunities to efficiently address safety priorities |
| The collaboration with agency partners to make meaningful progress on cross-jurisdictional efforts                                                                                      |
| The creation of a rapid response program to evaluate roadway design and context of crash locations after KSI crashes                                                                    |
| Crash Statistics                                                                                                                                                                        |
| The number of KSI crashes on Safety Corridors                                                                                                                                           |
| The number of crashes where the crash type was identified as unsafe speed                                                                                                               |
| The number of DUI-related crashes                                                                                                                                                       |
| The number of youth bicyclist-involved crashes                                                                                                                                          |

Funding

Below are federal and state funding sources applicable to the future implementation of this Plan.

| FEDERAL FUNDING                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Funding Source                                                            | Program Purpose                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Safe Streets and Roads for All (SS4A) Grant Program                       | The Safe Streets & Roads for All (SS4A) grant program is a Federal grant program established by the Bipartisan Infrastructure Law centered around the Department of Transportation's National Roadway Safety Strategy and its goal of zero deaths and serious injuries on America's roadways. It provides \$5 billion in grant funding over 5 years to develop safety action plans and implement safety projects.                                                                                           |
| Congestion Mitigation and Air Quality (CMAQ) Improvement Program          | The FAST Act continued the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). |
| Rebuilding American Infrastructure with Sustainability and Equity (RAISE) | This program supports surface transportation infrastructure projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation.                                                                                                                                                                                         |
| Reconnecting Communities and Neighborhoods Program                        | The Reconnecting Communities and Neighborhoods program combines the Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) discretionary grant programs into a single funding opportunity. The program funds projects that address the impact of transportation infrastructure, such as freeways and railroads, that form barriers for travel in communities. The program funds the removal, retrofit, mitigation, or replacement of the infrastructure in question.                 |
| Community Development Block Grant (CDBG) Program                          | The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development needs. Communities often use CDBG funds to construct and repair streets and sidewalks.                                                                                                                                                                                                                                          |



4. Regional Implementation Plan

| STATE FUNDING                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Funding Source                                             | Program Purpose                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Highway Safety Improvement Program (HSIP)                  | California’s Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means.                                                                                                                                                                                                                                                                                      |
| Active Transportation Program (ATP)                        | ATP is a statewide competitive grant application process with the goal of encouraging increased use of active modes of transportation. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP is administered by the Division of Local Assistance, Office of State Programs. |
| SB-1 Transportation Funding                                | The State Transportation Improvement Program (STIP) is the biennial five-year plan for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements.                                                                                                                                                                                                                                                                                                  |
| Caltrans Sustainable Transportation Planning Grant Program | This program is intended to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.                                                                                                                                                                                                                                                                              |
| California Office of Traffic Safety (OTS)                  | OTS administers traffic safety grants in the following areas: Alcohol Impaired Driving, Distracted Driving, Drug-Impaired Driving, Emergency Medical Services, Motorcycle Safety, Occupant Protection, Pedestrian and Bicycle Safety, Police Traffic Services, Public Relations, Advertising, and Roadway Safety and Traffic Records.                                                                                                                                                                                                           |
| Affordable Housing and Sustainable Communities (AHSC)      | The Affordable Housing and Sustainable Communities (AHSC) Program makes it easier for Californians to drive less by making housing, jobs, and key destinations accessible by walking, biking, and transit.                                                                                                                                                                                                                                                                                                                                      |





# Action Plan

The following pages present safety strategies organized into three priorities: integrate the Safe System Approach in policy and practice; systemically and proactively address common crash focus areas; educate all roadway users.

## Priority A: Integrate Safe System in Policy and Practice

These strategies aim to infuse roadway safety concepts, especially the Safe System Approach, as part of routine practices and design decisions.

|                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <b>Action 1</b>   | <b>Maintain the Vision Zero Task Force and advance safety plans and projects; coordinate on funding opportunities.</b>                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Timeline</b>                                                                                     |  <b>Ongoing</b>                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Responsible Agency</b>                                                                           | <ul style="list-style-type: none"><li>• Yuba County Public Works Department &amp; Sheriff’s Department</li><li>• Sutter County Public Works Department &amp; Sheriff’s Department</li><li>• City of Marysville Public Works Department</li><li>• City of Wheatland Engineering Department</li><li>• City of Yuba City Public Works Department</li><li>• City of Live Oak Public Works Department</li><li>• Caltrans</li><li>• California Highway Patrol</li><li>• Partner Organizations (Blue Zones, YABA, etc.)</li></ul> |
| <b>Evaluation Metric</b>                                                                            | Number of meetings with Vision Zero Task Force. Number of federal, state, regional, and local funding opportunities applied for regionally.                                                                                                                                                                                                                                                                                                                                                                                |
|  <b>Action 2</b> | <b>Prioritize safety in funding decisions, such as during regular updates to local capital improvement plans.</b>                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Timeline</b>                                                                                     |  <b>Ongoing</b>                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Responsible Agency</b>                                                                           | <ul style="list-style-type: none"><li>• Yuba County Public Works Department</li><li>• Sutter County Public Works Department</li><li>• City of Marysville Public Works Department</li><li>• City of Wheatland Engineering Department</li><li>• City of Yuba City Public Works Department</li><li>• City of Live Oak Public Works Department</li></ul>                                                                                                                                                                       |
| <b>Evaluation Metric</b>                                                                            | Documented roadway safety considerations during decision-making processes for major plan updates, including local Capital Improvement Plans, local General Plan Updates, and SACOG’s Metropolitan Transportation Plan.                                                                                                                                                                                                                                                                                                     |

|                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <b>Action 3</b>   | <b>Integrate safety improvements into regular maintenance based on countermeasures from this plan. Find opportunities for partnership through infrastructure project bundling.</b>                                                                                                                                                                                                    |
| <b>Timeline</b>                                                                                       |  <b>Ongoing</b>                                                                                                                                                                                                                                                                                    |
| <b>Responsible Agency</b>                                                                             | <ul style="list-style-type: none"><li>• Yuba County Public Works Department</li><li>• Sutter County Public Works Department</li><li>• City of Marysville Public Works Department</li><li>• City of Wheatland Engineering Department</li><li>• City of Yuba City Public Works Department</li><li>• City of Live Oak Public Works Department</li><li>• Caltrans</li></ul>               |
| <b>Evaluation Metric</b>                                                                              | Percent of regular maintenance projects that infuse roadway safety countermeasures from this Plan. Number of infrastructure projects bundled.                                                                                                                                                                                                                                         |
|  <b>Action 4</b> | <b>Evaluate and implement lower speed limits in business districts, school areas, and other areas that have a high concentration of vulnerable road users, as eligible through AB 43.</b>                                                                                                                                                                                             |
| <b>Timeline</b>                                                                                       |  <b>Long Term</b>                                                                                                                                                                                                                                                                                |
| <b>Responsible Agency</b>                                                                             | <ul style="list-style-type: none"><li>• Yuba County Public Works Department</li><li>• Sutter County Public Works Department</li><li>• City of Marysville Public Works Department</li><li>• City of Wheatland Engineering Department</li><li>• City of Yuba City Public Works Department</li><li>• City of Live Oak Public Works Department</li><li>• Local School Districts</li></ul> |
| <b>Evaluation Metric</b>                                                                              | Number of qualifying roadways with lower speed limits.                                                                                                                                                                                                                                                                                                                                |

4. Regional Implementation Plan

|                                                                                                   |                                                                                                                                                                                                                                                                                                                                                      |
|---------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <b>Action 5</b> | Update street design standards to include designs that reduce kinetic energy and reflect Complete Streets principles based on state and national guidance (e.g. National Association of City Transportation Officials).                                                                                                                              |
| <b>Timeline</b>                                                                                   |  Short Term                                                                                                                                                                                                                                                         |
| <b>Responsible Agency</b>                                                                         | <ul style="list-style-type: none"><li>• Yuba County Public Works Department</li><li>• Sutter County Public Works Department</li><li>• City of Marysville Public Works Department</li><li>• City of Wheatland Engineering Department</li><li>• City of Yuba City Public Works Department</li><li>• City of Live Oak Public Works Department</li></ul> |
| <b>Evaluation Metric</b>                                                                          | Design standards updated.                                                                                                                                                                                                                                                                                                                            |

|                                                                                                     |                                                                                                                                                                                                                                            |
|-----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <b>Action 6</b> | Work with emergency responders to identify barriers and improve response times, as necessary.                                                                                                                                              |
| <b>Timeline</b>                                                                                     |  Ongoing                                                                                                                                                |
| <b>Responsible Agency</b>                                                                           | <ul style="list-style-type: none"><li>• Yuba County</li><li>• Sutter County</li><li>• City of Marysville</li><li>• City of Wheatland</li><li>• City of Yuba City</li><li>• City of Live Oak</li><li>• Local Emergency Responders</li></ul> |
| <b>Evaluation Metric</b>                                                                            | Annual meetings with emergency response agencies to review the previous year’s emergency response metrics and methods for improvement.                                                                                                     |

Priority B: Systemically and Proactively Address Common Crash Focus Areas

These strategies target key areas for improvement identified through crash analysis, including intersection control and vulnerable users.

|                                                                                                     |                                                                                                                                                                                                                                                                                                                                                      |
|-----------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <b>Action 1</b> | Advance design concepts and apply for grant funding or identify other financing methods for three priority corridors every five years.                                                                                                                                                                                                               |
| <b>Timeline</b>                                                                                     |  Ongoing                                                                                                                                                                                                                                                          |
| <b>Responsible Agency</b>                                                                           | <ul style="list-style-type: none"><li>• Yuba County Public Works Department</li><li>• Sutter County Public Works Department</li><li>• City of Marysville Public Works Department</li><li>• City of Wheatland Engineering Department</li><li>• City of Yuba City Public Works Department</li><li>• City of Live Oak Public Works Department</li></ul> |
| <b>Evaluation Metric</b>                                                                            | Number of projects advanced through design or grant applications.                                                                                                                                                                                                                                                                                    |

|                                                                                                       |                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <b>Action 2</b> | Install low-cost safety improvements at six regional locations per year—including new road markings, signs, and minor signal modifications—that address the focus areas in this plan.                                                                                                                                                                |
| <b>Timeline</b>                                                                                       |  Short Term                                                                                                                                                                                                                                                     |
| <b>Responsible Agency</b>                                                                             | <ul style="list-style-type: none"><li>• Yuba County Public Works Department</li><li>• Sutter County Public Works Department</li><li>• City of Marysville Public Works Department</li><li>• City of Wheatland Engineering Department</li><li>• City of Yuba City Public Works Department</li><li>• City of Live Oak Public Works Department</li></ul> |
| <b>Evaluation Metric</b>                                                                              | Number of low-cost projects that address focus areas implemented regionally per year.                                                                                                                                                                                                                                                                |

4. Regional Implementation Plan

|                                                                                                   |                                                                                                                                                                                                                                                                                                                                                      |
|---------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <b>Action 3</b> | Complete three projects that improve bicycle and pedestrian safety near schools and community destinations such as parks and downtown business areas within five years.                                                                                                                                                                              |
| <b>Timeline</b>                                                                                   |  Short Term                                                                                                                                                                                                                                                         |
| <b>Responsible Agency</b>                                                                         | <ul style="list-style-type: none"><li>• Yuba County Public Works Department</li><li>• Sutter County Public Works Department</li><li>• City of Marysville Public Works Department</li><li>• City of Wheatland Engineering Department</li><li>• City of Yuba City Public Works Department</li><li>• City of Live Oak Public Works Department</li></ul> |
| <b>Evaluation Metric</b>                                                                          | Number of bicycle and pedestrian projects implemented.                                                                                                                                                                                                                                                                                               |

Priority C: Educate All Roadway Users

These strategies represent a variety of educational and outreach programs and strategies that encourage behavior change in road users.

|                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|-----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <b>Action 1</b> | Launch high-visibility multilingual education PSA campaigns against speeding, distracted driving, impaired driving, and other high-risk behaviors, with a focus on safety corridors. The campaigns should have both digital and in-person components for greatest reach into the communities.                                                                                                                                    |
| <b>Timeline</b>                                                                                     |  Short Term                                                                                                                                                                                                                                                                                                                                   |
| <b>Responsible Agency</b>                                                                           | <ul style="list-style-type: none"><li>• Yuba County Public Works Department</li><li>• Sutter County Public Works Department</li><li>• City of Marysville Public Works Department</li><li>• City of Wheatland Engineering Department</li><li>• City of Yuba City Public Works Department</li><li>• City of Live Oak Public Works Department</li><li>• Local law enforcement agencies</li><li>• California Higway Patrol</li></ul> |
| <b>Evaluation Metric</b>                                                                            | Estimated number of people reached.                                                                                                                                                                                                                                                                                                                                                                                              |

|                                                                                                     |                                                                                                                                                                                                                                                          |
|-----------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <b>Action 2</b> | Deter impaired driving by targeting education and outreach at alcohol-serving establishments. Develop a public promotional campaign encouraging the use of taxis, rideshares, on-demand transit, and other services as alternatives to impaired driving. |
| <b>Timeline</b>                                                                                     |  Long Term                                                                                                                                                            |
| <b>Responsible Agency</b>                                                                           | <ul style="list-style-type: none"><li>• Local Police Departments</li><li>• Yuba County Sheriff</li><li>• Sutter County Sheriff</li><li>• California Highway Patrol</li><li>• Local Businesses</li><li>• Yuba-Sutter Transit</li></ul>                    |
| <b>Evaluation Metric</b>                                                                            | Number of establishments reached. Number of programs established.                                                                                                                                                                                        |
|  <b>Action 3</b> | Improve data collection and reporting on speed, impairment, cell phone use, and distraction for KSI crashes.                                                                                                                                             |
| <b>Timeline</b>                                                                                     |  Long Term                                                                                                                                                          |
| <b>Responsible Agency</b>                                                                           | <ul style="list-style-type: none"><li>• Local Police Departments</li><li>• Yuba County Sheriff</li><li>• Sutter County Sheriff</li><li>• California Highway Patrol</li></ul>                                                                             |
| <b>Evaluation Metric</b>                                                                            | Share of crash records including this data.                                                                                                                                                                                                              |

## 4. Regional Implementation Plan

|                                                                                                   |                                                                                                                                                                                                                                                                                            |
|---------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <b>Action 4</b> | Partner with community-based organizations such as YABA, Blue Zones, and Civic Thread on educational campaigns focused on vulnerable road users, such as Safe Routes to School and early driver education.                                                                                 |
| <b>Timeline</b>                                                                                   |  Long Term                                                                                                                                                                                                |
| <b>Responsible Agency</b>                                                                         | <ul style="list-style-type: none"><li>• Yuba County</li><li>• Sutter County</li><li>• City of Marysville</li><li>• City of Wheatland</li><li>• City of Yuba City</li><li>• City of Live Oak</li><li>• Local community-based organizations (CBOs)</li><li>• Local School District</li></ul> |
| <b>Evaluation Metric</b>                                                                          | Number of joint campaigns between local agencies and CBOs.                                                                                                                                                                                                                                 |

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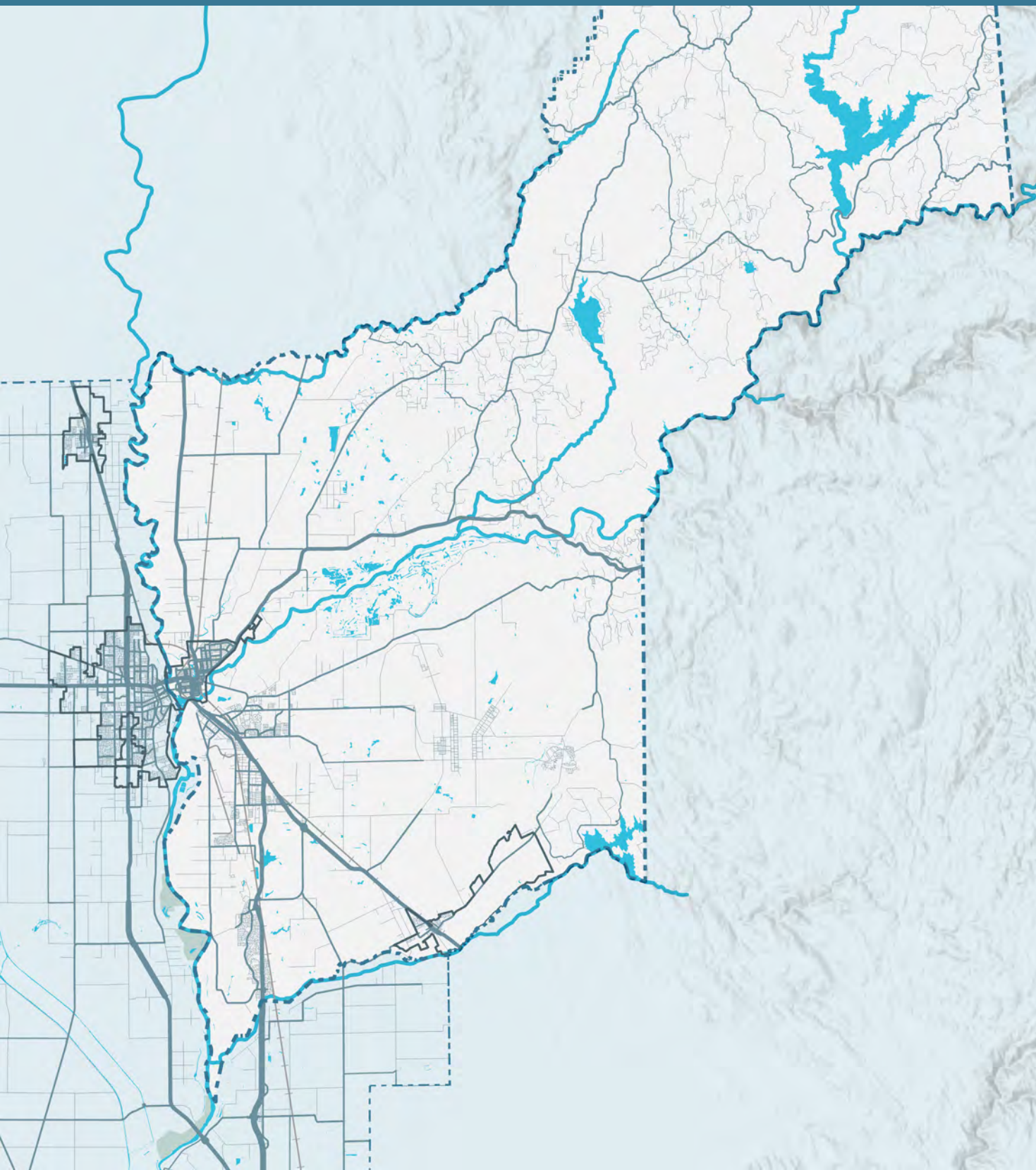
**Our commitment:** Yuba-Sutter will periodically review the effectiveness of the strategies to identify those that would be helpful to expand and those that could be replaced. Each strategy includes an implementation timeline and evaluation metric(s), and identifies the parties and partnerships needed to be successful.

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# CHAPTER 5

## Yuba County Crash Analysis



## This Plan and Our Region

### Introduction

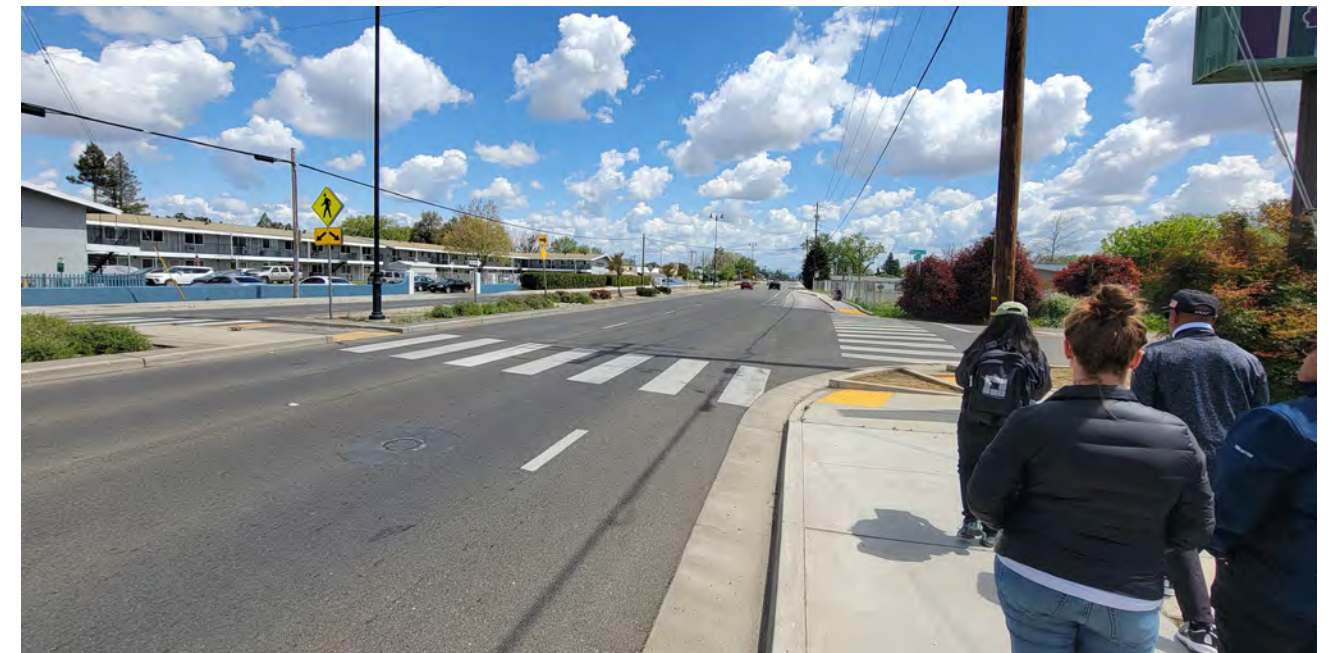
Yuba County is rich in history, natural beauty, and agricultural significance. Covering approximately 644 square miles, Yuba County is geographically diverse, with the western portion consisting of fertile valley land ideal for farming, while the eastern portion has the rugged terrain of the Sierra Nevada foothills. The county is home to the Yuba River, Feather River, and Bear River, which contribute to its scenic landscapes and recreational opportunities.

Agriculture plays a vital role in Yuba County's economy, with crops such as rice, peaches, and walnuts being widely cultivated. The county also has a strong presence of cattle ranching and dairy farming. Additionally, Yuba County is known for its biodiversity, boasting a high number of native plant species.

The county is connected to the greater Sacramento Region by a network of state facilities that carry high volumes of traffic. State Route (SR) 70 runs north-south through the county seat of Marysville, SR 20, provides east-west access, and SR 65 connects to Beale Air Force Base and the City of Wheatland to Roseville, and Rocklin in Placer County.

Yuba County is home to several fairly populous unincorporated communities that fall under county jurisdiction. These communities include Linda, Olivehurst, Arboga, Plumas Lake, Loma Rica, Browns Valley, and Oregon House, among others.

 Project team conducting walk audits





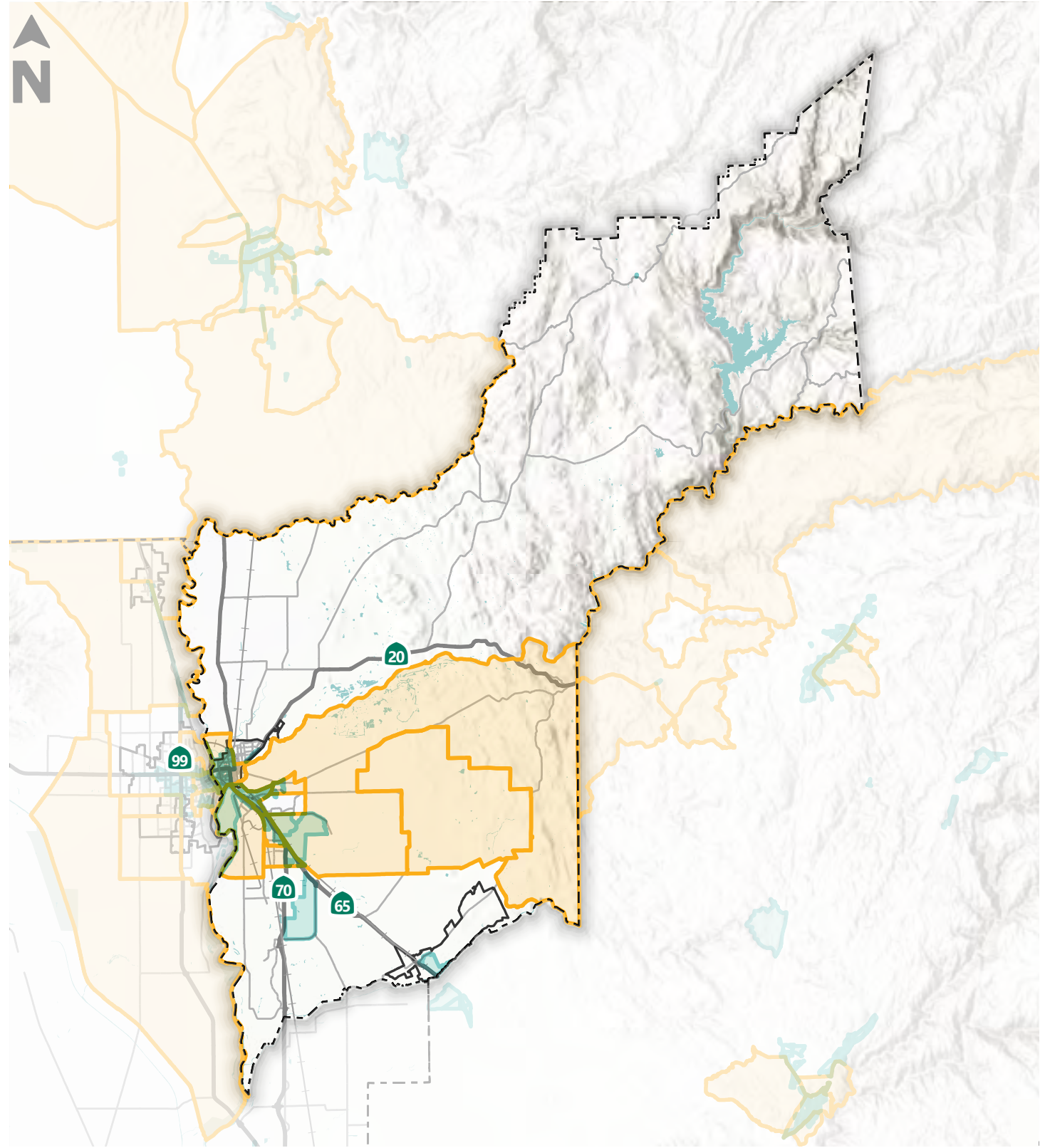
### Communities of Concern

Sociodemographic data sources are helpful to better understand the community, as well as when applying for state and federal grant funding to implement infrastructure projects. Figure 5.1 shows locations in Yuba County that meet the criteria for two community metrics relevant to grant applications:

- Caltrans Transportation Equity Index (EQI) Transportation-Based Priority Populations: 7 percent of Yuba County's population meets Caltrans' threshold for Transportation-Disadvantaged status, compared to 16 percent statewide.
- USDOT Areas of Persistent Poverty and Historically Disadvantaged Communities: 41 percent of Yuba County's population lives in areas of persistent poverty and historically disadvantaged communities, compared to 28 percent statewide.

In CalEnviroScreen, which evaluates environmental burdens including air pollution, traffic density, and health vulnerabilities, Yuba County received a score of 20, where the state had a score of 23, indicating parity between Yuba County and the state as a whole.

Figure 5.1: Caltrans Transportation Equity Index & USDOT Areas of Persistent Poverty



### Legend

Caltrans Transportation Equity Index (EQI) Transportation-Based Priority Populations

USDOT Areas of Persistent Poverty and Historically Disadvantaged Communities (APPHDC)





### Plans

Yuba County has previously made commitments to roadway safety, as outlined in the Yuba County General Plan and recently completed Local Roadway Safety Plan. Refer to **Appendix A** for a list of policies and goals supporting improving roadway safety.

### Projects

There are numerous improvement projects currently underway or planned within unincorporated Yuba County.

The following roadway safety-related projects are planned on state facilities owned and operated by Caltrans:

- Install centerline or shoulder rumble strips on State Route 20 at various locations throughout Yuba County.
- Upgrade crosswalk to ladder type at various locations on SR 65 and 70 in southwest Yuba County.
- Upgrade guardrail, signs, Transportation Management System elements; install sidewalks, curb and gutter, lighting, and acceleration and deceleration lanes; rehabilitate pavement and drainage systems along SR 65 between SR 70 and South Beale Road.
- Upgrade crosswalk to ladder type on SR 70 near Algodon Road and south of Plumas Lake Boulevard.

The following safety-related projects are being designed or in construction on county roadways:

- Addition of curbs, gutters, sidewalks, and bike lanes along Arboga Road, Grand Avenue, Jay Street, Cottonwood Avenue, Garden Avenue, and Vine Avenue in West Linda, in addition to storm drains on Garden Avenue.
- Curb, gutter, sidewalk, bike lanes, and storm drain along 13 roads in Olivehurst: Second Ave, Third Ave, Fourth Ave, Fifth Ave, Sixth Ave, Eighth Ave, Ninth Ave, Tenth Ave, Eleventh Ave, Western Ave, Beaver Lane, Canal Street, and Tulsa Avenue.
- Streetscape improvements on Feather River Boulevard from Arboga Road to Alicia Avenue, including new sidewalks, crosswalks, Class II bike lanes, storm drains, striping, signage, curbs, gutters, American Disability Act compliant ramps, LED street lights, and improved transit stops.

The following recently completed projects in Yuba County enhance safety for roadway users, particularly pedestrians, bicyclists, and children:

- Bike path on the western edge of the Plumas Lake community
- Safe Routes to School: Sidewalks, crosswalks, bike lanes, curbs, and gutters on 11th Avenue in Olivehurst



INJURY CRASH TOTAL

1,972

KSI CRASH TOTAL

397

Figure 5.2  
Injury Crashes by Year, 2018 - 2023

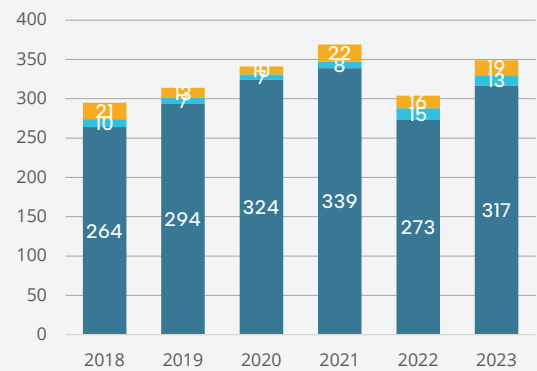
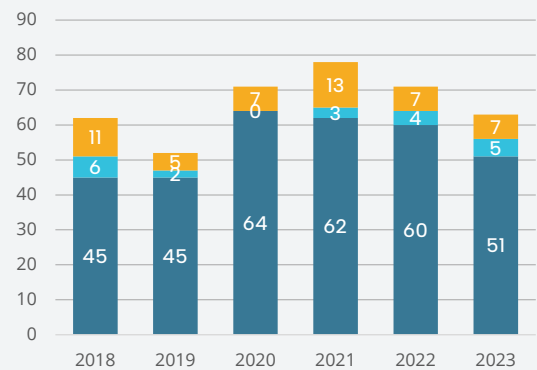


Figure 5.3  
KSI Crashes by Year, 2018 - 2023



KSI = Killed or Severely Injured

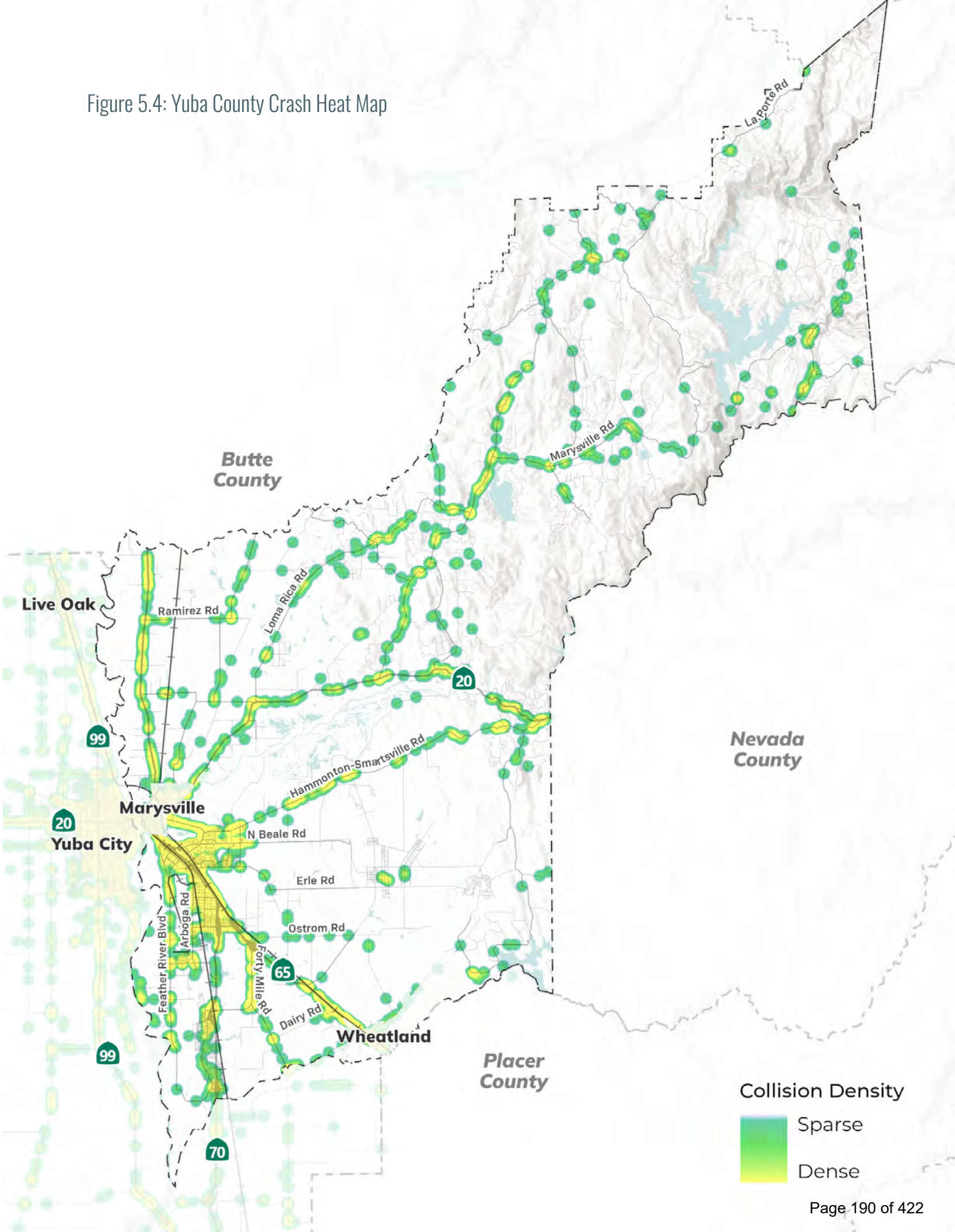
- Vehicle-Only Crashes
- Bicycle-Involved Crashes
- Pedestrian-Involved Crashes

Crash Summary

This section summarizes key findings from the county's crash data obtained from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) database, for the years 2018 to 2023. The analysis includes all crashes that led to injury and excludes property-damage-only crashes.

Within the six-year period Yuba County saw a total of 1,972 crashes that led to some degree of injury. 82 crashes (four percent of all injury crashes) involved bicyclists and 148 (six percent) involved pedestrians. 438 crashes resulted in a victim being Killed or Severely Injured (KSI).

Figure 5.4: Yuba County Crash Heat Map





About KSI Crashes

Severe injuries resulting from a traffic crash can result in a number of catastrophic impacts, including permanent disability, lost productivity and wages, and ongoing healthcare costs. These injuries can include:

- Broken or fractured bones
- Dislocated or distorted limbs
- Severe lacerations
- Severe burns
- Skull, spinal, chest or abdominal injuries
- Unconsciousness at or when taken from the collision scene

Throughout this analysis, the acronym KSI is used to denote crashes where someone was killed or severely injured.

KSI Summary

There is a disproportionately greater share of bicycle and pedestrian crashes among KSI crashes, as compared to all injury crashes. Out of 397 KSI crashes, 20 (five percent of KSI crashes) involved bicyclists, and 50 (13 percent) involved pedestrians. There was a total of 102 fatalities: 83 vehicle drivers or passengers, 14 pedestrians, and five bicyclists.

Figure 5.5  
Crash Mode Share by Severity

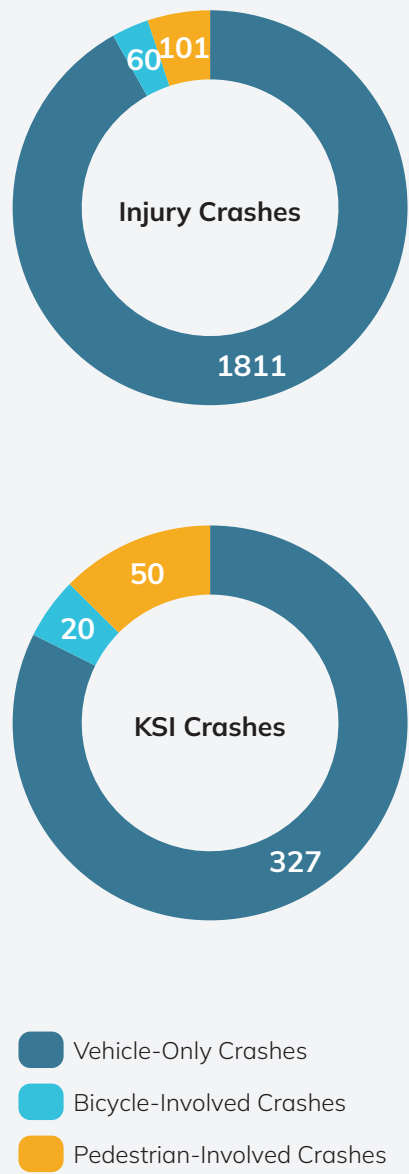
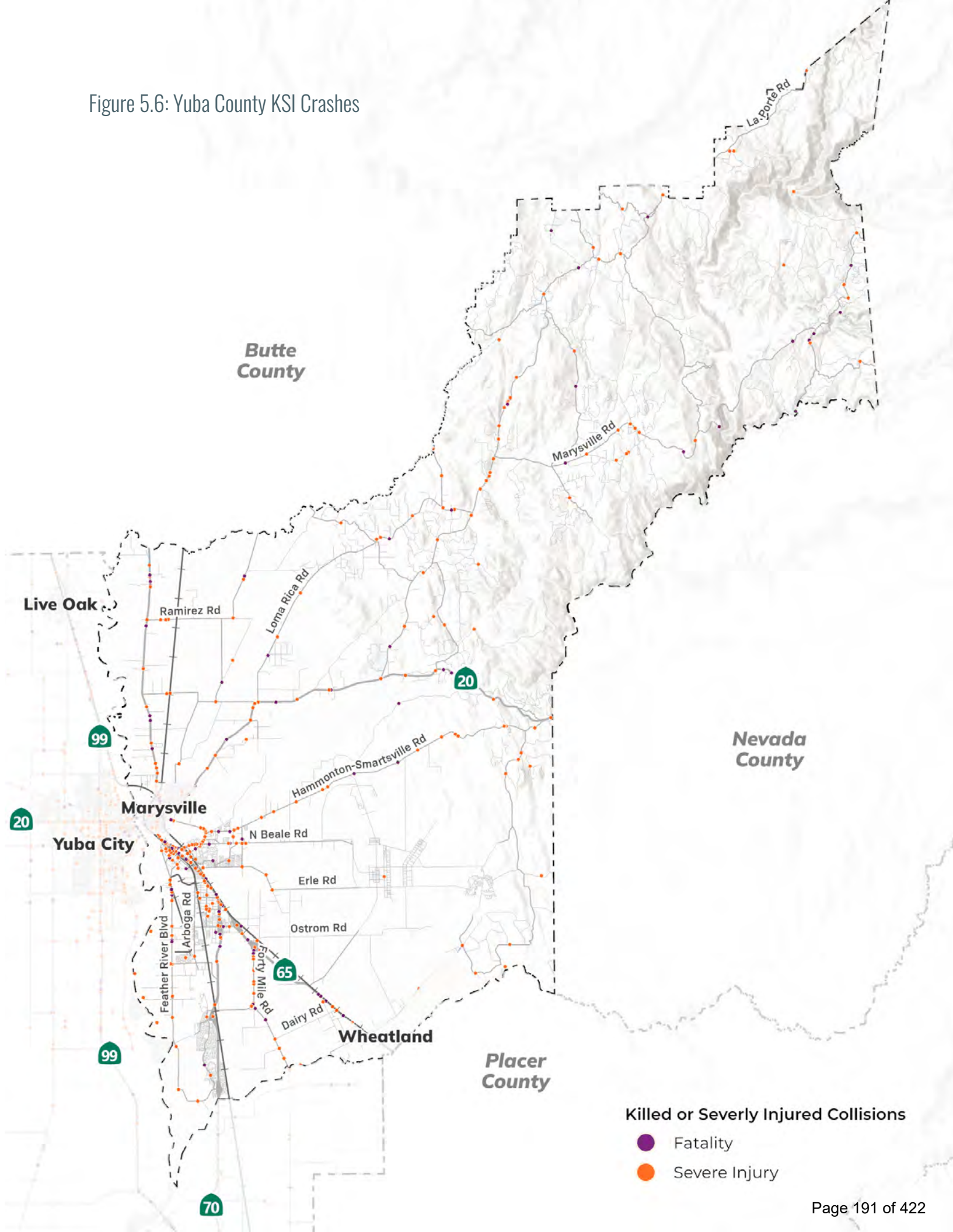


Figure 5.6: Yuba County KSI Crashes



Crashes by Crash Type

Overall, hit object (29 percent), broadside (21 percent), and rear-end (20 percent), were the most common crash types in Yuba County. Similarly, among KSI crashes, hit object (32 percent) was also the most common type of crash, followed by overturned (15 percent) and head-on (15 percent).

Crashes by Primary Crash Factor

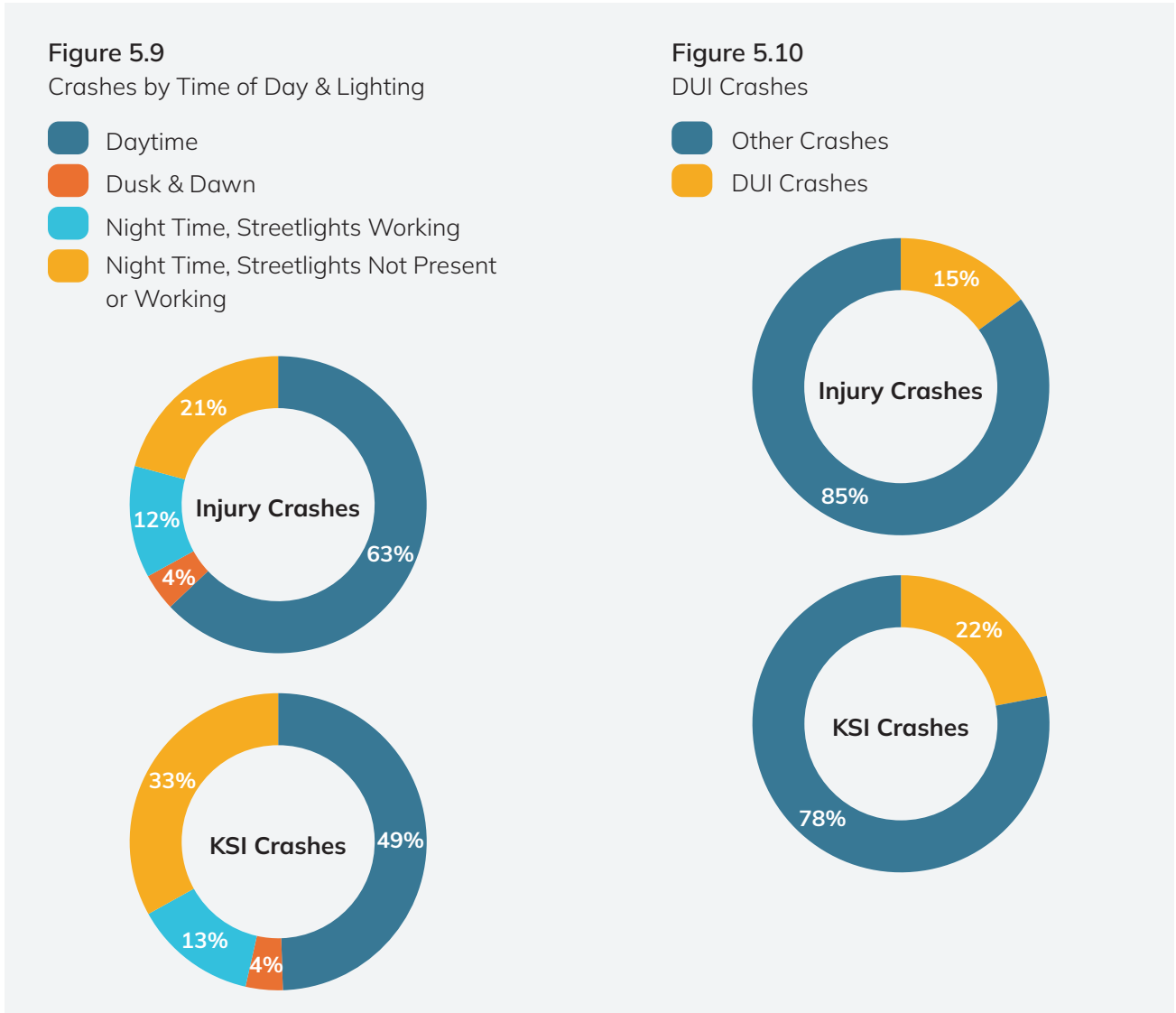
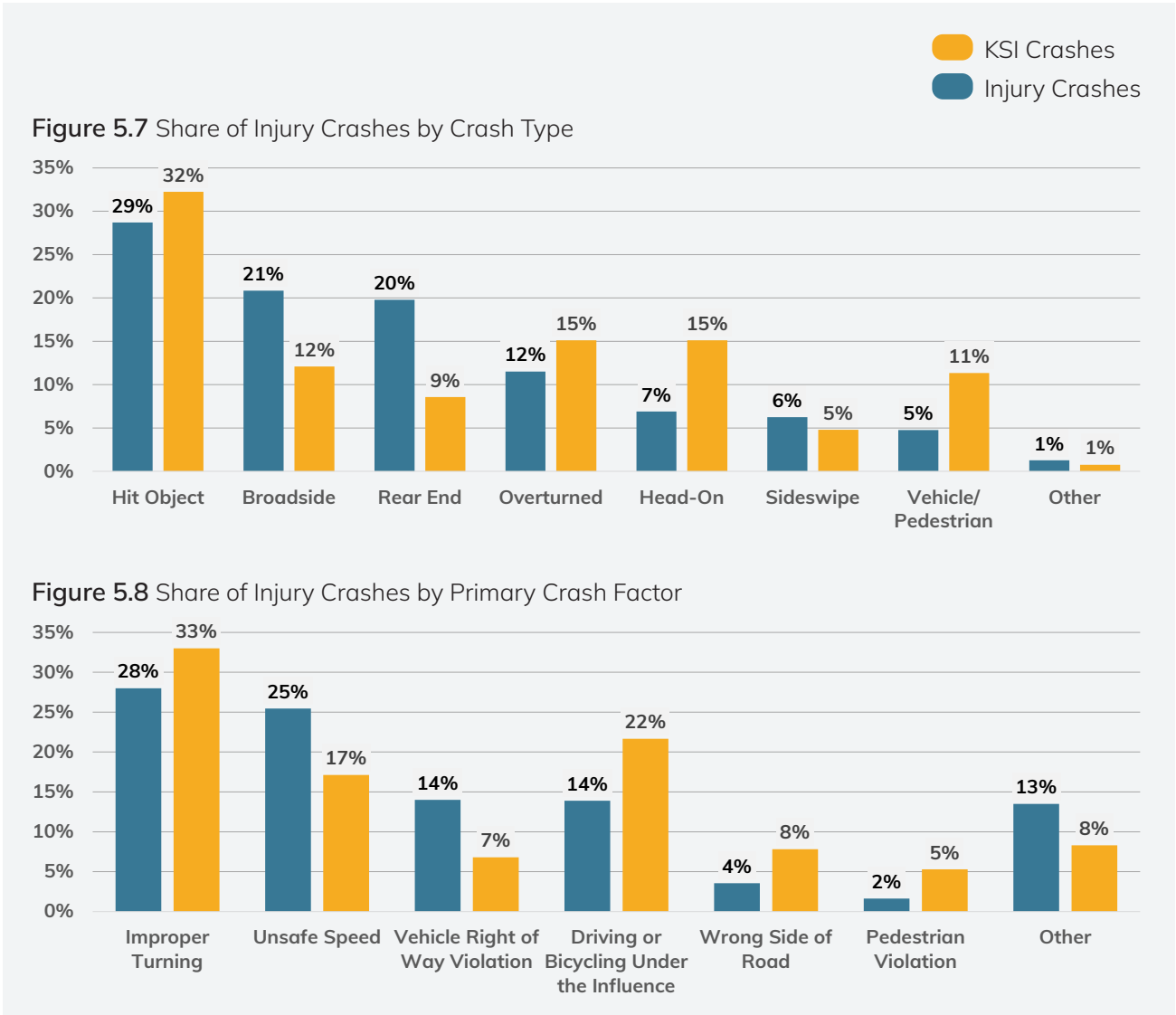
Improper turning (28 percent) was the leading reported primary cause of crashes resulting in injury, followed by unsafe speed (25 percent) and Vehicle Right of Way Violation (14 percent). Improper turning (33 percent) was the leading reported primary cause of KSI crashes followed by Driving or Bicycling Under the Influence (22 percent) and Unsafe Speed (17 percent).

Crashes by Time of Day and Lighting Condition

Overall, most crashes occurred in the daylight (63 percent), 4 percent occurred during dusk and dawn, 12 percent occurred in the dark where streetlight was present, and 21 percent in the dark with no lighting. 49 percent of KSI crashes happened in the daytime, 4 percent occurred during dusk and dawn, and 13 percent occurred in the dark with streetlight present. A disproportionately greater share of KSI crashes occurred during nighttime in areas that lacked lighting, at 33 percent compared to 21 percent of all injury crashes.

Driving Under the Influence

15 percent of all crashes resulting in injury involved someone driving under the influence of alcohol or drugs. Notably, this share was larger for KSI crashes, at 22 percent.





# Safety Corridors

Safety corridors are the roadway segments within Yuba County that had the highest number of crashes resulting in severe injury or death (KSI) in the six-year study period. Priority safety corridors are the safety corridors that experienced the highest rate of KSI crashes, are adjacent to sensitive land uses, and have high potential for severe crashes and thus, should be prioritized for improvements. The following is a list of Yuba County's priority safety corridors as identified through a safety corridor systemic analysis, task force input, and community feedback. Figure 5.11 displays Yuba County's network of safety corridors, which are shown in orange. Priority corridors are shown in red. Refer to **Appendix C** for a more detailed explanation of the safety corridor identification technical methodology.

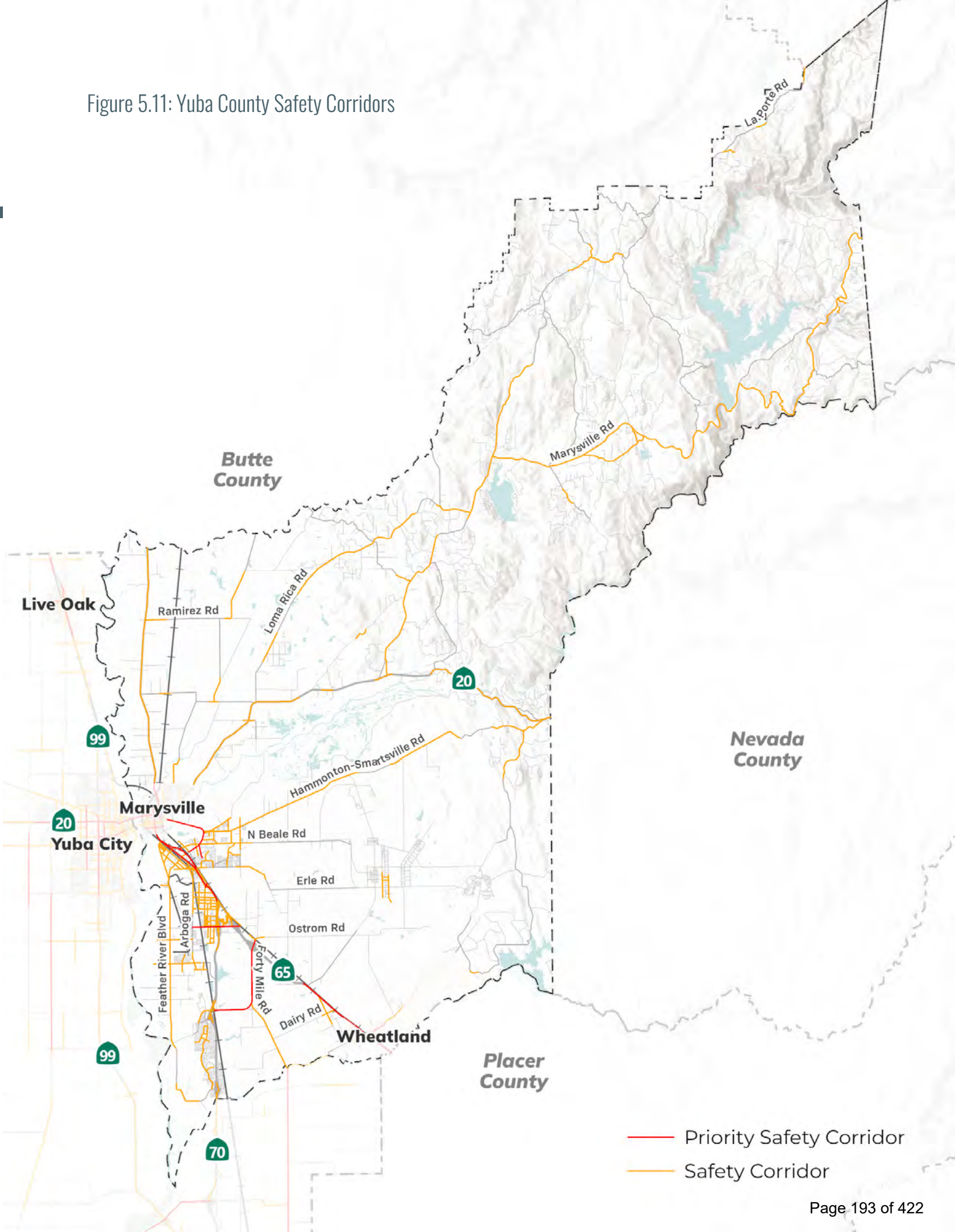
- SR 70 from Yuba River to SR 65 Junction
- SR 65 from Morrison Rd/Rancho Rd to Wheatland city limits
- North Beale Rd/Lindhurst Ave from SR 70 to Erle Rd
- Simpson Ln from Yuba River to Hammonton-Smartsville Rd
- Hammonton-Smartsville Rd from Simpson Ln to Avondale Ave/Rupert Ave
- Grove Ave from Hammonton Smartsville Rd to Shoreline Dr
- Olivehurst Ave from Powerline/Chestnut roundabout to Lindhurst Ave
- McGowan Pkwy from Arboga Rd to Rancho Rd
- Plumas Arboga Rd from SR 70 to Forty Mile Rd
- Forty Mile Rd from Rancho Rd to Plumas Arboga Rd

Priority Safety Corridors were identified to provide the list of locations for actionable next steps with additional study. Studies could include recommended engineering safety countermeasures with targeted improvements to address crash history or focused programs identified in the Action Plan chapter.

### Safety Corridor Inset:



Figure 5.11: Yuba County Safety Corridors



— Priority Safety Corridor  
— Safety Corridor



# Community Snapshot

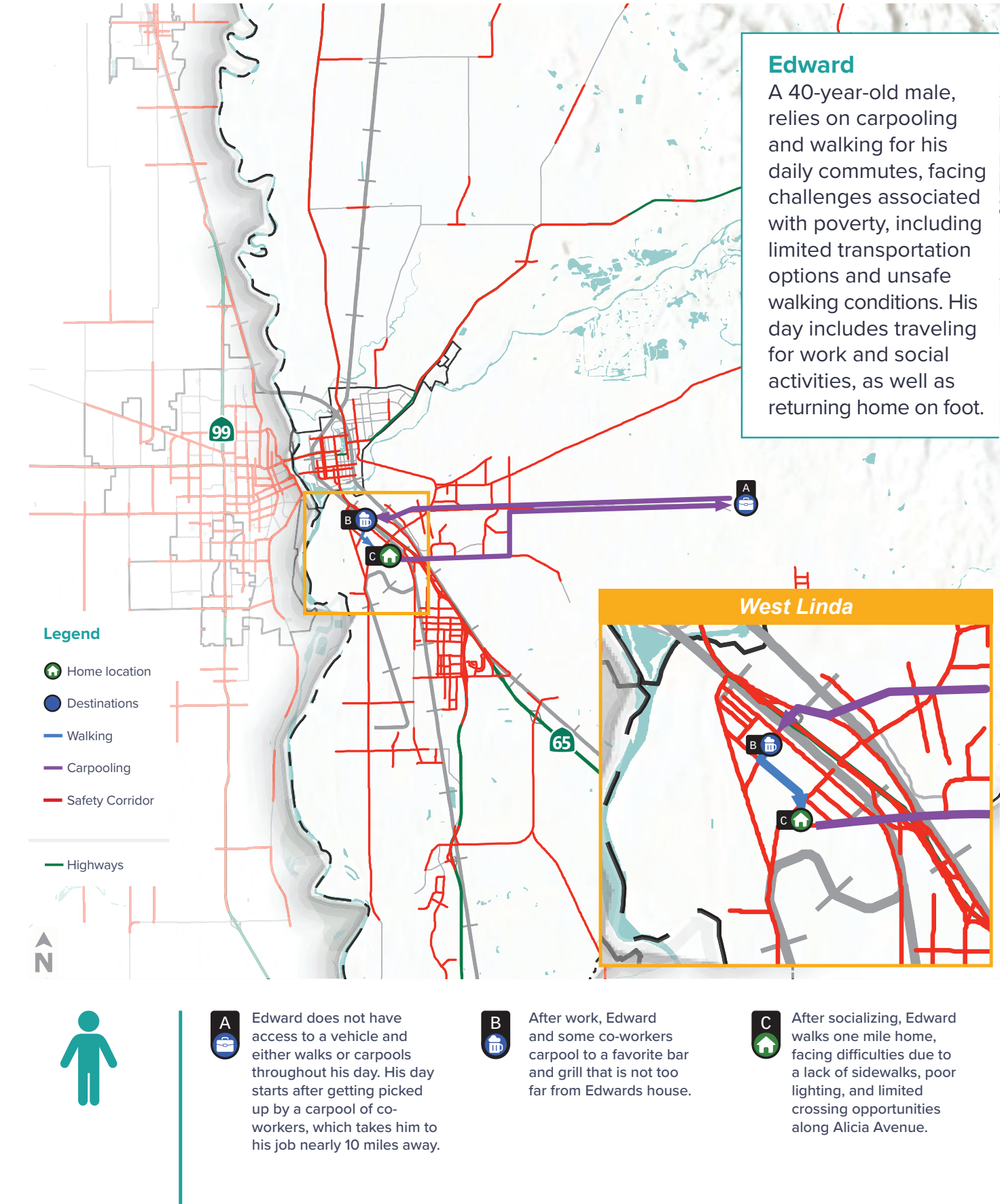
This community snapshot features Edward, a fictional character created to illustrate the daily transportation challenges faced by someone without a personal vehicle in unincorporated Yuba County. The experiences of this character are based on census data as well as local lived experiences.



Edward’s daily routine highlights the transportation struggles faced by individuals living in poverty, as shown in Figure 5.12. Without access to a personal vehicle, he relies on carpooling with co-workers to travel nearly 10 miles to his job and later to a nearby bar and grill for socializing. His return home is on foot, covering about a mile. This walk, however, is fraught with safety hazards. The route along Alicia Avenue lacks sidewalks, has poor lighting, and offers limited safe crossing points, making it a dangerous journey.

Although a majority of Yuba County residents (84 percent) primarily rely on cars for transportation, a significant portion still travel on foot (11 percent). Edward’s experience underscores the broader challenges of inadequate infrastructure and limited mobility options in underserved communities, and how pedestrians should be given greater consideration when planning and implementing safety improvements.

Figure 5.12: Yuba County Community Snapshot







# Focus Areas

Six focus areas were identified through a systemic analysis of crash records to represent the most significant patterns behind injury crashes—and especially KSI crashes—in the region. These focus areas are identified with the letters “A” through “F” and each one is applicable to one, several, or all of the communities covered by this RSAP. Following each crash focus area is a set of potential countermeasures that should be considered for implementation to improve safety outcomes. **Appendix D** contains a more detailed summary of each countermeasure.

Yuba County’s traffic safety challenges can be understood through a subset of these focus areas:



**FOCUS AREA C**  
**Driving Under the Influence**



**FOCUS AREA D**  
**Crashes Involving People Walking and Biking**



**FOCUS AREA B**  
**Improper Turning Away from Intersections**



**FOCUS AREA B**  
**Hit Object**





FOCUS AREA C

Driving Under the Influence

INJURY CRASH STATISTICS

293 (15%) Total Crashes

92 (23%) KSI Crashes

Driving under the influence (DUI) is a significant contributor to injury crashes, especially and disproportionately to KSI crashes. Alcohol impairment was involved in 15 percent (of Yuba County’s total crashes but accounted for 23 percent of all Yuba County’s KSI crashes. Figure 5.12 displays all DUI crashes within unincorporated Yuba County.

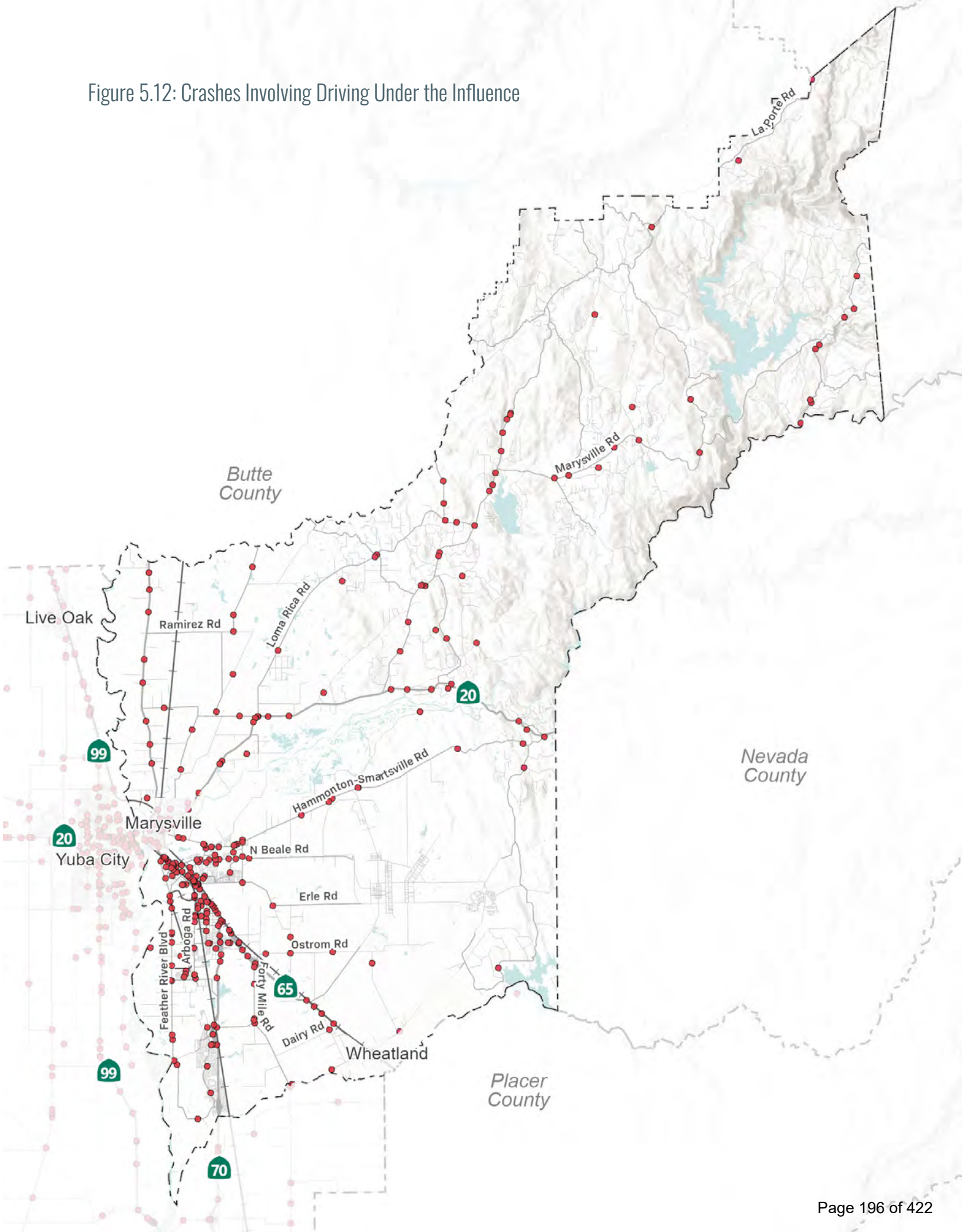
Two-thirds of DUI crashes were concentrated in the southwest portion of the county—many of them in and near Linda, West Linda, and Olivehurst—on Hammonton Smartville Road, North Beale Road, State Routes 65 and 70, Arboga Road, Feather River Boulevard, Olivehurst Avenue, and Forty Mile Road. The rest of the crashes were dispersed widely north of the Yuba River, on SR 70 and SR 49, and Marysville Road, mostly. Local law enforcement and public works staff identified

the Amphitheater and Casino as probable influences. Friday, Saturday, and Sunday see higher crash frequency around 6pm to 3am, compared to other times of day and days of the week. Most DUI crashes occurred on county and state roads where there are posted speed limits of 55 MPH.

Hit object was the most common type of crash to result from DUI crashes and accounted for 48 percent (142 crashes) of them and 42 percent of KSI crashes (40 crashes). These DUI-hit object crashes were spread across the county in a pattern similar to that of all DUI crashes.

The most effective countermeasures for DUI crashes fall under non-engineering programs that target education and enforcement.

Figure 5.12: Crashes Involving Driving Under the Influence







FOCUS AREA D

Crashes Involving People Walking and Biking

INJURY CRASH STATISTICS

160 (8%) Total Crashes

70 (18%) KSI Crashes

Pedestrians and bicyclists are vulnerable roadway users. Although crashes involving people walking and biking make up only eight percent of all crashes, they account for nearly eighteen percent of all KSI crashes in unincorporated Yuba County. Figure 5.13 displays all crashes that involved people walking and biking.

These crashes are concentrated in the unincorporated communities of West Linda, Linda, and Olivehurst. There are higher rates of KSI crashes involving bicyclists and pedestrians on arterials such as McGowan Parkway, Feather River Boulevard, North Beale Road,

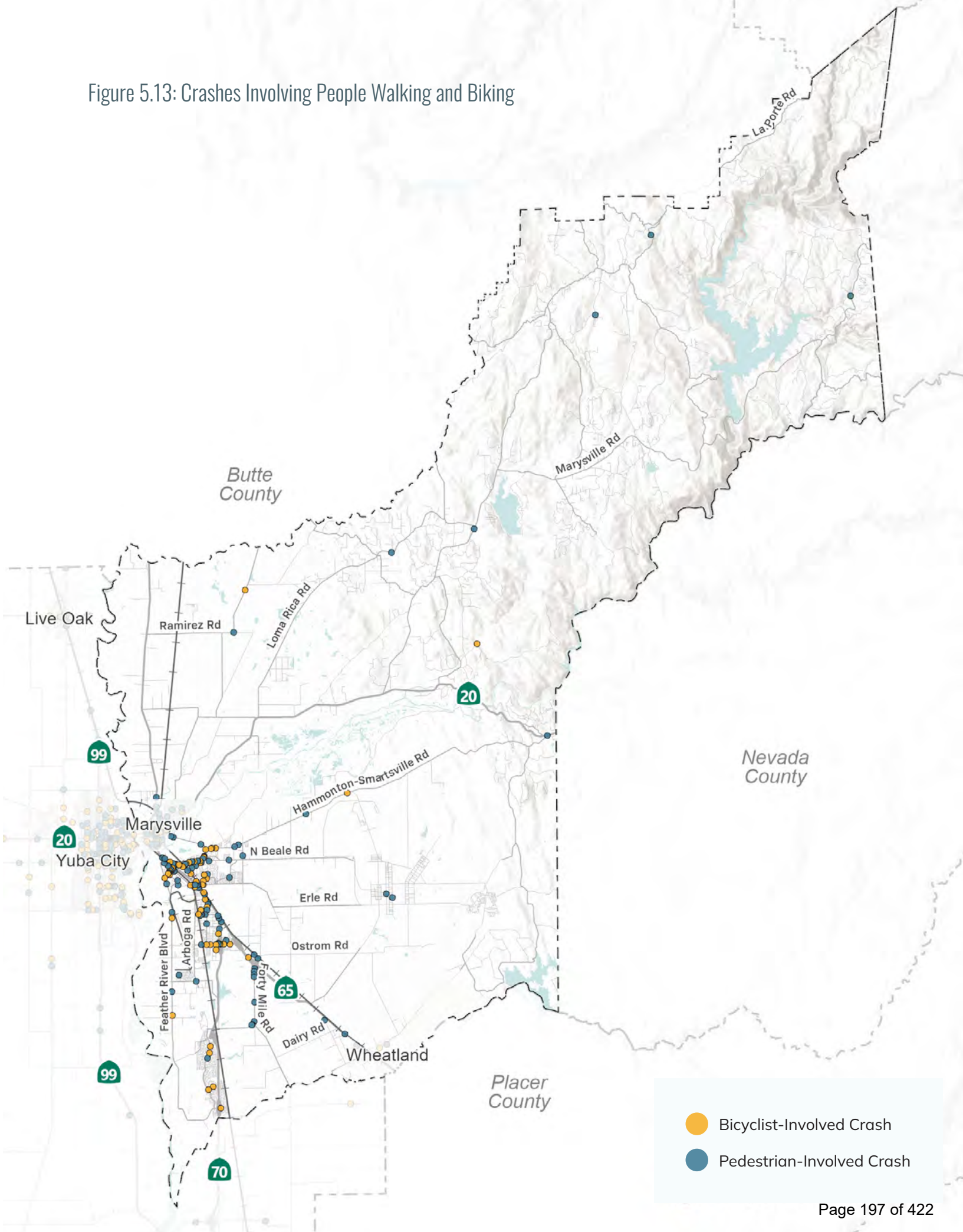
and Forty Mile Road. There are numerous crashes on arterial segments where retail businesses and homes are present along either side of the road:

- Feather River Boulevard, between Alicia Avenue and SR 70
- North Beale Road, between Silverwood Street and Hammonton Smartville Road

Mid-block crashes occurred in some areas where pedestrian crossings are sparse—particularly on Lindhurst Avenue and Hammonton Smartville Road.



Figure 5.13: Crashes Involving People Walking and Biking





The following countermeasures reduce risks for crashes involving pedestrians and bicyclists by making them more visible to drivers, providing safer and more frequent opportunities to cross busy roads, and creating dedicated or protected spaces for their use.

Potential Countermeasures



Add Sidewalk



High-Visibility Crosswalk



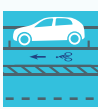
Rectangular Rapid Flashing Beacon



Leading Pedestrian Interval and Pedestrian Recall



Separated Bikeway



Buffered Bike Lanes



Curb Extensions



Co-Locate Bus Stops and Pedestrian Crossings



Pedestrian Hybrid Beacon



Shared-Use Path



Bike Lane



Green Conflict Striping







FOCUS AREA E

Improper Turning Away from Intersections

INJURY CRASH STATISTICS

383 (19%) Total Crashes

99 (25%) KSI Crashes

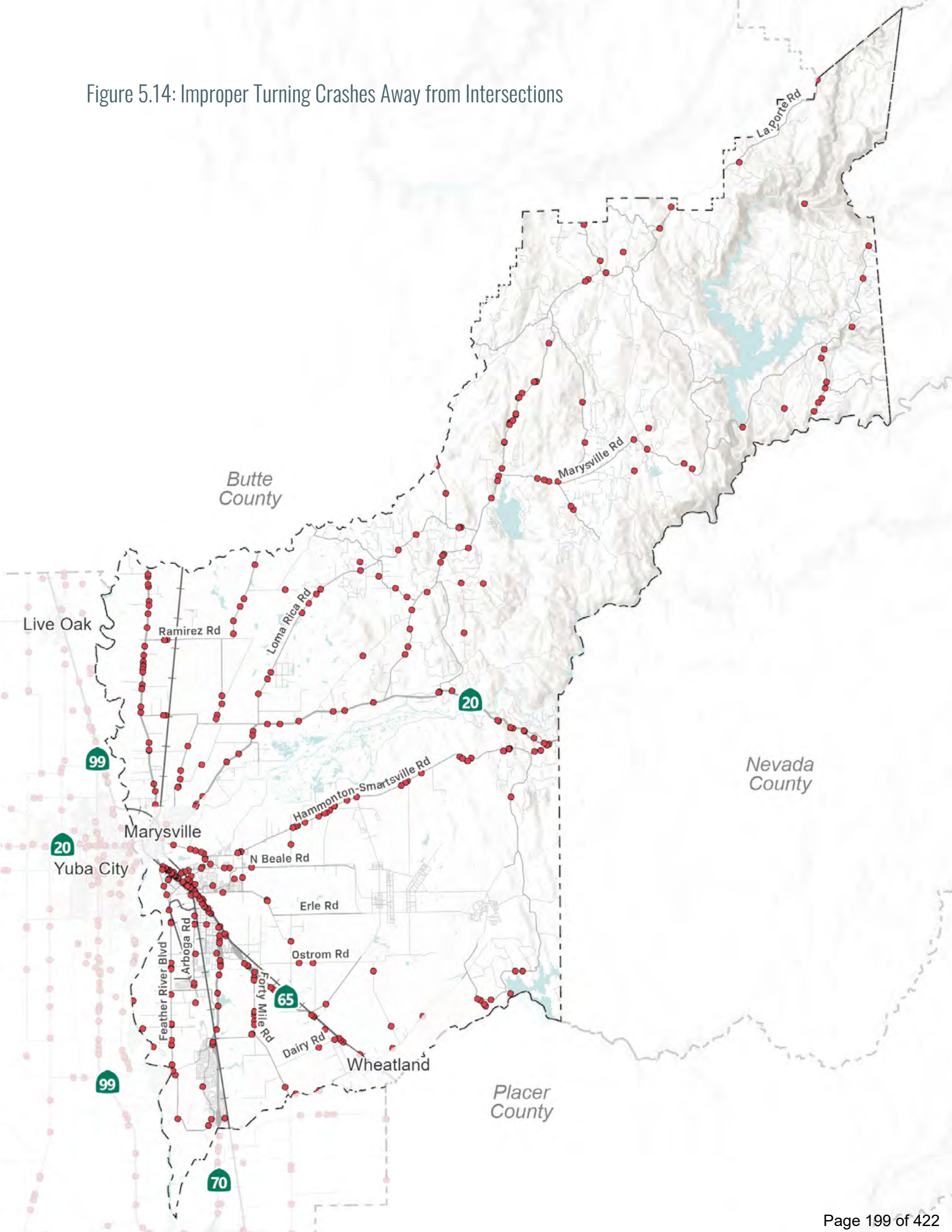
Improper turning remains one of the leading primary contributors to crashes and accounts for 552 of Yuba County’s crashes. Moreover, most of them occurred away from an intersection, rather than at them. Of those 552 crashes, 383 took place away from an intersection, making up 19 percent of the county’s crashes. 99 (25 percent) of Yuba County’s improper-turning KSI crashes occurred away from an intersection. Figure 5.14 displays the locations of these crashes.

58 percent of these crashes led to hit object and 22 percent to overturned. 70 percent were traveling at speeds exceeding 50 MPH. In the moments leading up to them, 44 percent of parties that were at fault made an unsafe turning action and 27 percent ran off the

road. This pattern could suggest that high-speed unsafe lane changes, erratic steering, or distracted driving on roads may have led to these crashes.

SR 70 experienced the highest frequency of improper turning crashes occurring away from intersections. These crashes were highly concentrated along SR 70 between the northwest limits of Linda and Olivehurst Avenue and moderately concentrated on SR 70 north of Marysville as well as Hammonton Smartville Road. The remaining crashes were mostly dispersed on corridors within the vicinity of Linda, Oliveshurst, and Wheatland, such as Feather River Boulevard, in addition to more rural roads such as SR 20, Marysville Road/Willow Glen Road, and Loma Rica Road.

Figure 5.14: Improper Turning Crashes Away from Intersections





Yuba County

A combination of signage, roadway enhancements, and visibility improvements, such as rumble strips, curve warning signs, guardrails, and delineators, can help prevent unsafe turning and roadway departures by guiding drivers and providing recovery space. These countermeasures, especially when paired with speed limit reductions, reduce crash severity by lowering the kinetic energy transferred during high-speed impacts, helping prevent serious injuries.

Potential Countermeasures

|                                                                                     |                                        |                                                                                     |                                    |
|-------------------------------------------------------------------------------------|----------------------------------------|-------------------------------------------------------------------------------------|------------------------------------|
|    | Rumble Strips                          |    | Guardrail                          |
|   | Safety Edge                            |   | Widen/Pave Shoulder                |
|  | Create/Increase Clear Zone             |  | Speed Limit Reduction              |
|  | Curve Advance Warning Sign             |  | Chevron Signs on Horizontal Curves |
|  | Delineators, Reflectors, and/or Object |                                                                                     |                                    |







FOCUS AREA F

Hit Object

INJURY CRASH STATISTICS

566 (29%) Total Crashes

129 (32%) KSI Crashes

Hit-object crashes emerged as the most prevalent crash type in unincorporated Yuba County. This crash type composes 566 (29 percent) of the county’s crashes overall, and 129 (32 percent) of the county’s KSI crashes. As expected, 96% of all hit-object crashes involved only one party. Figure 5.15 displays all hit object crases between 2018 and 2023 in unincorporated Yuba County.

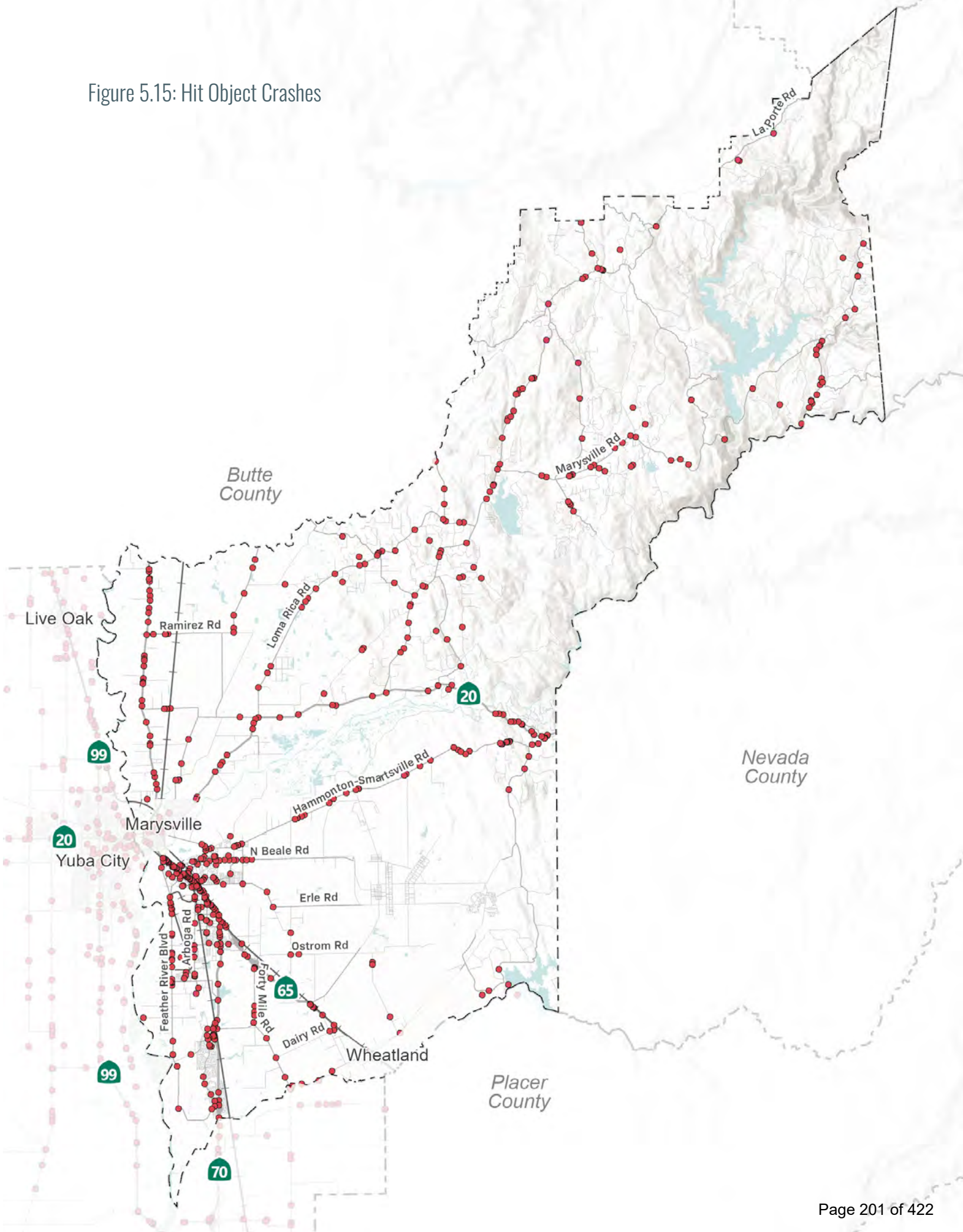
Two-thirds of this type of crash occurred on non-state facilities. Many of these county road hit object crashes occurred in rural eastern Yuba County on narrow, tree-lined roadways and near residential areas, mainly Linda and Olivehurst, where roads are two to four lanes and many have on-street parking. Leading up to the crashes, 40 percent of at-fault vehicles made some unsafe turning movement, such as abrupt lane changes or erratic steering wheel maneuvers, and 30 percent ran off the road.

A smaller share of vehicles were proceeding straight (19 percent). As a result, most of the objects hit were fixed objects (80 percent), such as trees and utility poles on the side of the road; 10 percent were other objects such as items dropped from a vehicle or a parked vehicle; and two percent were animals.

Similar to the improper turning crash focus area, a significant amount of hit object crashes took place on SR 70, especially between the northwest limits of Linda and the SR 70 and SR 65 merge. Hit object crashes were also frequently reported along Hammonton Smartville Road, SR 20, Marysville Road/ Willow Glen Road, and Loma Rica Road. Within the unincorporated communities, hit object crashes were prominent along North Beale Road and Feather River Boulevard and in the northern portion of Plumas Lake.



Figure 5.15: Hit Object Crashes





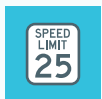
Yuba County

Countermeasures like guardrails, clear zone improvements, and widened or paved shoulders can help prevent crashes with objects and provide recovery space. Rumble strips, safety edge treatments, and delineators or reflectors enhance driver awareness and guidance, especially in low-visibility conditions. Speed limit reductions are especially critical, as lower speeds directly reduce the kinetic energy transferred during a crash, which in turn lowers the risk of severe injury or fatality.

Potential Countermeasures



Delineators, Reflectors, and/or Object



Speed Limit Reduction



Rumble Strips



Guardrail



Safety Edge



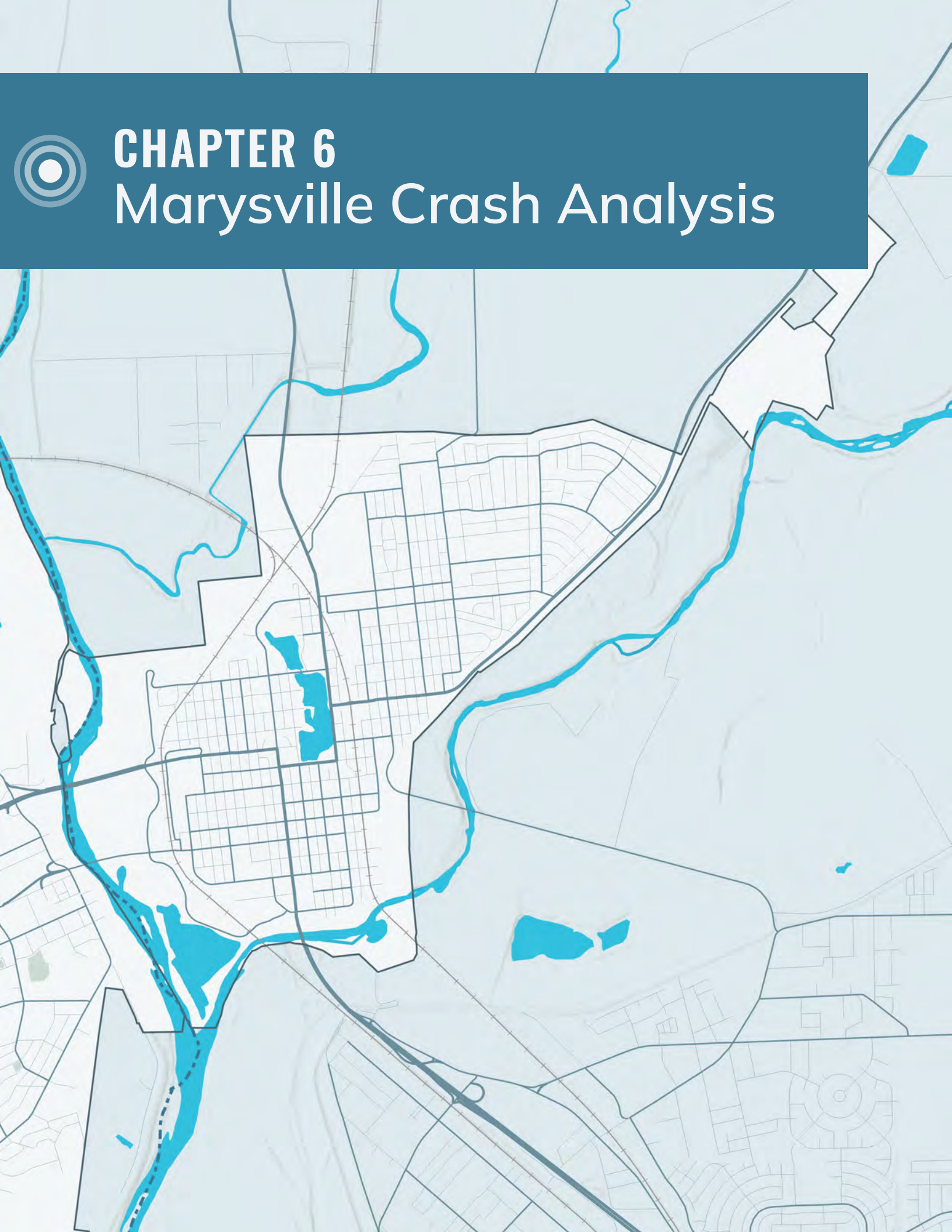
Widen/Pave Shoulder



Create/Increase Clear Zone







## CHAPTER 6 Marysville Crash Analysis

# This Plan and Our Region

### Introduction

Marysville is the county seat of Yuba County, with a population of nearly 13,000. It lies near the confluence of the Yuba and Feather Rivers near Yuba City, which is located just across the Feather River to the west.

The city features a compact and historically rich urban layout, shaped by its riverfront location and legacy as a Gold Rush-era city. Ellis Lake, a central landmark, is in the heart of town. The western half of the city features an older, denser downtown, commercial areas, and community amenities. The eastern portion consists of schools, parks, and residential neighborhoods. State Route 20/10th Street, State Route 70/E Street, B Street, and 12th Street are the city's key corridors, connecting residents to key destinations throughout the city and around the region.

### Communities of Concern

Sociodemographic data sources are helpful to better understand the community, as well as when applying for state and federal grant funding to implement infrastructure projects. Figure 6.1 shows locations in Marysville that meet the criteria for two community metrics relevant to grant applications:

- Caltrans Transportation Equity Index (EQI) Transportation-Based Priority Populations: 10 percent of Marysville's population meets Caltrans' threshold for Transportation-Disadvantaged status, compared to 16 percent statewide.
- USDOT Areas of Persistent Poverty and Historically Disadvantaged Communities: 35 percent of Marysville's population lives in areas of persistent poverty and historically disadvantaged communities, compared to 28 percent statewide.

In CalEnviroScreen, which evaluates environmental burdens including air pollution, traffic density, and health vulnerabilities, Marysville received a score of 42, where the state had a score of 23, indicating that the population of Marysville experience higher levels of environmental impacts than the state as a whole.



[illegible]

Marysville has already demonstrated a commitment to roadway safety through the adoption of several plans, namely the Bicycle and Pedestrian Plan and the Local Roadway Safety Plan. The city's Bicycle and Pedestrian Plan establishes goals and policies to support a robust and safe network for people walking and biking, expanding access to community destinations, and supporting education and enforcement programs that encourage walking and biking. Similar to this Regional Safety Action Plan (RSAP), the Marysville Local Roadway Safety Plan identifies top crash patterns and locations and recommends countermeasures and projects to reduce crashes at top crash locations.

There are numerous infrastructure improvement projects currently underway or planned in Marysville. The following roadway safety projects are planned on state and local roadway facilities:

- Extend striping, install traffic lighting and rumble strips, upgrade existing signs and “install headlight” signs along SR 20 between the Feather River and E Street, 9th Street between E Street and B Street, and B Street between 9th Street and 12th Street.
- Install signs, green pavement markings, and crosswalks to improve bicyclist and pedestrian safety on SR 20 between G Street and 9th Street, and 9th Street between E Street and D Street.
- Upgrade existing crosswalks to ladder-type crosswalks and install signs at the following intersections with E Street: 8th Street, 7th Street, 6th Street, 5th Street, 4th Street, and 3rd Street.
- Construct a second right turn lane from Southbound SR 70 to Westbound SR 20 at the 9th Street and B Street intersection.
- Install audible pedestrian push-buttons and retro-reflective border back-plates on traffic signal heads at the East 12th and Ramirez Street intersection.
- As part of the Binney Junction project along SR 70 between 14th Street and Cemetery Road, widen the rail underpass, construct wider sidewalks, curb ramps, and enhance bike access.

INJURY CRASH TOTAL

295

KSI CRASH TOTAL

39

Figure 6.2  
Injury Crashes by Year, 2018 - 2023

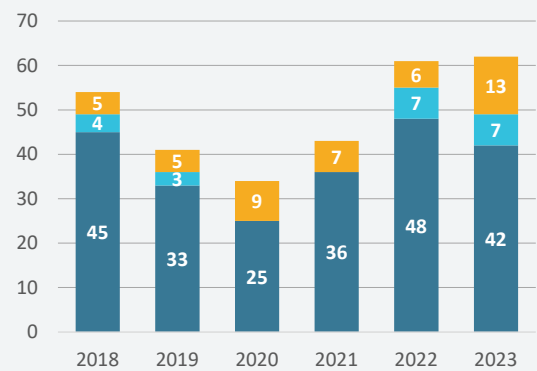
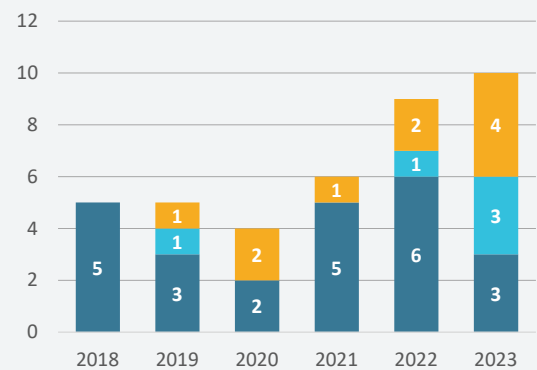


Figure 6.3  
KSI Crashes by Year, 2018 - 2023



KSI = Killed or Severely Injured

- Vehicle-Only Crashes
- Bicycle-Involved Crashes
- Pedestrian-Involved Crashes

Crash Summary

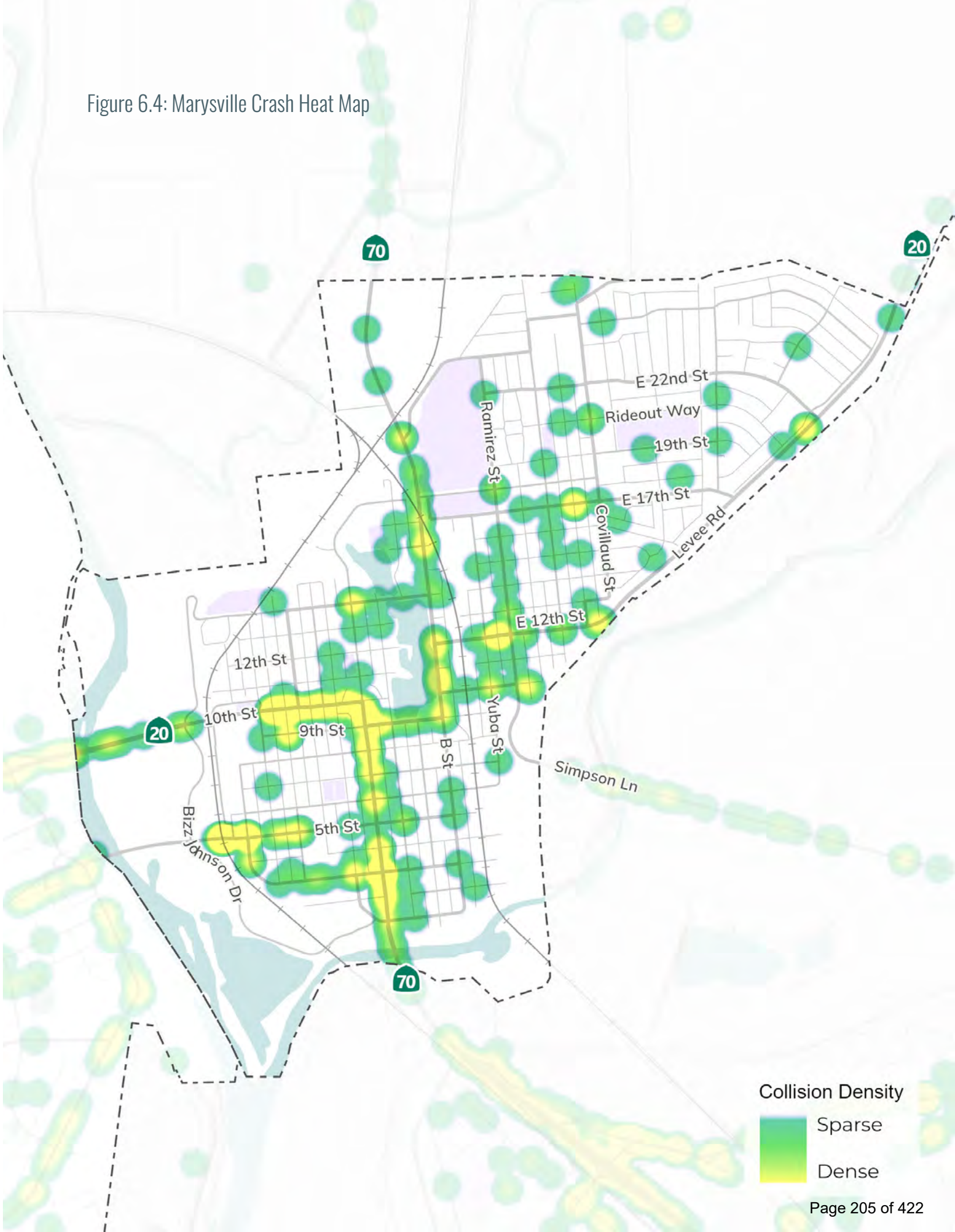
This section summarizes key findings from the city’s crash data obtained from the California Highway Patrol’s Statewide Integrated Traffic Records System (SWITRS) database, for the years 2018 to 2023. The analysis includes all crashes that led to injury and excludes property-damage-only crashes.

Within the six-year period, Marysville saw a total of 295 crashes that led to some degree of injury. 39 of those crashes involved at least one person being killed or severely injured (KSI). 21 crashes (seven percent of all injury crashes) involved bicyclists and 45 (15 percent) involved pedestrians.

Marysville saw a downward trend of overall crashes until the COVID pandemic, after which it experienced an uptick in overall crashes, specifically crashes involving bicycles. Post-2020, the share of bicycle- and pedestrian-involved KSI crashes disproportionately grew.

State Route 20 between H Street and E Street, a crash hotspot, saw 35 crashes in the six-year period, as SR 20 transitions from the freeway bridge to Downtown Marysville.

Figure 6.4: Marysville Crash Heat Map





About KSI Crashes

Severe injuries resulting from a traffic crash can result in a number of catastrophic impacts, including permanent disability, lost productivity and wages, and ongoing healthcare costs. These injuries can include:

- Broken or fractured bones
- Dislocated or distorted limbs
- Severe lacerations
- Severe burns
- Skull, spinal, chest or abdominal injuries
- Unconsciousness at or when taken from the collision scene

Throughout this analysis, the acronym KSI is used to denote crashes where someone was killed or severely injured.

KSI Summary

39 of Marysville's injury crashes resulted in a victim being Killed or Severely Injured (KSI). There was a total of ten fatalities: one was a bicyclist, another a pedestrian, and eight that were a vehicle driver or passenger. As shown in Figure 6.5, KSI crashes involved a disproportionately larger share of pedestrians and cyclists, compared to all injury crashes.

Figure 6.5  
Crash Mode Share by Severity

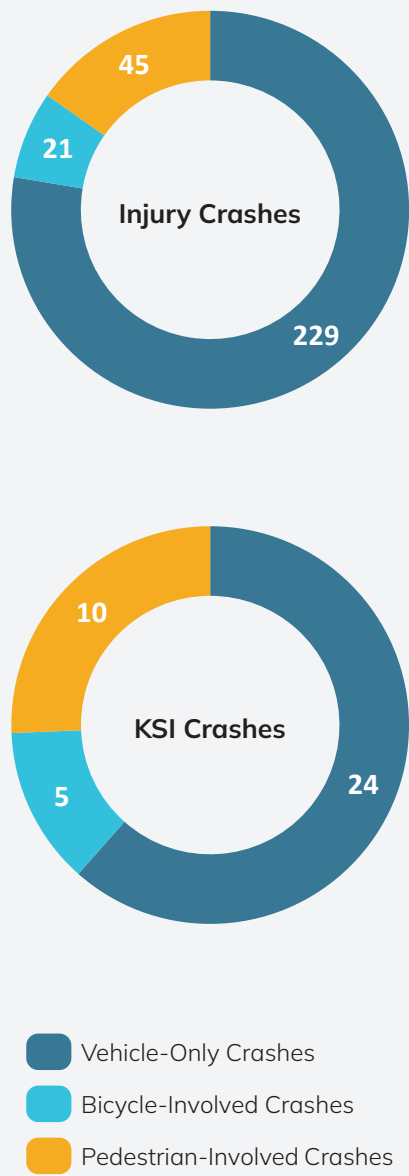


Figure 6.6: Marysville KSI Crashes



Crashes by Crash Type

Overall, broadside (37 percent), rear end (21 percent), and vehicle/pedestrian (15 percent) crashes were the most common crash types in Marysville, making up nearly three-fourths of all injury crashes. Broadside crashes are typically the result of a failure to yield to oncoming traffic that have the right of way. Similarly, broadside crashes account for 41 percent of KSI crashes, followed by vehicle/pedestrian (21 percent).

Crashes by Primary Crash Factor

Unsafe speed (25 percent), vehicle right of way (17 percent), and traffic signals and signs (14 percent) were the most common reported causes of crashes resulting in injury. SR 70, SR 20, and 3rd Street saw a majority of the unsafe speed crashes. Driving or bicycling under the influence (21 percent), unsafe speed (18 percent), and pedestrian violation (15 percent) were the leading causes of KSI crashes. A cluster of five KSI crashes occurred on SR 70 between 2nd and 3rd St. Four of these crashes were attributed to a ‘pedestrian violation.’

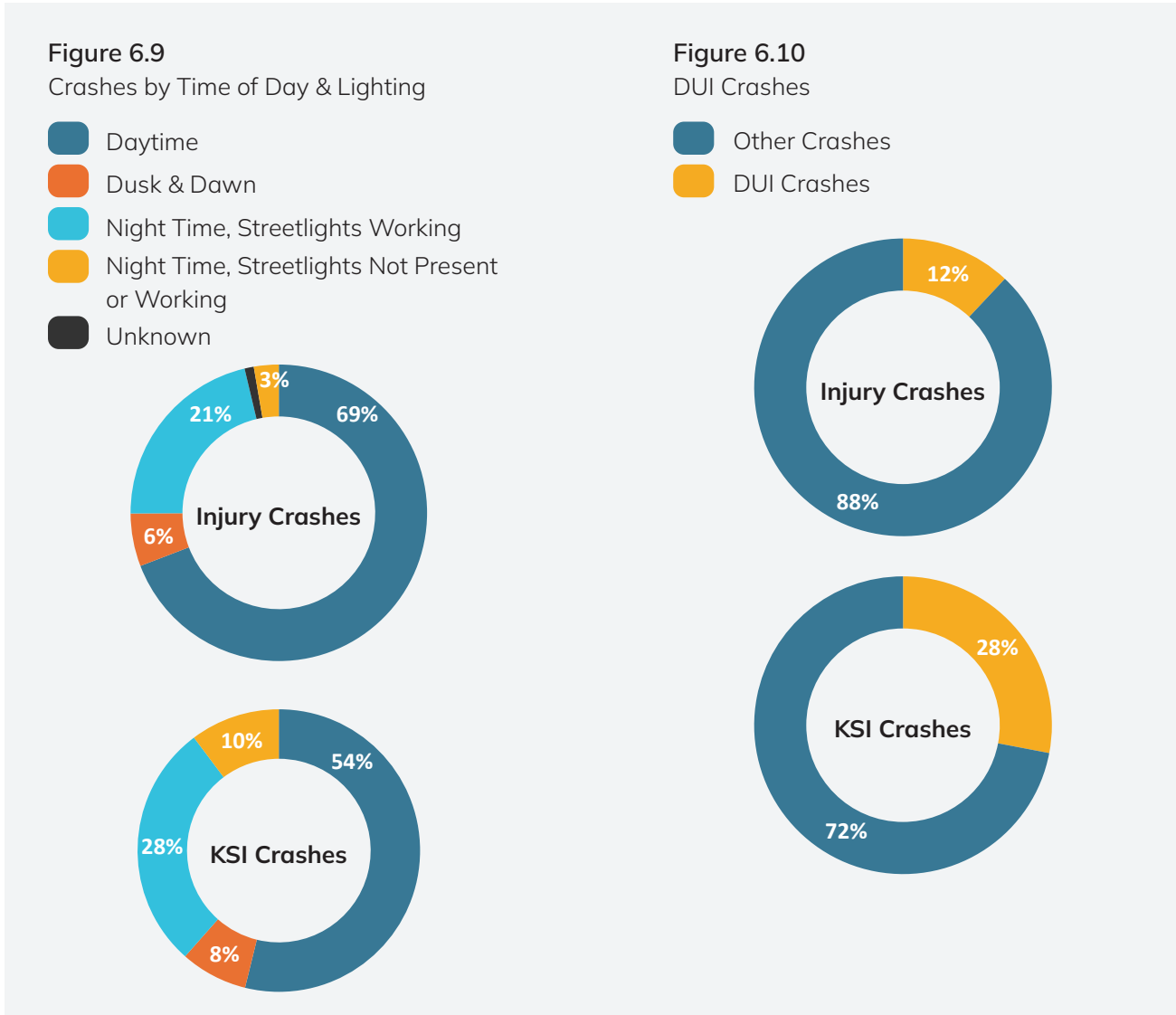
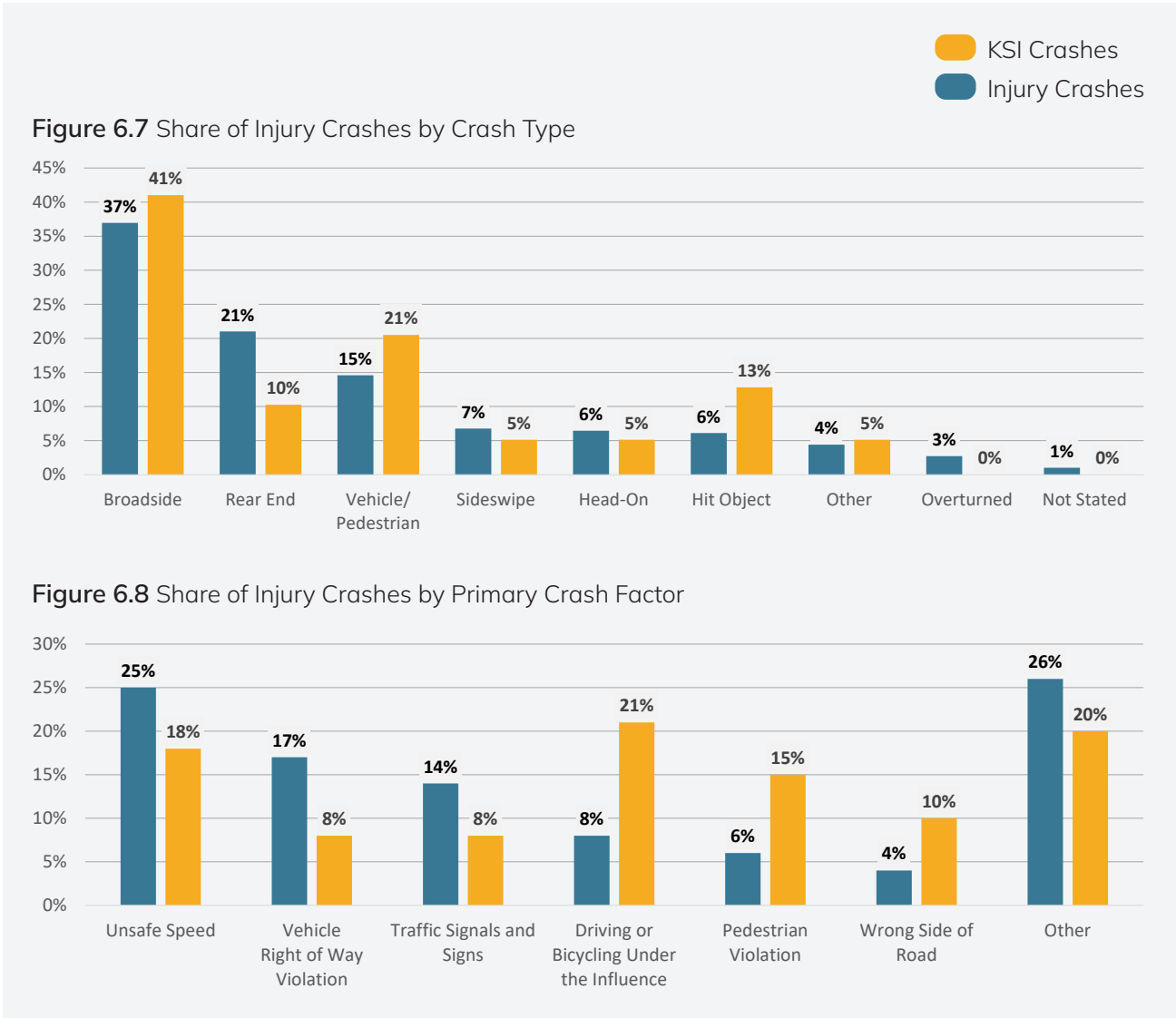
Crashes by Time of Day and Lighting Condition

Overall, most crashes occurred in the daylight (75 percent), 21 percent occurred in the dark where streetlight was present, and three percent in the dark where streetlight was not present or working properly. The segment of 5th Street between the underpass and Olive Street had two crashes that occurred under dark and no lighting conditions. A disproportionately greater share of KSI crashes occurred in the dark at areas lacking proper lighting, at 10 percent. There was also a larger share of KSI crashes happening in the

dark with streetlight present, at 28 percent compared to 21 percent for all crashes.

Driving Under the Influence

12 percent of all crashes resulting in injury involved someone driving under the influence of alcohol or drugs. Notably, 28 percent of KSI crashes involved a DUI.



Note: Lighting conditions for two crashes (1 percent) in Marysville were unreported.



# Safety Corridors

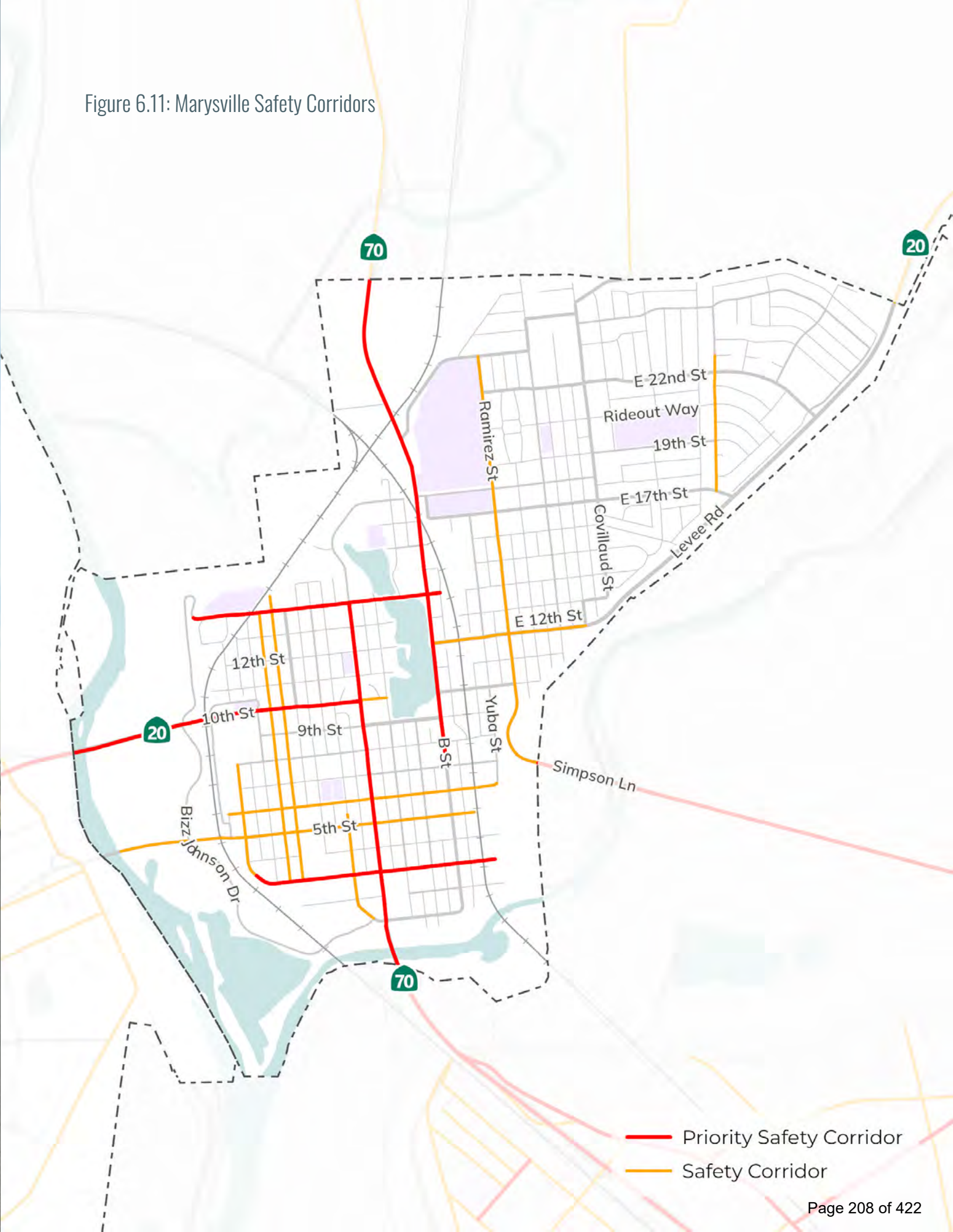
Safety corridors are the roadway segments within Marysville that had the highest number of crashes resulting in severe injury or death (KSI) in the six-year study period. Priority safety corridors are the safety corridors that experienced the highest rate of KSI crashes, are adjacent to sensitive land uses, and have high potential for severe crashes and thus, should be prioritized for improvements.

The following is a list of Marysville’s priority safety corridors as identified through a safety corridor systemic analysis, task force input, and community feedback. Figure 6.11 displays Marysville’s network of safety corridors, which are shown in orange. Priority corridors are shown in red. Refer to Appendix C for a more detailed explanation of the safety corridor identification technical methodology.

- 10th Street/SR 20 from the Feather River to E Street/SR 70
- E Street/SR 70 from 14th Street to the Yuba River
- B Street/SR 70 from the city boundary to 8th Street
- 14th Street from Biz Johnson Drive to B Street
- 3rd Street from J Street to A Street

Priority Safety Corridors were identified to provide the list of locations for actionable next steps with additional study. Studies could include recommended engineering safety countermeasures with targeted improvements to address crash history or focused programs identified in the Action Plan chapter.

Figure 6.11: Marysville Safety Corridors





# Community Snapshot

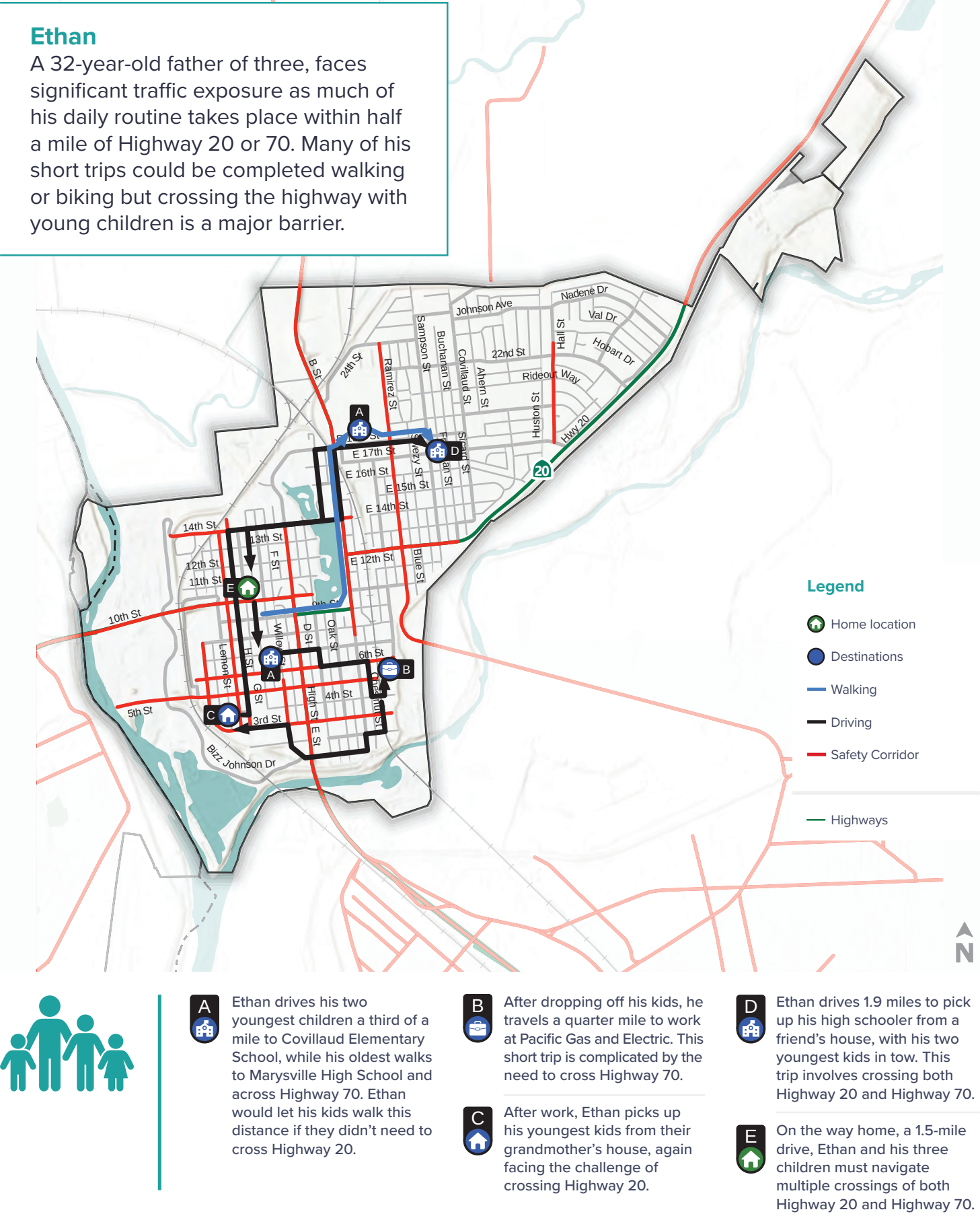
This community snapshot features Ethan, a fictional character created to illustrate the daily transportation challenges faced by a father in Marysville. The experiences of this character are based on census data as well as local lived experiences.



For Ethan, everyday travel presents a series of safety challenges that are shaped by the city’s roadway design and traffic conditions. Despite the short distances between his home, children’s schools, workplace, and family members’ homes, Ethan’s routine requires multiple crossings of State Routes 20 and 70, high-speed corridors that cut through the heart of the city. These highways, while essential for regional mobility, create significant barriers for local travel, especially for families with young children. Figure 6.12 describes Ethan’s routine in greater detail, highlighting some of the factors that influence travel choices for him and his children.

Ethan’s experience reflects the broader safety concerns faced by many Marysville residents, where short trips are often made by car not out of convenience, but out of necessity due to unsafe walking and biking conditions. Although a majority of trips are made by car (82 percent) a significant portion still travel by foot (15 percent). This mode share should be given greater consideration when planning and implementing safety improvements.

Figure 6.12: Marysville Community Snapshot







# Focus Areas

Six focus areas were identified through a systemic analysis of crash records to represent the most significant patterns behind injury crashes—and especially KSI crashes—in the region. These focus areas are identified with the letters “A” through “F” and each one is applicable to one, several, or all of the communities covered by this RSAP. Following each crash focus area is a set of potential countermeasures that should be considered for implementation to improve safety outcomes. **Appendix D** contains a more detailed summary of each countermeasure.

Marysville’s traffic safety challenges can be understood through a subset of these focus areas:



**FOCUS AREA A**

Crashes on State Highways Serving as Main Streets



**FOCUS AREA B**

Right-of-Way Issues at Intersections



**FOCUS AREA C**

Driving Under the Influence



**FOCUS AREA D**

Crashes Involving People Walking and Biking





FOCUS AREA A

Crashes on State Highways Serving as Main Streets

INJURY CRASH STATISTICS

163 (55%) Total Crashes

25 (64%) KSI Crashes

State Route 20 and State Route 70, which run directly through Marysville, serve not only as regional connectors but also as primary streets within the city. These roads are designed for mobility and speed, yet they also function as main streets within the city and pass through areas where people live, shop, walk, and bike. The result is a mismatch between the functional design of the roadway and downtown/city environment, contributing to elevated crash rates.

In the six-year study period, 163 injury crashes occurred on SR 70 and SR 20 in Marysville, which equates to roughly one crash resulting in injury every 13 days.

Overall, the types of crashes that resulted on these state highways that double as main streets in Marysville are mostly broadside (32 percent) and rear end (21 percent) crashes.

Although these were the most common crash types, hit object crashes (7 percent) under this focus area made up a disproportionately larger share of KSI crashes (16 percent of KSI crashes). The vehicles in these crashes were hitting fixed objects such as trees and poles on the side of the road.

- Crashes were particularly common on the following segments:
- 10th Street (SR 20) between I Street and D Street
  - B Street (SR 20 and SR 70) between 9th Street and East 12th Street
  - E Street (SR 70) between 3rd Street and 1st Street.

There were also clusters at the following intersections with SR 70: 4th, 6th, 7th, and 8th Streets.



Figure 6.13: Crashes on State Highways Serving as Main Streets





Marysville

The following countermeasures can improve safety along highway main streets by slowing vehicle speeds, organizing traffic flow, and reducing conflict points between drivers, pedestrians, and bicyclists. Treatments like bike lanes, sidewalks, medians, and lighting

enhance visibility and protection for vulnerable users like pedestrians and bicyclists, while speed management and intersection controls help lower the likelihood and severity of crashes. Together, these strategies can create safer conditions for all roadway users.

Potential Countermeasures

- 

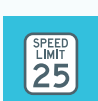
Traffic Signal
- 

Close Slip Lane
- 

Advance Stop Bar
- 

Driveway Consolidation
- 

Bike Lane
- 

Separated Bikeways
- 

Speed Limit Reduction
- 

Advanced Dilemma Zone Detection
- 

All-Red Signal Time
- 

Retroreflective Tape on Signals
- 

Roundabout
- 

Slow Turn Wedge
- 

Lane Narrowing
- 

Directional Median Openings to Restrict Left Turns
- 

Buffered Bike Lanes
- 

Speed Feedback Sign
- 

Street Lighting
- 

Flashing Yellow Turn Phase
- 

Speed Sensitive Rest in Red Signal







Ellis Lake in Marysville



## FOCUS AREA B

### Right-of-Way at Intersections



#### INJURY CRASH STATISTICS

**89** (30%) **Total Crashes**

**6** (15%) **KSI Crashes**

89 crashes were recorded at intersections where the primary contributing factor was a right-of-way violation. These incidents predominantly stemmed from drivers failing to yield to oncoming or cross traffic that legally possessed the right-of-way. In many cases, motorists either misjudged the speed and distance of approaching vehicles or did not come to a complete stop at the appropriate

distance from the main thoroughfare. As a result, the majority of these crashes culminated in broadside, or T-bone, crashes—an especially dangerous type of crash. Broadside crashes are often severe due to the limited protection on the sides of vehicles, highlighting the importance of right-of-way compliance at intersections.





Marysville

Most of these crashes occurred in downtown Marysville on SR 20 and 70, and scattered along I, J, F, and 5th Streets. A concentration of crashes occurred on 10th Street/SR 20 east of Ellis Lake. Intersection right-of-way issues were prevalent throughout much of downtown Marysville, especially on high-traffic streets like 10th Street, 5th Street, and 12th Street.

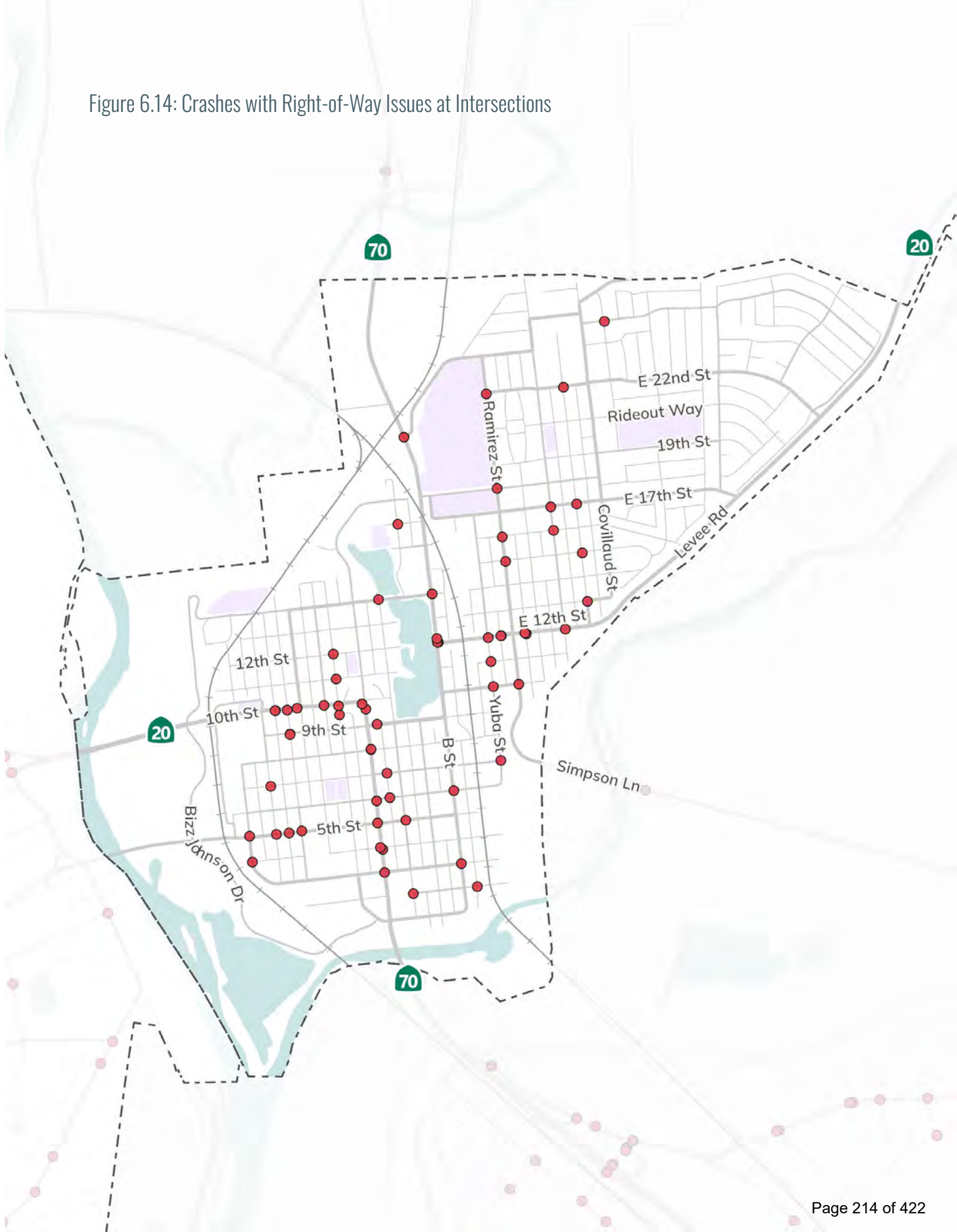
The following countermeasures directly target right-of-way issues by making intersections

safer, more predictable, and easier to navigate. Treatments such as roundabouts, traffic signals, and protected left turns mitigate crash risks by clarifying priority, and design features like lane narrowing and intersection tightening further slow vehicles down to reduce impact upon collision. High-visibility crosswalks, bike lanes, and pedestrian beacons enhance visibility of vulnerable roadway users and right-of-way compliance.

Potential Countermeasures

- |                                                                                     |                                            |                                                                                     |                                     |
|-------------------------------------------------------------------------------------|--------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------|
|    | Roundabout                                 |    | Traffic Signal                      |
|    | Neighborhood Traffic Circle                |    | Close Slip Lane                     |
|   | Intersection Reconstruction and Tightening |   | Slow Turn Wedge                     |
|  | Advance Stop Bar                           |  | Centerline Hardening                |
|  | Raised Median                              |  | Lane Narrowing                      |
|  | Road Diet                                  |  | Through Bike Lane at Intersection   |
|  | Rectangular Rapid Flashing Beacon          |  | Pedestrian Hybrid Beacon            |
|  | High-Visibility Crosswalk                  |  | Bicycle Signal/Exclusive Bike Phase |
|  | Advanced Dilemma Zone Detection            |  | Protected Left Turns                |
|  | Flashing Yellow Turn Phase                 |  | All-Red Signal Time                 |

Figure 6.14: Crashes with Right-of-Way Issues at Intersections







FOCUS AREA C

Driving Under the Influence

INJURY CRASH STATISTICS

|          |               |          |             |
|----------|---------------|----------|-------------|
| 36 (12%) | Total Crashes | 11 (28%) | KSI Crashes |
|----------|---------------|----------|-------------|

Driving under the influence remains a leading cause of severe and fatal crashes in Marysville, with impaired driving incidents disproportionately contributing to the city’s most serious roadway outcomes. While DUI-related crashes account for only 12 percent (36 crashes) of all crashes in Marysville, they represent 28 percent (11 crashes) of KSI crashes. Figure 6.12 illustrates all DUI crashes that occurred within Marysville.

A concerning trend in DUI-related crashes is the high incidence of vehicle-pedestrian crashes, which account for 19 percent of DUI

crashes, followed by broadside (17 percent), and head-on collisions (17 percent). DUI crashes tend to pose a greater risk to those involved; one-fourth of DUI crashes where a driver hit a person walking resulted in severe injury or death. There is a notable concentration of these crashes around the downtown core along SR 20 and SR 70, 5th Street, and 3rd Street.

Addressing DUI-related crashes most effectively requires non-engineering strategies, particularly those focused on education and enforcement.



Figure 6.15: Crashes Involving Driving Under the Influence







FOCUS AREA D

Crashes Involving People Walking and Biking

INJURY CRASH STATISTICS

66 (22%) Total Crashes

15 (38%) KSI Crashes

Pedestrians and bicyclists are among the most vulnerable users on Marysville’s roadways. While they represent a smaller share of overall traffic, they are involved in 22 percent of all crashes in the city, and account for an alarming 38 percent of KSI crashes. These incidents disproportionately affect pedestrians, who are involved in two-thirds of all crashes involving vulnerable road users.

The high volume of traffic in areas where people live, shop, walk, and bike play a role in the frequency of crashes on key corridors in the city. The majority of crashes involving people that were walking and biking occurred along SR 20 and 70, in central Marysville near downtown and commercial districts. Crashes were also observed along I, J, and F Streets,

- Fatalities and severe injuries were concentrated at the following locations:
- E Street (SR 70) between 3rd Street and 2nd Street
  - 3rd Street between H Street and E Street (SR 70)
  - 10th Street (SR 20 between) between G Street and E Street (SR 70)



Figure 6.16: Crashes Involving People Walking and Biking





Marysville

The leading contributing factors behind these crashes were attributed to drivers failing to yield at crosswalks, pedestrians crossing outside of designated crossing areas, speeding, and vehicles/bicycles traveling on the wrong side of the road. At the

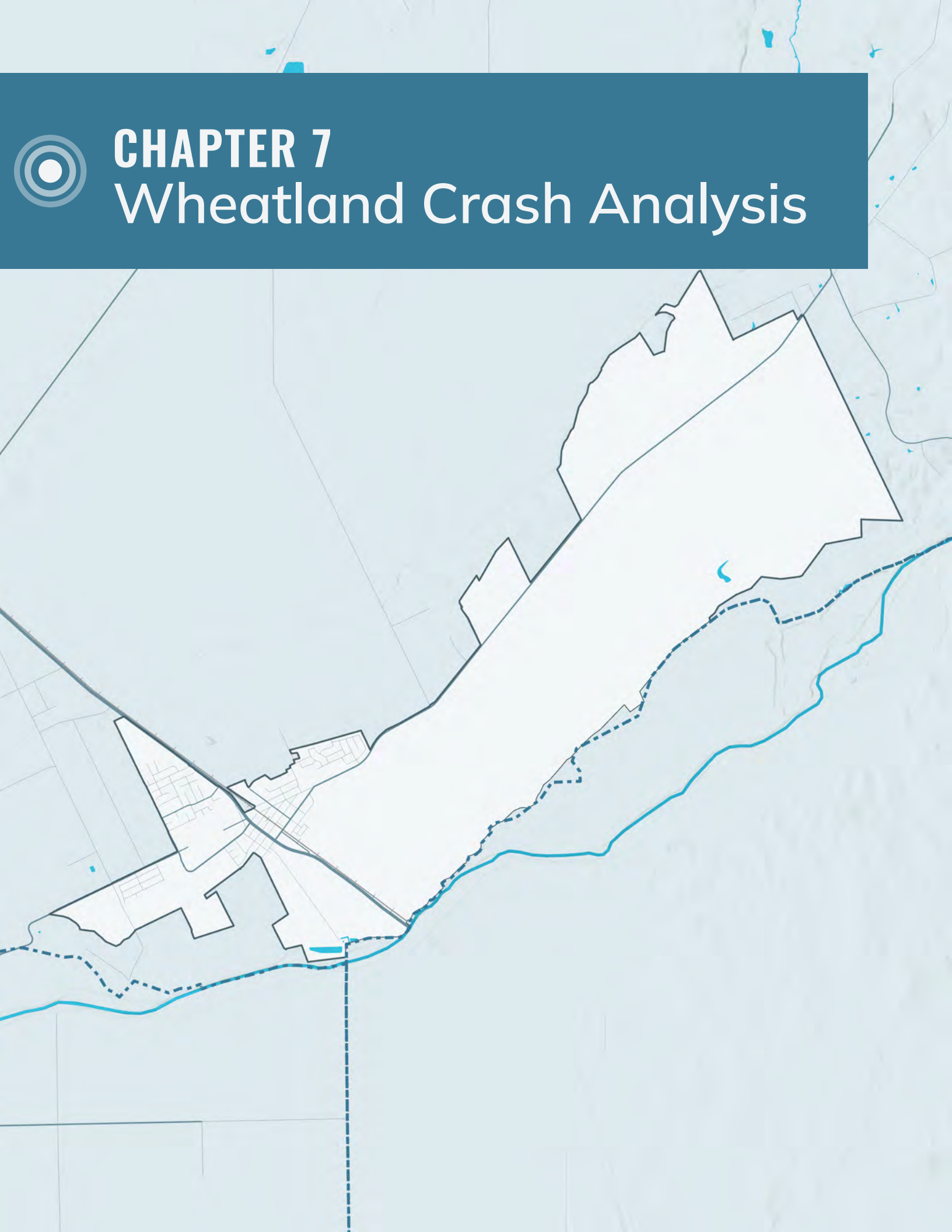
The following countermeasures can reduce risks for crashes involving pedestrians and bicyclists by making them more visible to drivers, creating dedicated or protected spaces for their use, and providing safer and more frequent opportunities to cross busy roads.

Potential Countermeasures

|                                                                                     |                                                   |                                                                                     |                         |
|-------------------------------------------------------------------------------------|---------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------|
|    | Rectangular Rapid Flashing Beacon                 |    | Shared-Use Path         |
|   | High-Visibility Crosswalk                         |   | Separated Bikeway       |
|  | Pedestrian Hybrid Beacon                          |  | Buffered Bike Lanes     |
|  | Leading Pedestrian Interval and Pedestrian Recall |  | Green Conflict Striping |
|  | Co-Locate Bus Stops and Pedestrian Crossings      |  | Bike Lane               |
|  | Curb Extensions                                   |  | Add Sidewalk            |







## CHAPTER 7 Wheatland Crash Analysis

### Introduction

Wheatland is located in southern Yuba County, about 40 miles north of Sacramento. The Beale Air Force Base, Toyota Amphitheatre, and Hard Rock Hotel & Casino are located nearby. It is the gateway city to Camp Far West, a regionally significant recreation area. Wheatland is a small but growing community with a population of approximately 3,700 residents. The city's roadway network is centered around State Route 65/D Street, a vital north-south corridor that bisects town and connects Wheatland to other parts of the region, such as Marysville and the greater Sacramento area. Adjacent to this road is the Union Pacific Railroad (UPRR). Spenceville Road is another key corridor, extending from the middle of town to the east, and provides access to the Camp Far West Reservoir and Beale Air Force Base via the Vassar Lake Gate.

Wheatland is a predominantly residential community, with about half of the city's population living on either side of State Route 65 and UPRR tracks. All of the schools are situated on the west side and the primary retail destinations on the east or along the highway. Wheatland Elementary School and Virginia School are accessed off Olive Street near SR 65, and Wheatland Union High School and Bear River Middle School via Wheatland Road. The historic downtown core is a compact, walkable district east of the highway that features a collection of well-preserved 19th- and early 20th-century buildings that house local businesses. Most residents must cross SR 65 multiple times per day either by driving, biking, or walking to access their destinations.

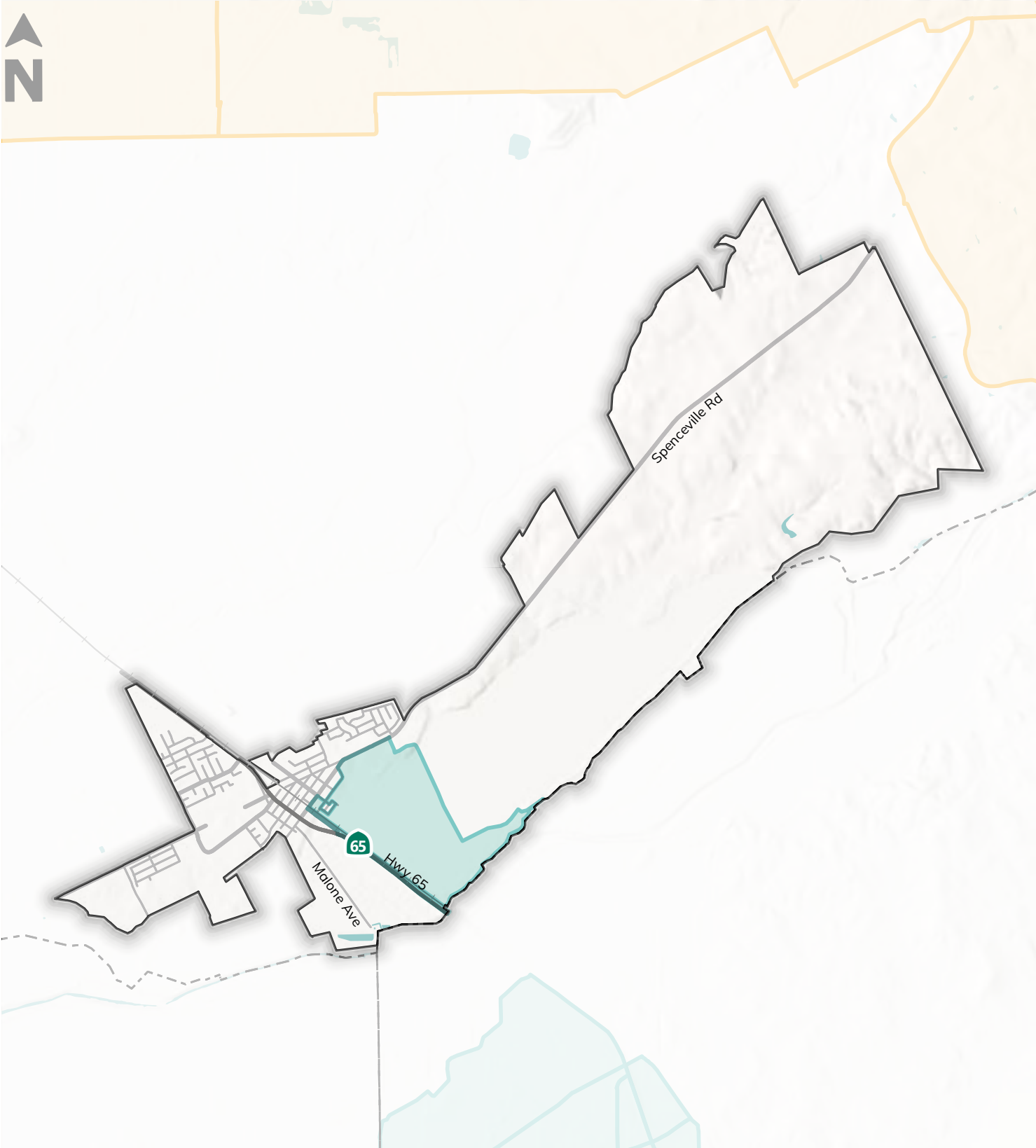
### Communities of Concern

Sociodemographic data sources are helpful to better understand the community, as well as when applying for state and federal grant funding to implement infrastructure projects. Figure 7.1 shows locations in Wheatland that meet the criteria for two community metrics relevant to grant applications:

- Caltrans Transportation Equity Index (EQI) Transportation-Based Priority Populations: 2 percent of Wheatland's population meets Caltrans' threshold for Transportation-Disadvantaged status, compared to 16 percent of Californians.
- USDOT Areas of Persistent Poverty and Historically Disadvantaged Communities: none of Wheatland qualifies as an area of persistent poverty or historically disadvantaged community, compared to 28 percent statewide.

In CalEnviroScreen, which evaluates environmental burdens including air pollution, traffic density, and health vulnerabilities, Wheatland received a score of 22, where the state had a score of 23, indicating parity between Wheatland and the state as a whole.

Figure 7.1: Caltrans Transportation Equity Index & USDOT Areas of Persistent Poverty



Legend

-  Caltrans Transportation Equity Index (EQI) Transportation-Based Priority Populations
-  USDOT Areas of Persistent Poverty and Historically Disadvantaged Communities (APPHDC)

Plans

The City of Wheatland has already made commitments to improving roadway safety through policies set in the Wheatland General Plan:

- 2.A.10: The City shall give priority to street and highway improvements that increase safety, minimize maintenance costs, and increase the efficiency of the street system.
- 2.C.2: The City shall promote street, alley, and sidewalk maintenance to encourage their safe use.
- 2.C.4: The City shall require ADA compliance for existing and proposed street sidewalks.
- 2.C.5: The City shall promote elderly friendly roadways, including the use of bikeways for golf carts and motorized wheelchairs.

Projects

There are numerous improvement projects currently underway or planned within Wheatland. There is a series of safety improvements planned on state facilities owned and operated by Caltrans along State Route 65 between Evergreen Drive and State Street, including rehabilitating pavement, adding bike lanes, upgrading facilities to comply with Americans with Disabilities Act (ADA) standards, constructing a multi-use path, and enhancing existing crosswalks. There are newly installed traffic signals at the State Route 65 and McDevitt Drive intersection.

In addition, improvements are planned at the intersections of SR 65 & Oakley Lane and SR 65 & Dairy Lane. While both these intersections are located in unincorporated Yuba County, they are frequently traveled by Wheatland residents, with members of the community expressing concern during the community engagement process.

Typical Intersection in Wheatland





INJURY CRASH TOTAL

73

KSI CRASH TOTAL

2

Figure 7.2  
Injury Crashes by Year, 2018 - 2023

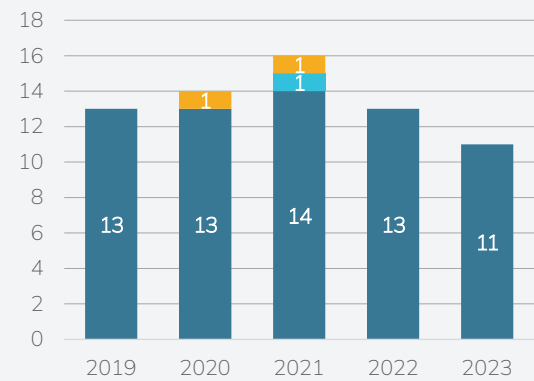
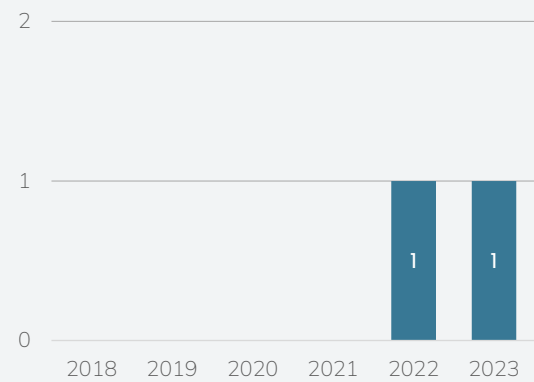


Figure 7.3  
KSI Crashes by Year, 2018 - 2023



KSI = Killed or Severely Injured

- Vehicle-Only Crashes
- Bicycle-Involved Crashes
- Pedestrian-Involved Crashes

Crash Summary

This section summarizes key findings from the city’s crash data obtained from the California Highway Patrol’s Statewide Integrated Traffic Records System (SWITRS) database, for the years 2018 to 2023. The analysis includes all crashes that led to injury and excludes property-damage-only crashes.

Within the six-year period, Wheatland saw a total of 73 crashes that led to some degree of injury. One crash involved a bicyclist and two involved pedestrians. In total, there were two crashes that involved at least one person that was killed or severely injured (KSI).

There was a concentration of crashes on D Street/ SR 65 between Main Street and State Street where cars traveling northbound rear-ended other vehicles as the posted speed limit drops from 55 MPH to 35 MPH, right before the signal at Main Street.

Figure 7.4:  
Wheatland Crash Heat Map





About KSI Crashes

Severe injuries resulting from a traffic crash can result in a number of catastrophic impacts, including permanent disability, lost productivity and wages, and ongoing healthcare costs. These injuries can include:

- Broken or fractured bones
- Dislocated or distorted limbs
- Severe lacerations
- Severe burns
- Skull, spinal, chest or abdominal injuries
- Unconsciousness at or when taken from the collision scene

Throughout this analysis, the acronym KSI is used to denote crashes where someone was killed or severely injured.

KSI Crash Summary

In the six-year period, there were two crashes within Wheatland that resulted in severe injury; there were no fatalities. Both crashes involved only vehicles, with no pedestrians or cyclists affected.

Figure 7.5  
Crash Mode Share by Severity

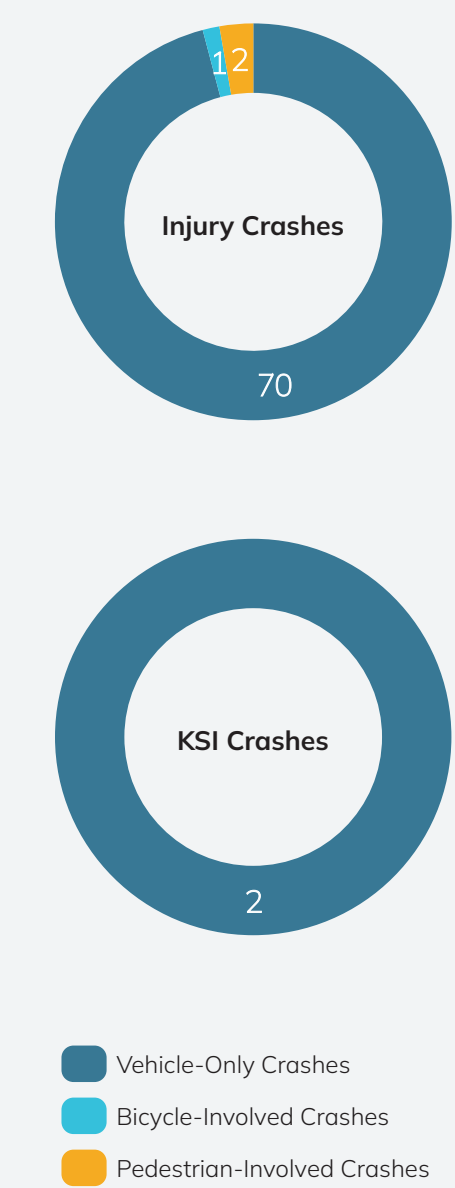


Figure 7.6: Wheatland KSI Crashes



Crashes by Crash Type

Overall, rear-end crashes were the most common type of crashes in Wheatland, making up 62 percent of all crashes resulting in injury. Most of Wheatland’s crashes occurred on SR 65, the main corridor in town. Rear-end crashes were most common approaching Main Street, as the speed limit changes from 55 MPH to 35 MPH.

Crashes by Primary Crash Factor

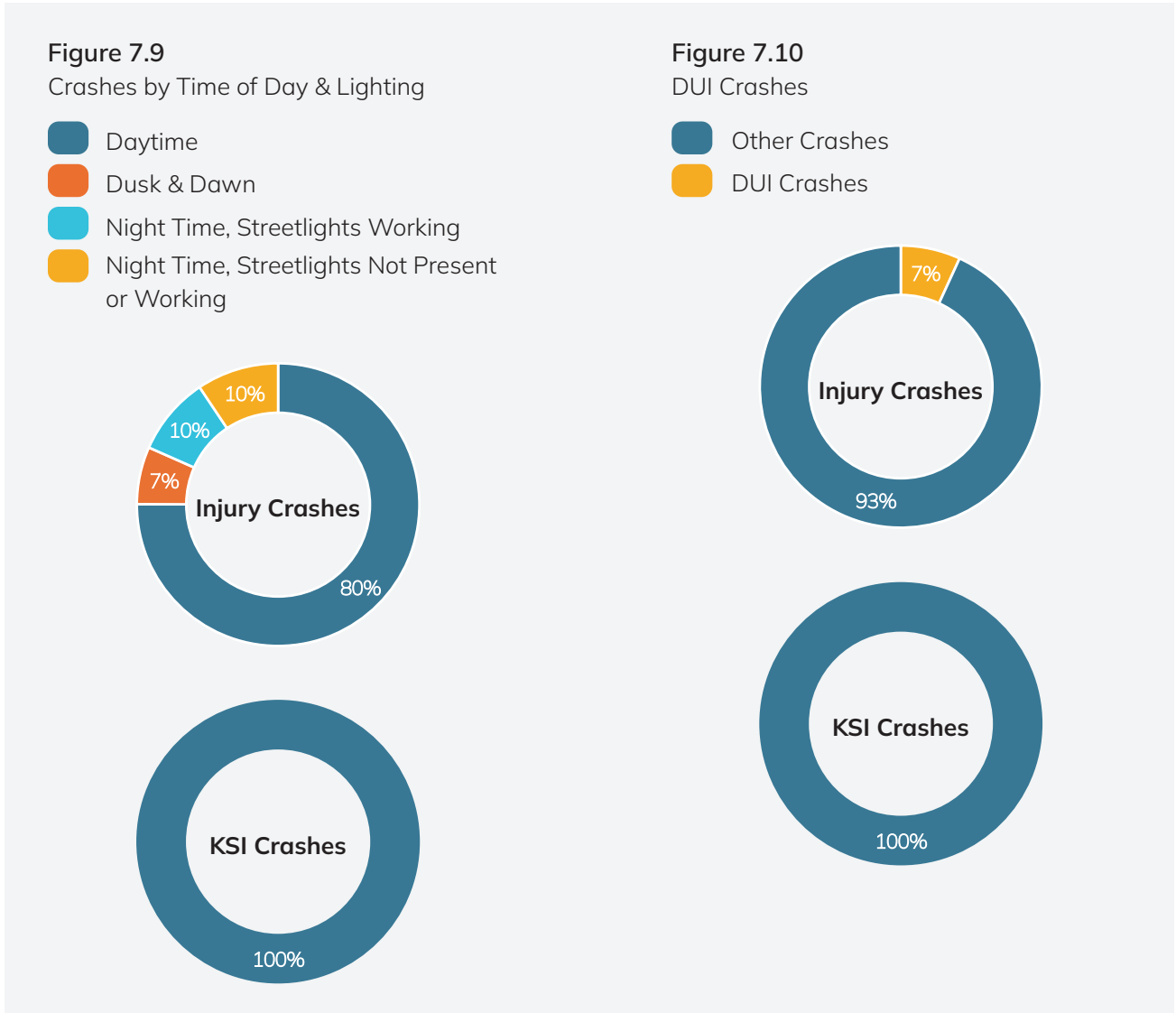
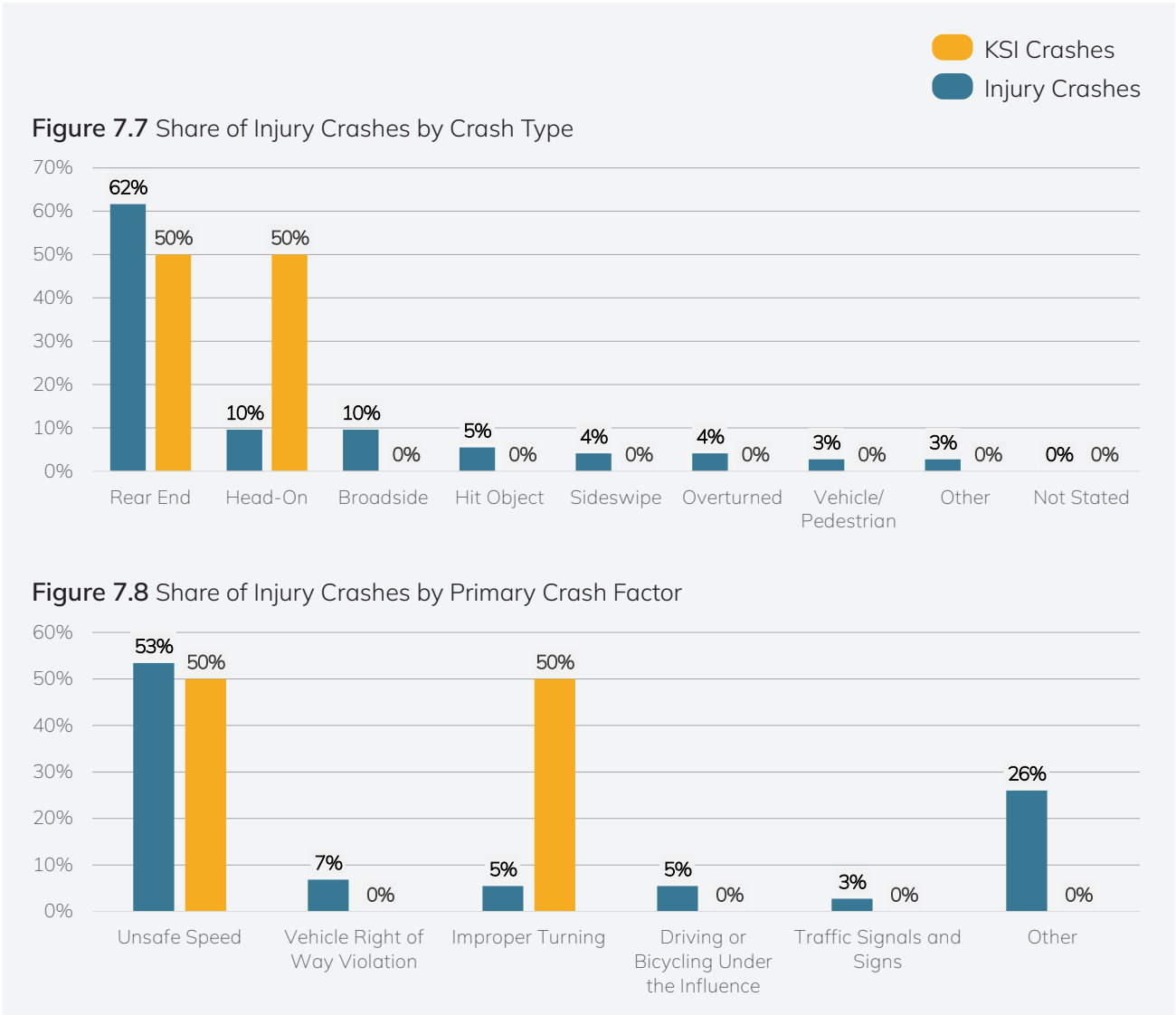
Unsafe speed (53 percent) was the leading reported primary cause of crashes in Wheatland. The remaining crashes were attributed to several other factors, such as vehicle right of way violation, improper turning, and driving under the influence, etc. Unsafe speed and improper turning were the causes behind one KSI crash each.

Crashes by Time of Day and Lighting Condition

Overall, most crashes occurred in the daylight (80 percent), 10 percent occurred in the dark where streetlight was present, and 10 percent happened in the dark with no lighting. All crashes that took place under no lighting conditions occurred on SR 65, except for one at the Spenceville Road and Boyd Lane intersection. Both KSI crashes occurred in daylight.

Driving Under the Influence

7 percent of crashes (5 crashes) involved someone driving under the influence of alcohol or drugs. No KSI crashes involved a DUI.



# Safety Corridors

Safety corridors are the roadway segments within Wheatland that had the highest number of crashes resulting in severe injury or death (KSI) between 2018 and 2023. Priority safety corridors are the safety corridors that experienced the highest rate of KSI crashes, are adjacent to sensitive land uses, and have high potential for severe crashes and thus, should be prioritized for improvements.

The following is a list of Wheatland’s priority safety corridors as identified through a safety corridor systemic analysis, task force input, and community feedback. Figure 7.11 displays Wheatland’s network of safety corridors, which are shown in orange. Priority corridors are shown in red. Refer to **Appendix C** for a more detailed explanation of the safety corridor identification technical methodology.

- SR 65 beyond the city limits, from Dry Creek Levee Road to Bear River
- Main Street from SR 65 to Spenceville Road
- Spenceville Road from Main Street to east of McCurry Street

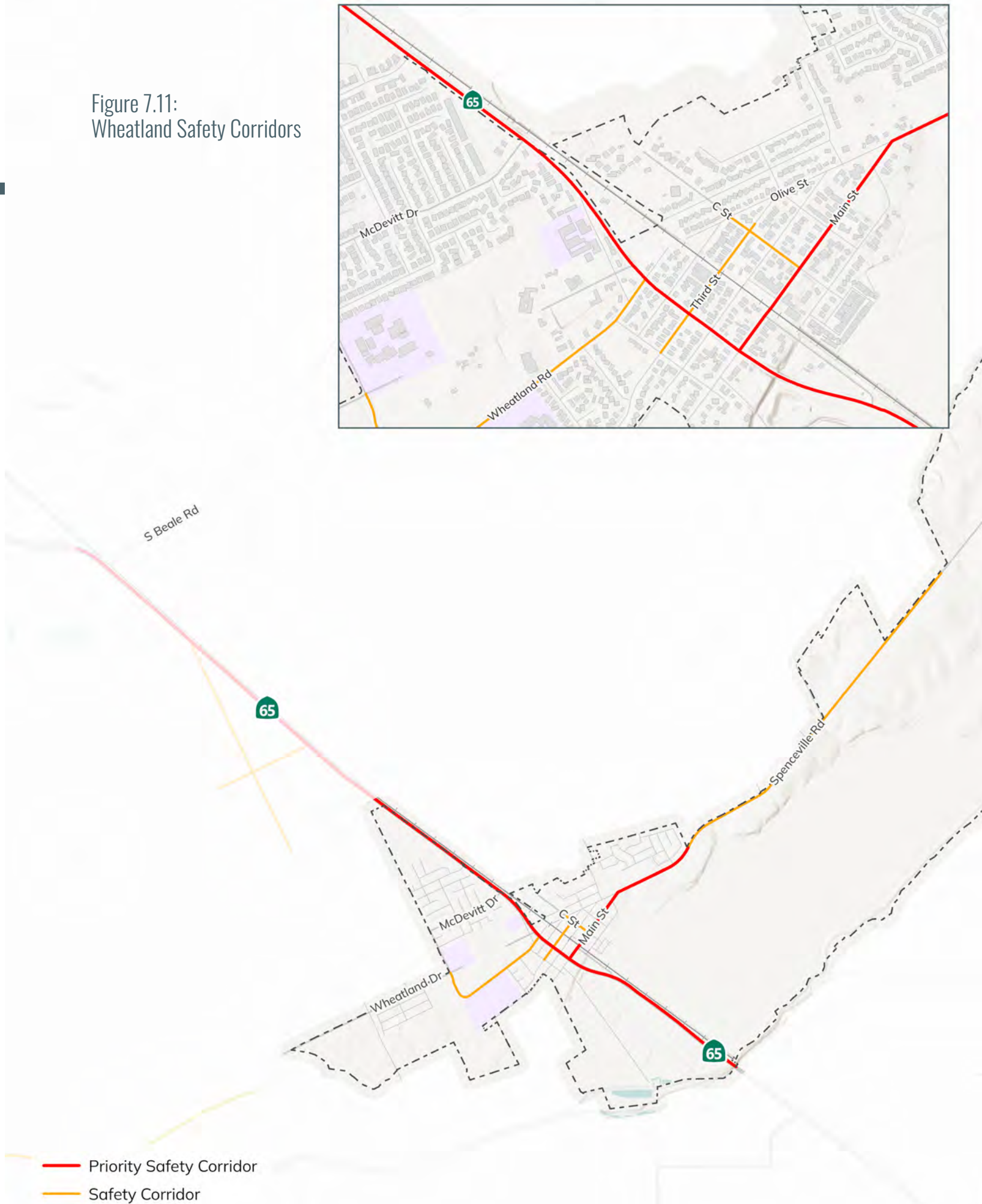
Priority Safety Corridors were identified to provide the list of locations for actionable next steps with additional study. Studies could include recommended engineering safety countermeasures with targeted improvements to address crash history or focused programs identified in the Action Plan chapter.

### SR 65/Oakley Lane and SR 65/Dairy Road

Although these two intersections lie outside Wheatland’s city limits, they are included in Wheatland’s safety considerations due to significant safety concerns from Wheatland residents. Improvements at these sites are expected to enhance safety and mobility for the Wheatland community.

- SR 65 & Dairy Road
- SR 65 & Oakley Lane

Figure 7.11:  
Wheatland Safety Corridors





# Community Snapshot

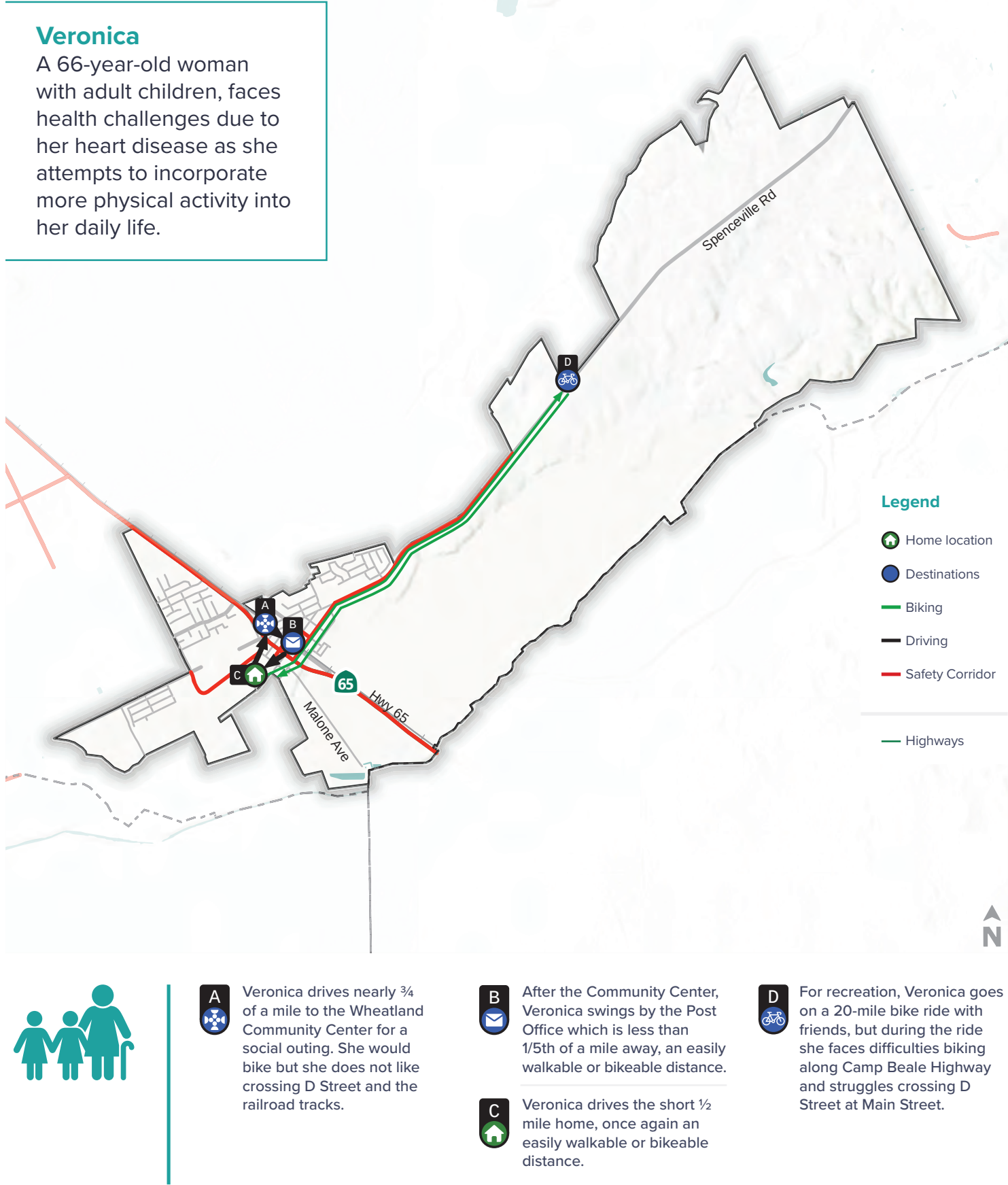
This community snapshot features Veronica, a fictional character created to illustrate the daily transportation challenges faced by a resident in Wheatland. The experiences of this character are based on census data as well as local lived experiences.



Wheatland is a small city where many destinations are within walking or biking distance. However, infrastructure challenges limit the feasibility and safety of active transportation. Veronica, a 66-year-old resident managing heart disease, is seeking to incorporate more physical activity into her daily routine. While walking and biking offer clear health benefits, she finds the current roadway conditions discouraging and unsafe, particularly due to the railroad tracks and lack of shoulders along Spenceville Road. Addressing these barriers is essential to supporting healthier, more active lifestyles for residents like Veronica. Figure 7.12 outlines the travel mode choices made by Veronica and challenges that come with them.

Although a majority of trips are made by car (75 percent), a significant portion still travel by foot (18 percent). This mode share should be given greater consideration when planning and implementing safety improvements.

Figure 7.12: Wheatland Community Snapshot



# Focus Areas

Six focus areas were identified through a systemic analysis of crash records to represent the most significant patterns behind injury crashes—and especially KSI crashes—in the region. These focus areas are identified with the letters “A” through “F” and each one is applicable to one, several, or all of the communities covered by this RSAP. Following each crash focus area is a set of potential countermeasures that should be considered for implementation to improve safety outcomes. **Appendix D** contains a more detailed summary of each countermeasure.

Wheatland’s traffic safety challenges can be understood through a subset of these focus areas:



**FOCUS AREA A**

Crashes on State Highways Serving as Main Streets



**FOCUS AREA B**

Right-of-Way Issues at Intersections



**FOCUS AREA D**

Crashes Involving People Walking and Biking

Some of these focus areas pertain to the crashes just outside Wheatland’s northern city limits, particularly where Oakley Lane and Dairy Road intersect Highway 65. These locations remain significant safety concerns for Wheatland residents.



**FOCUS AREA A**

Crashes on State Highways Serving as Main Streets



State Route 65 is a north-south corridor that serves as a connector for local traffic as well as those passing through Wheatland to get to other parts of the region. This arterial highway bisects the city and is a road residents must cross to get to destinations from one side of town to the other. Between 2018 and 2023, 33 of 73 crashes within Wheatland occurred along the segment of State Route 65 that serves as a main street.

Crossing SR 65 presents significant challenges for people walking, biking, and driving due to limited and inadequate infrastructure. There are few signalized intersections, so people needing to cross SR 65 at non-signalized intersections

have to contend with the high-speed vehicles with little traffic control. Crosswalks only exist at the two signalized intersections along SR 65 in the downtown core, and sidewalks are narrow and nonexistent at some locations along and around the highway, making it a hostile experience for people traveling on foot. In addition, the railroad tracks adjacent to SR 65 present an uncomfortable crossing experience for pedestrians and bicyclists.

The combination of high-speed traffic and more active downtown environment can worsen the likelihood and severity of conflicts. In particular, crashes were more common in transition zones,





Wheatland

areas near the edge of a town or city where drivers are moving from higher-speed rural or highway environments into lower-speed urban settings.

Most of the crashes in this focus area (26 out of the 33 crashes) occurred in transition zones, with 13 crashes (50 percent) primarily caused by unsafe speed and 18 crashes (69 percent) that resulted in rear end crashes. Clusters of these transition zone crashes occurred between McDevitt Drive and the Dry Creek

Levee Road on the northern end of the city, and between Main Street and State Street at the southern end.

The following countermeasures can improve safety along highway main streets by slowing vehicle speeds and reducing conflict points between drivers, pedestrians, and bicyclists. Treatments like bike lanes, sidewalks, medians, and lighting enhance visibility and protection for vulnerable users, while speed management and intersection controls help lower the likelihood and severity of crashes.

Potential Countermeasures

- 

Buffered Bike Lanes
- 

All-Way Stop Control
- 

Traffic Signal
- 

Slow Turn Wedge
- 

Road Diet
- 

Speed Feedback Sign
- 

Street Lighting
- 

All-Red Signal Time
- 

Retroreflective Tape on Signals
- 

Separated Bikeways
- 

Add Sidewalk
- 

Roundabout
- 

Advance Stop Bar
- 

Raised Median
- 

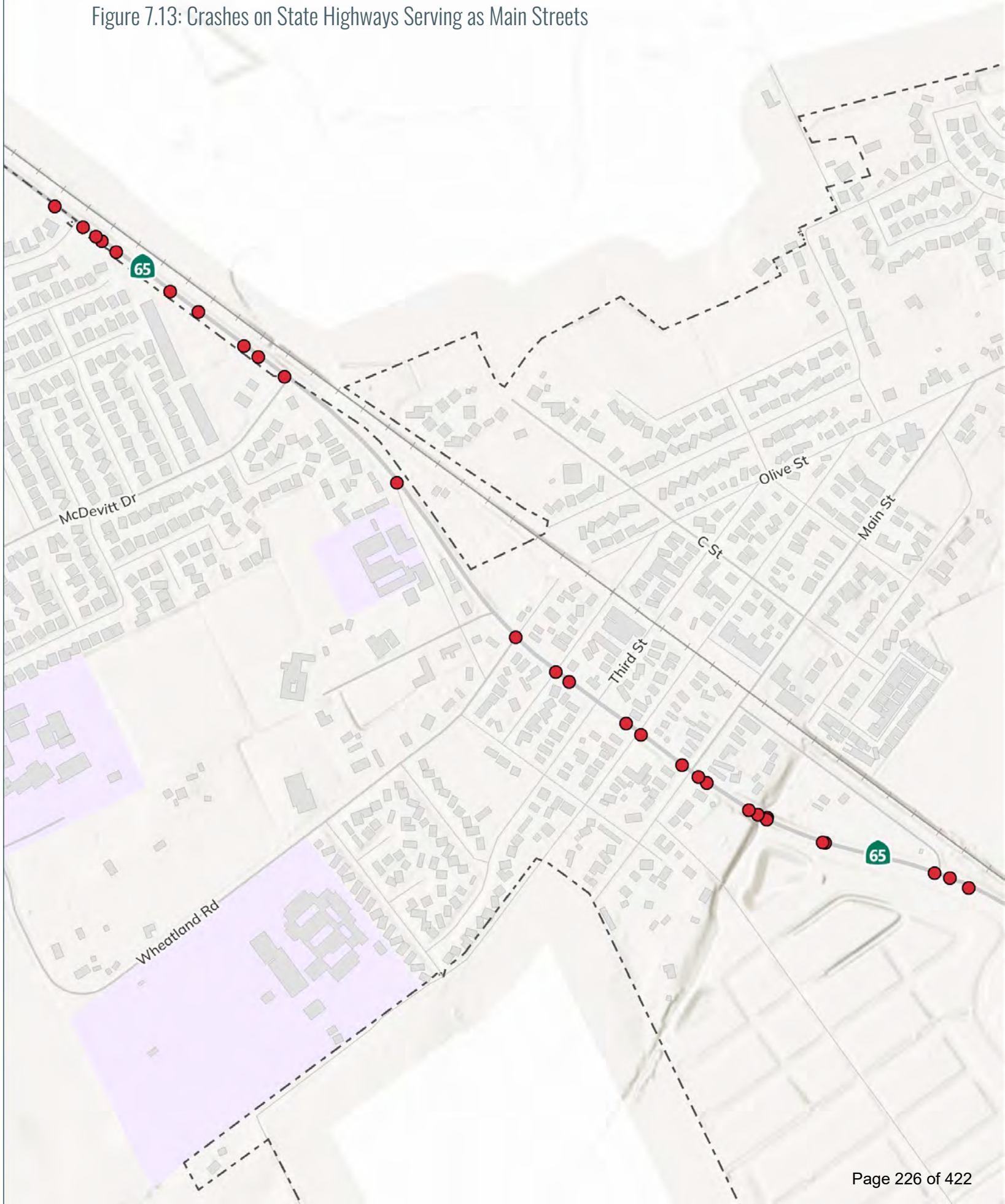
Lane Narrowing
- 

Speed Limit Reduction
- 

Flashing Yellow Turn Phase
- 

Speed Sensitive Rest in Red Signal

Figure 7.13: Crashes on State Highways Serving as Main Streets







FOCUS AREA B

Right-of-Way Issues at Intersections

INJURY CRASH STATISTICS

6 (8%)

Total Injury Crashes

0 (0%)

KSI Crashes

In Wheatland, right-of-way violations at intersections led to six crashes during the study period, with four of them resulting in broadside crashes. The leading causes were drivers failing to yield to vehicles with the right-of-way when making left turns and neglecting to stop at stop signs.

Half of the crashes occurred when at-fault parties from side streets attempted left turns onto the main road, misjudging the time available to complete the maneuver safely; these took place at Wheatland Road & Oakley Lane, State Route 65 & 2nd Street, and SR 65 & State Street intersections. The two crashes that occurred at the E St & 3rd St and C St & 4th Street ensued when at-fault parties proceeded straight through the all-way stop intersections without stopping.

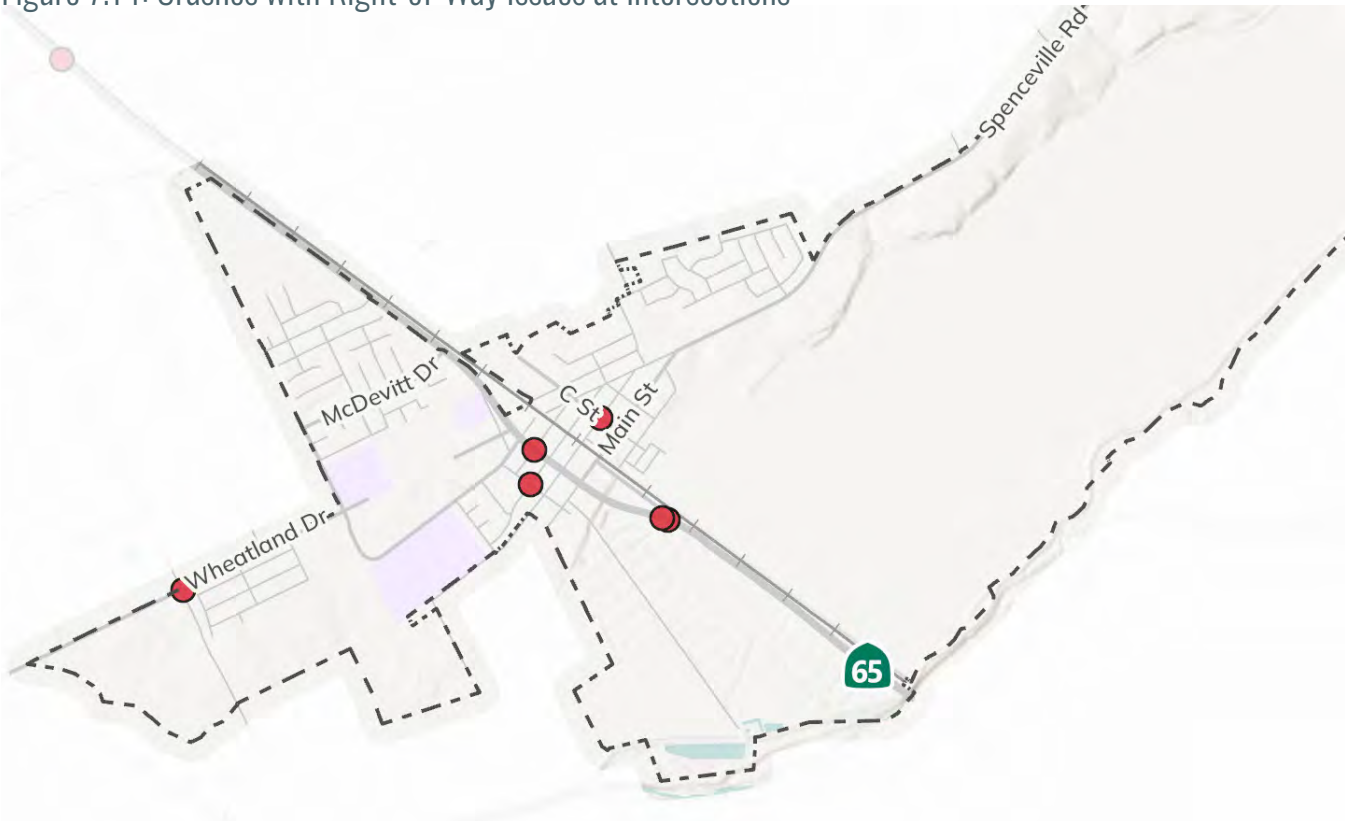
SR 65/Oakley Lane and SR 65/Dairy Road

In addition to the six crashes that occurred within city limits, there were **four** crashes attributed to right-of-way violations where Oakley Lane and Dairy Road intersect SR 65, just outside of the city. Two of them resulted in KSI broadside crashes after the at-fault parties failed to yield when making left turns onto SR 65. Due to the severity of crash outcomes and ongoing community concerns, these locations warrant consideration for targeted safety improvements by the county.

The following countermeasures can reduce crash risks and severity by making intersections more predictable and managing speed. Intersection controls such as roundabouts and protected left turns clarify priority, and treatments such as lane narrowing and intersection tightening further slow vehicles down, reducing impact upon collision.



Figure 7.14: Crashes with Right-of-Way Issues at Intersections



Potential Countermeasures



Roundabout



Neighborhood Traffic Circle



Slow Turn Wedge



Centerline Hardening



Through Bike Lane at Intersection



Flashing Yellow Turn Phase



Traffic Signal



Intersection Reconstruction and Tightening



Advance Stop Bar



Raised Median



Protected Left Turns



All-Red Signal Time



FOCUS AREA D

Crashes Involving People Walking and Biking

INJURY CRASH STATISTICS

3 (4%)

Total Crashes

0 (0%)

KSI Crashes

Pedestrians and bicyclists are among the most vulnerable users of our roadways, often navigating environments not designed with their safety in mind. In Wheatland, three crashes occurred that involved a pedestrian or bicyclist.

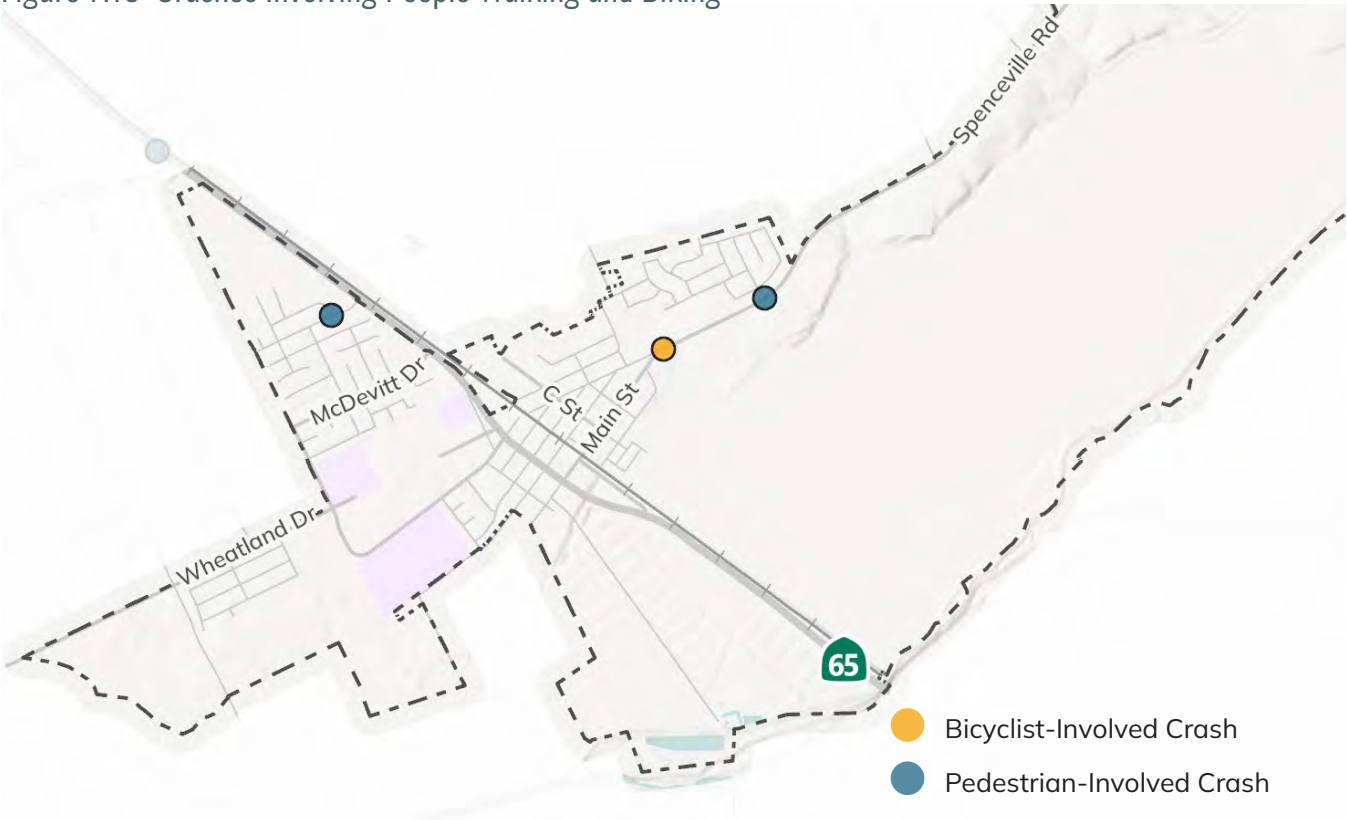
Two of the incidents occurred along Spenceville Road, a two-lane corridor that is generally unwelcoming to those traveling on foot or by bicycle, with narrow shoulders and few pedestrian facilities. One crash took place at the intersection with McCurry Street, where a pedestrian was struck while attempting to cross the wide side street. The second crash on Spenceville Road involved a bicyclist near Olive Street, who was sideswiped while making a left turn, a maneuver made especially

hazardous by the absence of protected turning space and the speed of surrounding traffic. The third incident occurred at the intersection of Evergreen Drive and Rose Avenue, where a pedestrian was hit by a northbound vehicle while attempting a right turn from the east leg of the intersection.

The following countermeasures help make vulnerable users more visible and provide them with dedicated, protected space: high-visibility crosswalks and signal enhancements such as pedestrian hybrid beacons help pedestrians cross safely by reducing exposure time and improving driver awareness. For bicyclists, buffered bike lanes and separated bikeways create safer conditions for turning and through movements, especially along corridors like Spenceville Road.



Figure 7.15: Crashes Involving People Walking and Biking



Potential Countermeasures



Rectangular Rapid Flashing Beacon



High-Visibility Crosswalk



Pedestrian Hybrid Beacon



Leading Pedestrian Interval and Pedestrian Recall



Co-Locate Bus Stops and Pedestrian Crossings



Curb Extensions



Shared-Use Path



Separated Bikeway



Buffered Bike Lanes



Green Conflict Striping



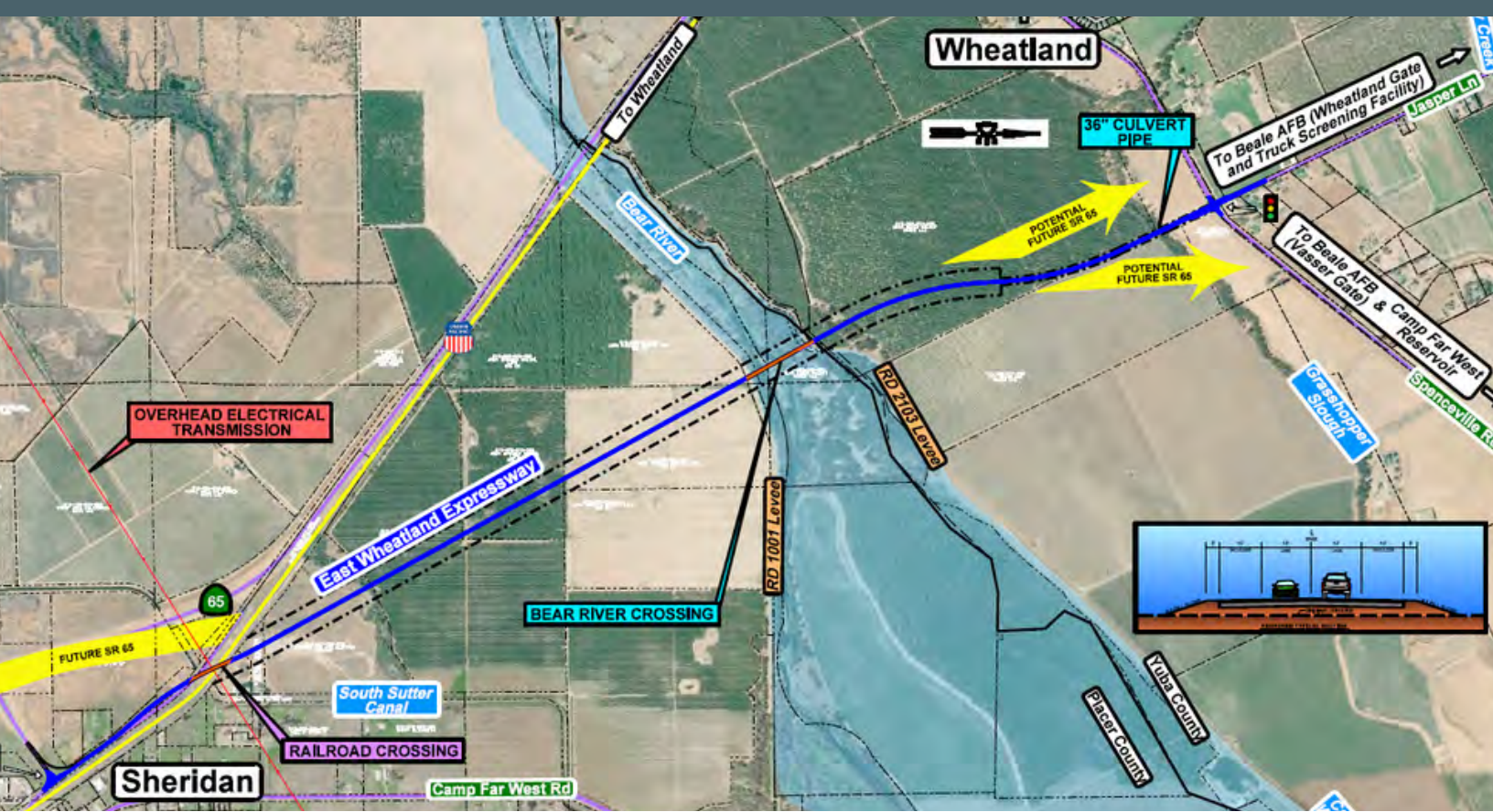
Bike Lane



Add Sidewalk



# East Wheatland Expressway



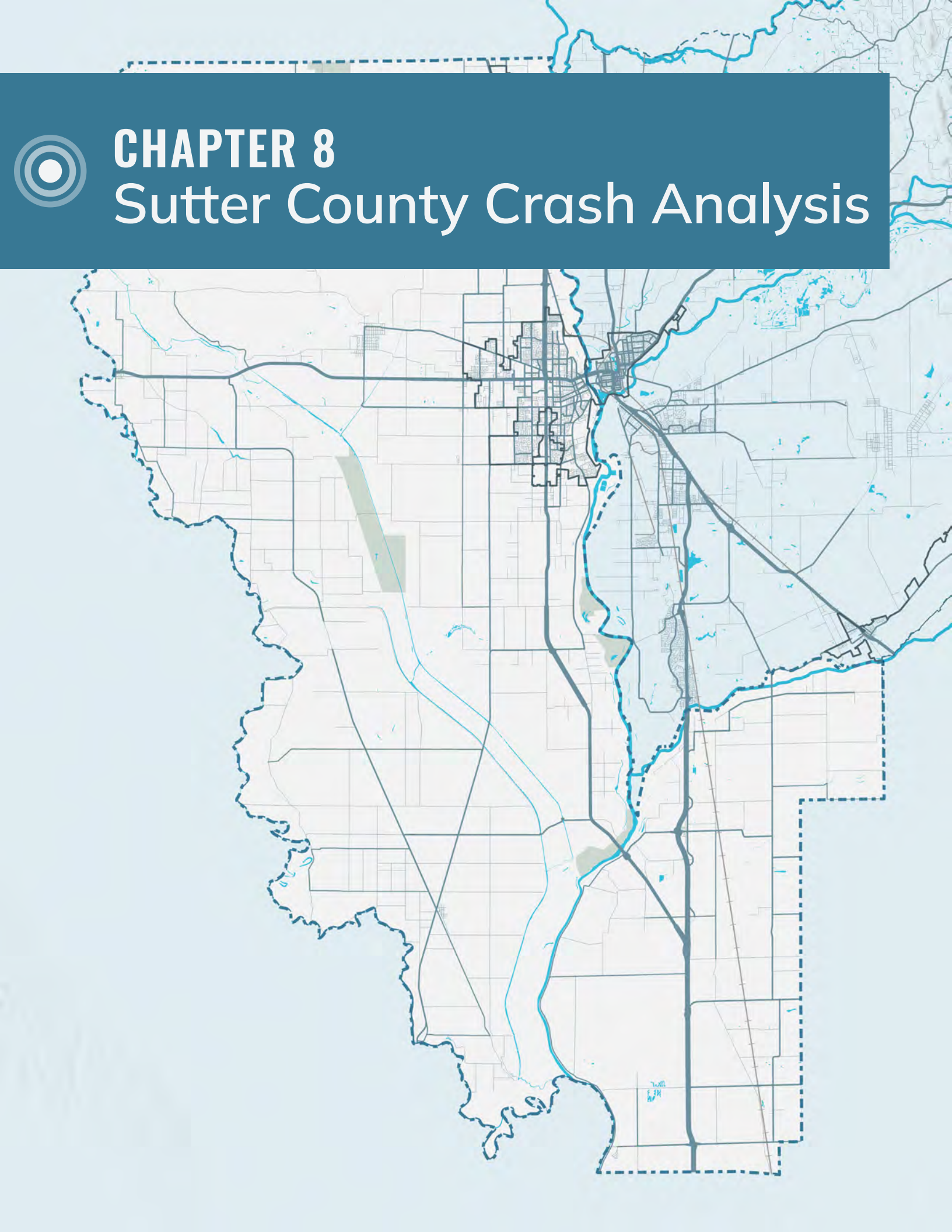
The East Wheatland Expressway will be a new roadway that provides an alternative to SR 65 to people wanting to reach local destinations such as Beale Air Force Base, industrial facilities, and Camp Far West. The expressway would split off from SR 65 north of the town of Sheridan, extending north to Spenceville Road

and connecting to Jasper Lane just east of Wheatland. It would require a new bridge over the Bear River. The proposed project would address ongoing issues with traffic congestion on SR 65 through downtown Wheatland, thus likely decreasing collision likelihood in downtown.

*Once completed, the East Wheatland Expressway will divert traffic from State Route 65 through Wheatland. With reduced traffic on SR 65, more safety countermeasures recommended in this plan can be implemented downtown.*







# CHAPTER 8

## Sutter County Crash Analysis

# This Plan and Our Region

### Introduction

Sutter County is a rural region situated in the heart of California’s Sacramento Valley, with a population of 100,000. The terrain is predominantly flat and well-suited for agriculture, with vast expanses of farmland producing crops like rice, walnuts, and peaches. The county is bordered by the Feather River to the east and the Sacramento River to the west, both of which play important roles in irrigation and flood control. The Sutter Buttes add a unique natural landmark to the county.

Yuba City, the county seat, is the largest city in Sutter County. Sutter County is also home to the City of Live Oak and several rural communities including Sutter, Meridian, Nicolaus, Pleasant Grove, Rio Oso, and Robbins, among others. State Routes (SR) 99 and 20 serve as the primary corridors for freight movement throughout the county and regional travel, connecting Sutter County to the greater Sacramento Region.

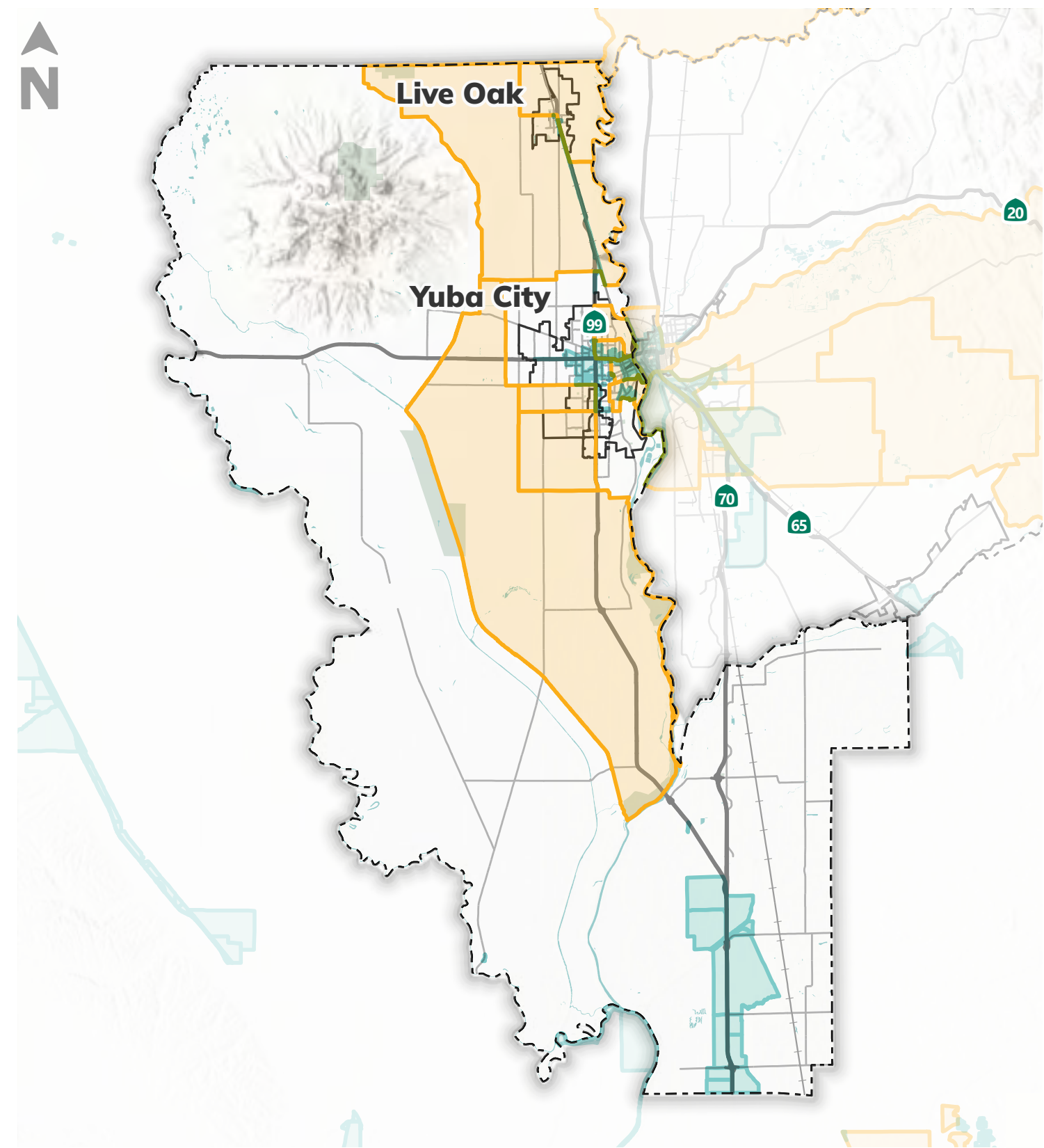
### Communities of Concern

Sociodemographic data sources are helpful to better understand the community, as well as when applying for state and federal grant funding to implement infrastructure projects. Figure 8.1 shows locations in Sutter County that meet the criteria for two community metrics relevant to grant applications:

- Caltrans Transportation Equity Index (EQI) Transportation-Based Priority Populations: 8 percent of Sutter County’s population meets Caltrans’ threshold for Transportation-Disadvantaged status, compared to 16 percent statewide.
- USDOT Areas of Persistent Poverty and Historically Disadvantaged Communities: 51 percent of Sutter County’s population lives in areas of persistent poverty and historically disadvantaged communities, compared to 28 percent statewide.

In CalEnviroScreen, which evaluates environmental burdens including air pollution, traffic density, and health vulnerabilities, Sutter County received a score of 29, where the state had a score of 23, indicating that the population of Sutter County experience higher levels of environmental impacts than the state as a whole.

Figure 8.1: Caltrans Transportation Equity Index & USDOT Areas of Persistent Poverty



Legend

- Caltrans Transportation Equity Index (EQI) Transportation-Based Priority Populations

USDOT Areas of Persistent Poverty and Historically Disadvantaged Communities (APPHDC)

Plans

Sutter County has previously made commitments to roadway safety, as outlined in the Sutter County General Plan. Refer to **Appendix A** for a list of policies and goals supporting improving roadway safety.

Projects

There are numerous improvement projects currently underway or planned within unincorporated Sutter County.

The following roadway safety-related projects are planned on state facilities owned and operated by Caltrans:

- Install rumble strips, upgrade signing, striping, and guardrail, and install backplates with reflective borders on to traffic signals along SR 20 from the community of Meridian to the Feather River.
- Install traffic signal at the SR 20 and Humphrey Road intersection.
- Install backplates with reflective borders on to signal lights; install touch-free pedestrian signals; and upgrade curb ramps to American with Disabilities Act (ADA) standards at various locations throughout Sutter County on State Route 20 and State Route 99.
- Install centerline or shoulder rumble strips on SR 99 at various locations throughout Sutter County.
- Safety improvements on SR 99 near Lomo: Eliminate cross traffic access to SR 99 from Encinal Road/Live Oak Boulevard, add acceleration lanes in proximity to railroad crossing, and improve access to the Eager Road Interchange.
- Install audible pedestrian push-buttons, retroreflective back-plates on traffic signal heads, video/radar detection camera system, advanced warning flashing beacon system, and a pole foundation for a future signal installation at the SR 99 and Riego Road intersection.
- Upgrade existing crosswalks and install pedestrian signs at the SR 99 and Bogue Road intersection.
- Install safety improvements at the SR 99 and Sankey Road intersection.
- Improvements at the SR 99 and Oswald Road intersection including site preparation, yellow flashing beacons installation, electrical work, signage upgrade, new traffic signal, and incidental work.
- Upgrade crosswalk at the Southbound SR 70 and Nicolaus Avenue intersection.
- Curve realignment on SR 113 near Knights Road.
- Improvements to the bridge crossing the Sutter Bypass at Verona on Garden Highway, including pavement upgrades, embankment repairs, striping, traffic control, and incidental work.



INJURY CRASH TOTAL

1,326

KSI CRASH TOTAL

301

Figure 8.2  
Injury Crashes by Year, 2018 - 2023

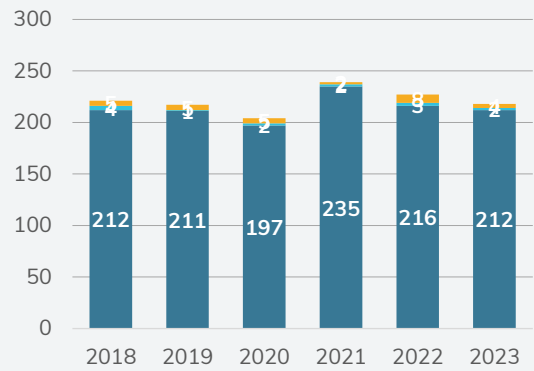
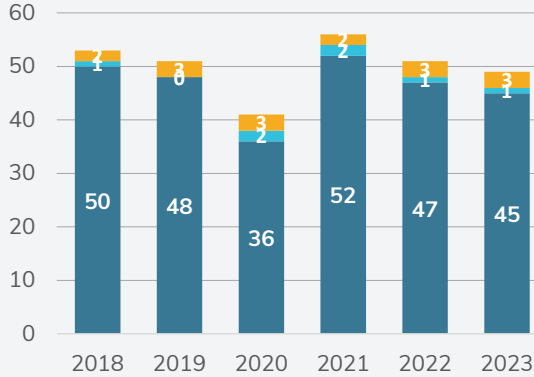


Figure 8.3  
KSI Crashes by Year, 2018 - 2023



KSI = Killed or Severely Injured

- Vehicle-Only Crashes
- Bicycle-Involved Crashes
- Pedestrian-Involved Crashes

Crash Summary

This section summarizes key findings from the city’s crash data obtained from the California Highway Patrol’s Statewide Integrated Traffic Records System (SWITRS) database, for the years 2018 to 2023. The analysis includes all crashes that led to injury and excludes property-damage-only crashes.

Within the six-year period, Sutter County saw a total of 1,326 crashes that led to some degree of injury. 7 crashes involved bicyclists and 16 involved pedestrians. 301 crashes (23 percent of all injury crashes) resulted in a victim being Killed or Severely Injured (KSI).

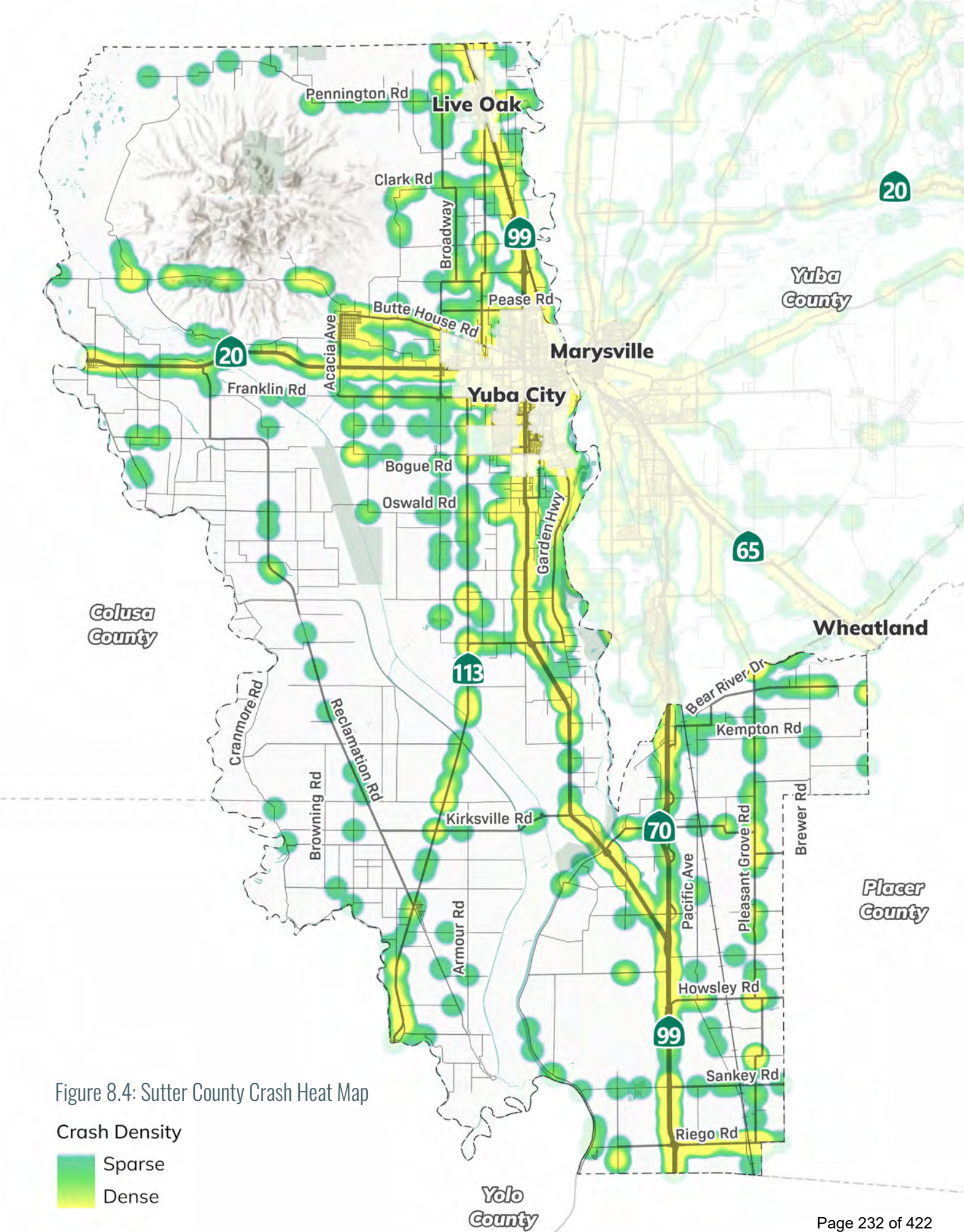


Figure 8.4: Sutter County Crash Heat Map



About KSI Crashes

Severe injuries resulting from a traffic crash can result in a number of catastrophic impacts, including permanent disability, lost productivity and wages, and ongoing healthcare costs. These injuries can include:

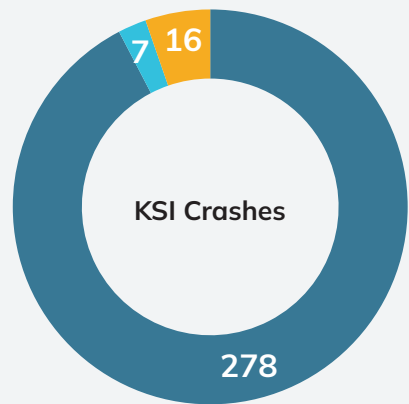
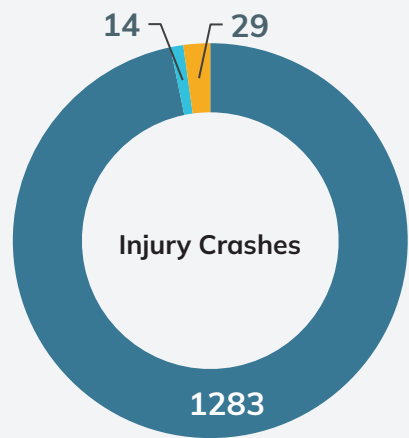
- Broken or fractured bones
- Dislocated or distorted limbs
- Severe lacerations
- Severe burns
- Skull, spinal, chest or abdominal injuries
- Unconsciousness at or when taken from the collision scene

Throughout this analysis, the acronym KSI is used to denote crashes where someone was killed or severely injured.

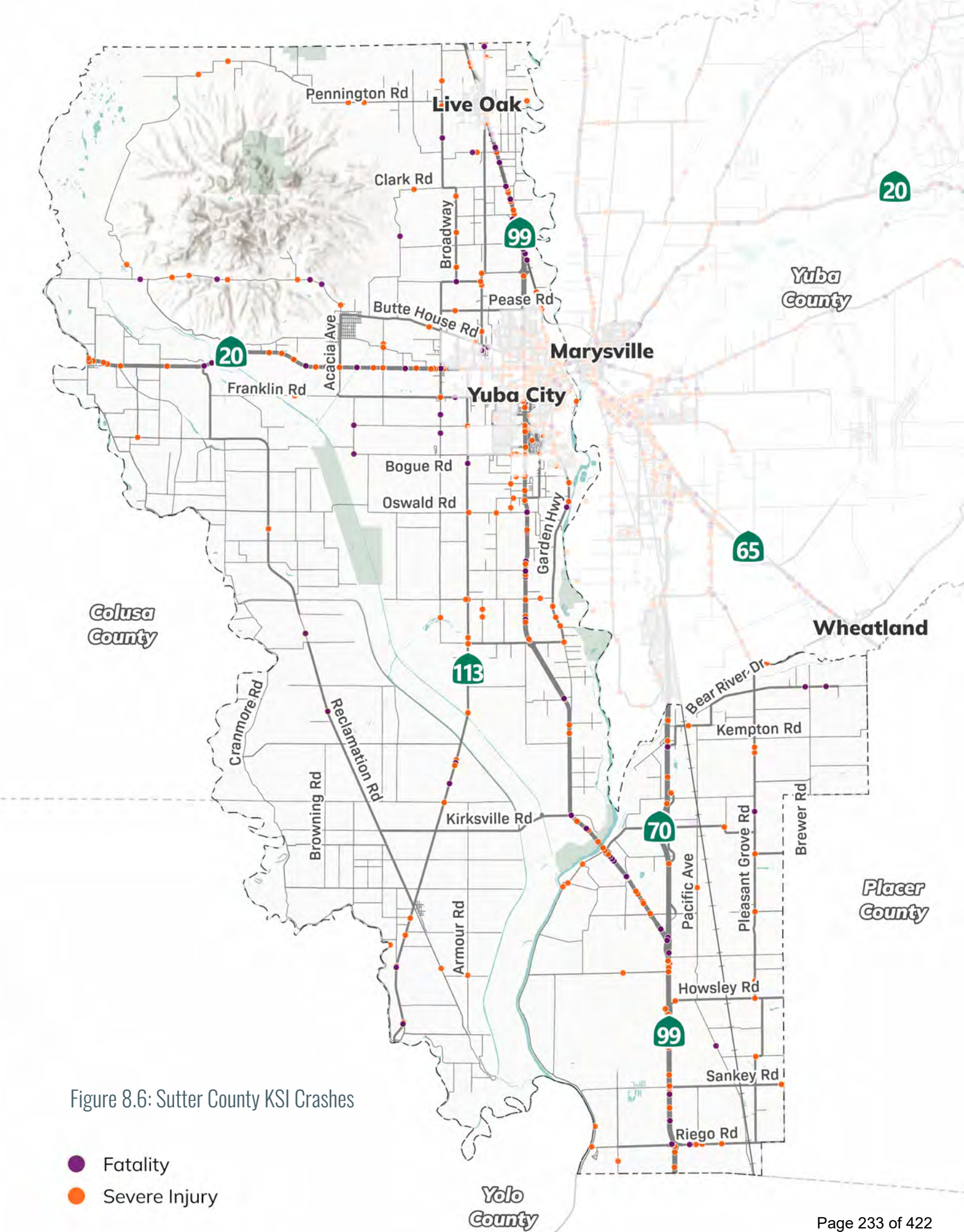
KSI Summary

Out of 301 KSI crashes, 7 (2 percent) involved bicyclists, and 16 (5 percent) involved pedestrians. There was a total of 83 fatalities.

Figure 8.5  
Crash Mode Share by Severity



- Vehicle-Only Crashes
- Bicycle-Involved Crashes
- Pedestrian-Involved Crashes



Crashes by Crash Type

Overall, hit object (25 percent), rear end (22 percent), and broadside (20 percent) crashes were the most common crash types, making up 67 percent of all injury crashes. Similarly, among KSI crashes, hit object (26 percent) was also the most common type of crash, followed by broadside (17 percent), head-on (16 percent), and rear end (14 percent). Head-on collisions accounted for a disproportionately large share of KSI crashes—while they represented only 7 percent of all injury crashes, they made up 16 percent of KSI incidents.

Crashes by Primary Crash Factor

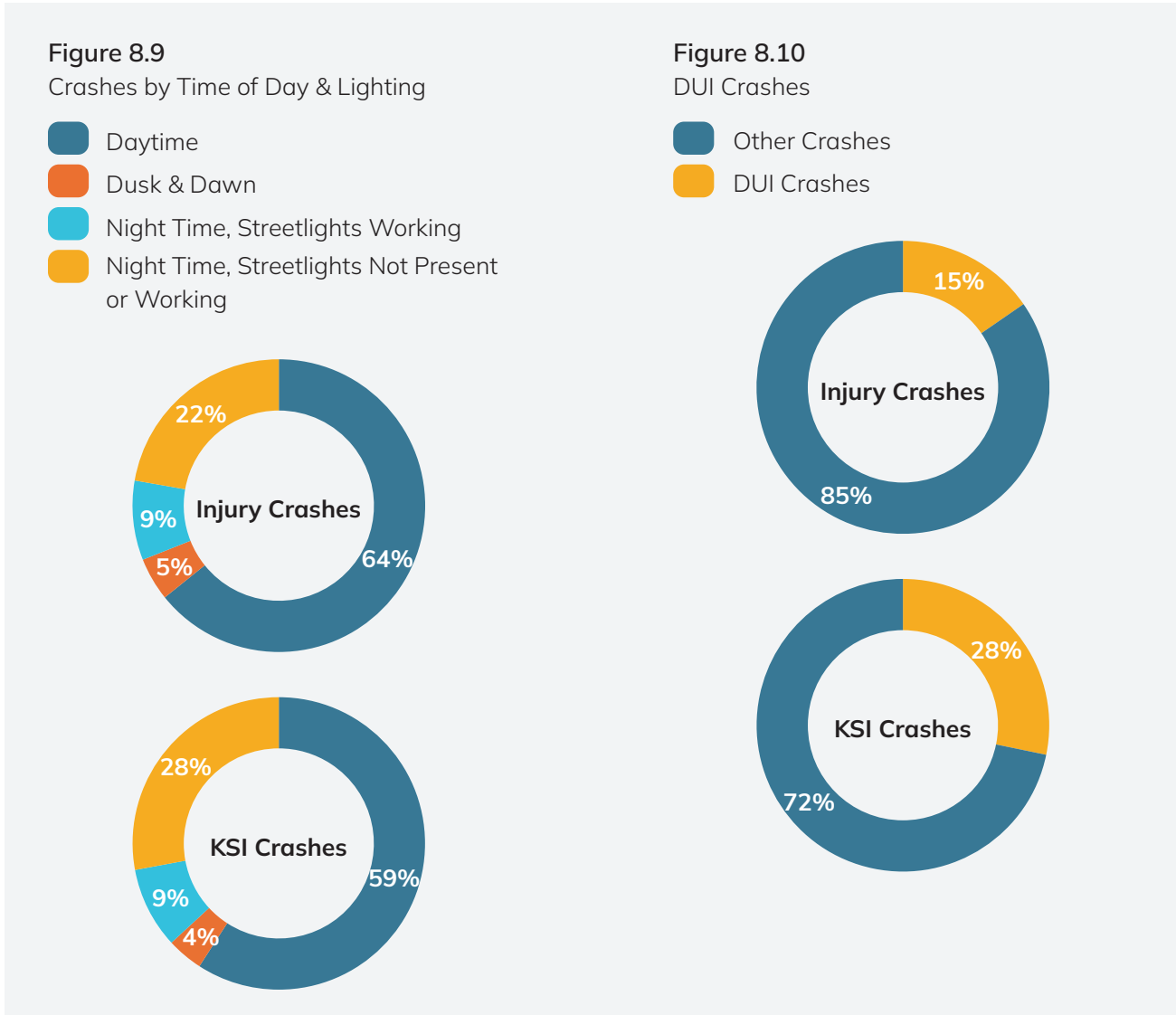
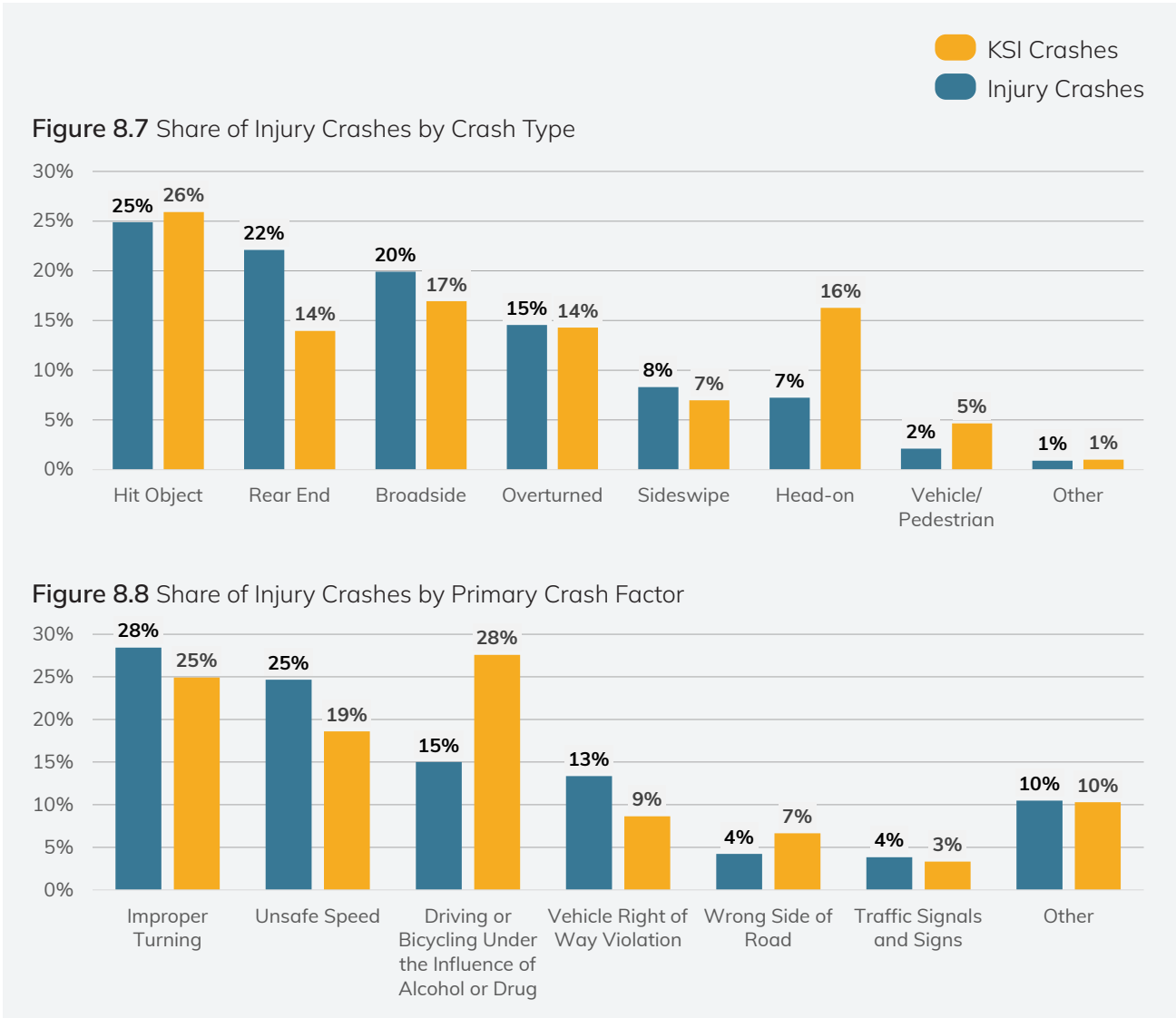
Unsafe speed (25 percent) was the leading reported primary cause of crashes resulting in injury, followed by improper turning (19 percent), and vehicle right of way violation (17 percent). Driving or bicycling under the influence (24 percent) was the leading reported primary cause of KSI crashes followed by improper turning (20 percent) and unsafe speed (17 percent).

Crashes by Time of Day and Lighting Condition

Overall, most crashes occurred in the daylight (64 percent), 9 percent occurred in the dark where streetlight was present, and 22 percent in the dark with no lighting. 59 percent of KSI crashes happened in the daytime, and a disproportionately greater share of KSI crashes occurred in the dark, even with streetlights present, at 37 percent compared to 31 percent of all injury crashes.

Driving Under the Influence

15 percent of all crashes resulting in injury involved someone driving under the influence of alcohol or drugs. Notably, this share was larger for KSI crashes, at 28 percent.





# Safety Corridors

Safety corridors are the roadway segments within Sutter County that had the highest number of crashes resulting in severe injury or death (KSI) in the six-year study period. Priority safety corridors are the safety corridors that experienced the highest rate of KSI crashes, are adjacent to sensitive land uses, and have high potential for severe crashes and thus, should be prioritized for improvements.

The following is a list of Sutter County’s priority safety corridors and intersections as identified through a safety corridor systemic analysis, task force input, and community feedback. Figure 8.11 displays Sutter County’s network of safety corridors, which are shown in orange. Priority corridors are shown in red. Refer to **Appendix C** for a more detailed explanation of the safety corridor identification technical methodology.

Corridors

- State Route 99 from Franklin Road to Bogue Road
- Pass Road from West Butte Road to Acacia Avenue
- Township Road from Sunset Avenue to Daphne Lane
- George Washington Boulevard from Bogue Road to Tudor Road
- Nicolaus Avenue from Marcum Road to SR 70
- Pleasant Grove Road from Wheatland Road to Howsley Road
- Riego Road from SR 99 to Pleasant Grove Road

Intersections

- SR 99 and Bogue Road Intersection
- SR 99 and West Catlett Road Intersection

Priority Safety Corridors were identified to provide the list of locations for actionable next steps with additional study. Studies could include recommended engineering safety countermeasures with targeted improvements to address crash history or focused programs identified in the Action Plan chapter.

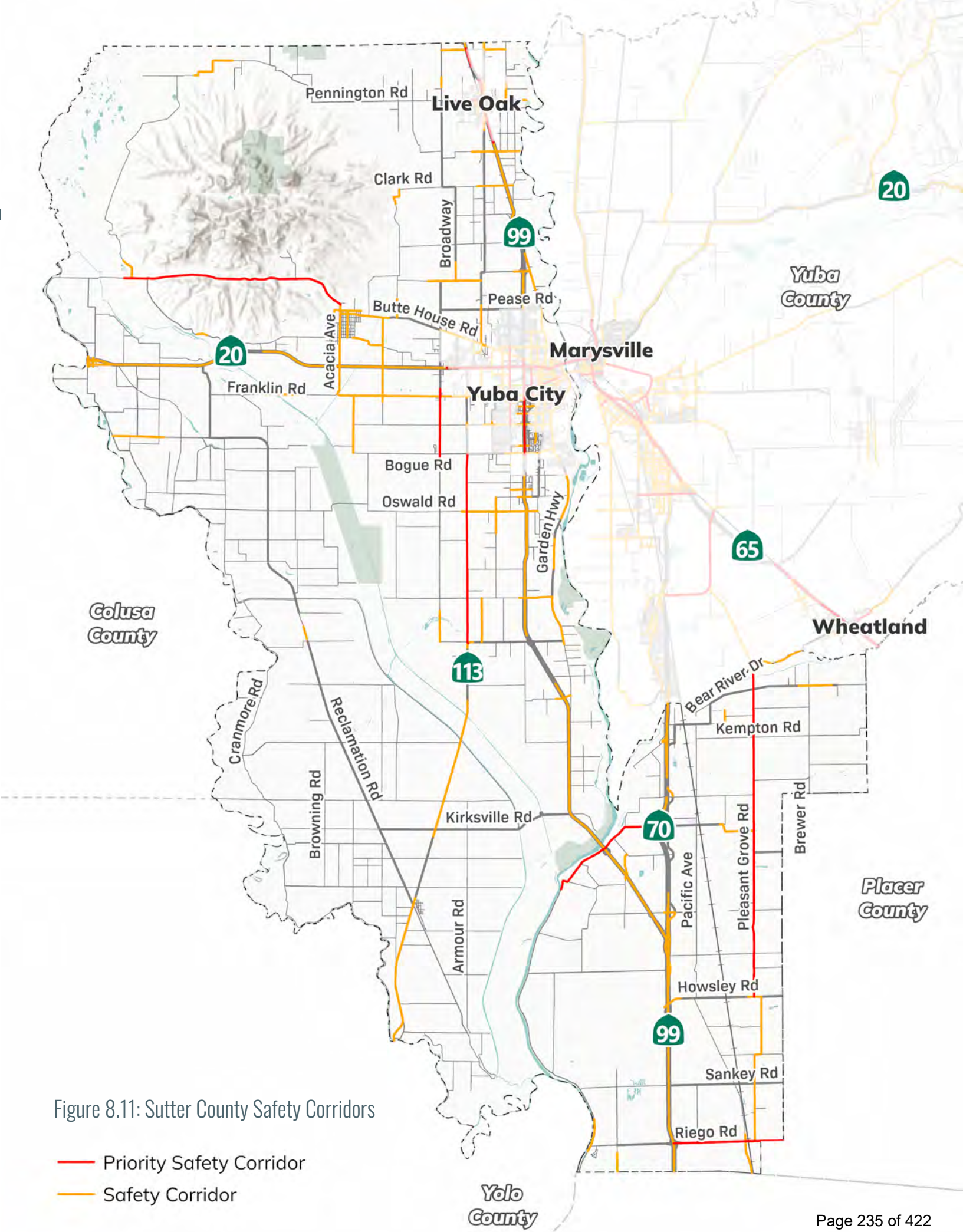


Figure 8.11: Sutter County Safety Corridors

— Priority Safety Corridor  
— Safety Corridor



# Community Snapshot

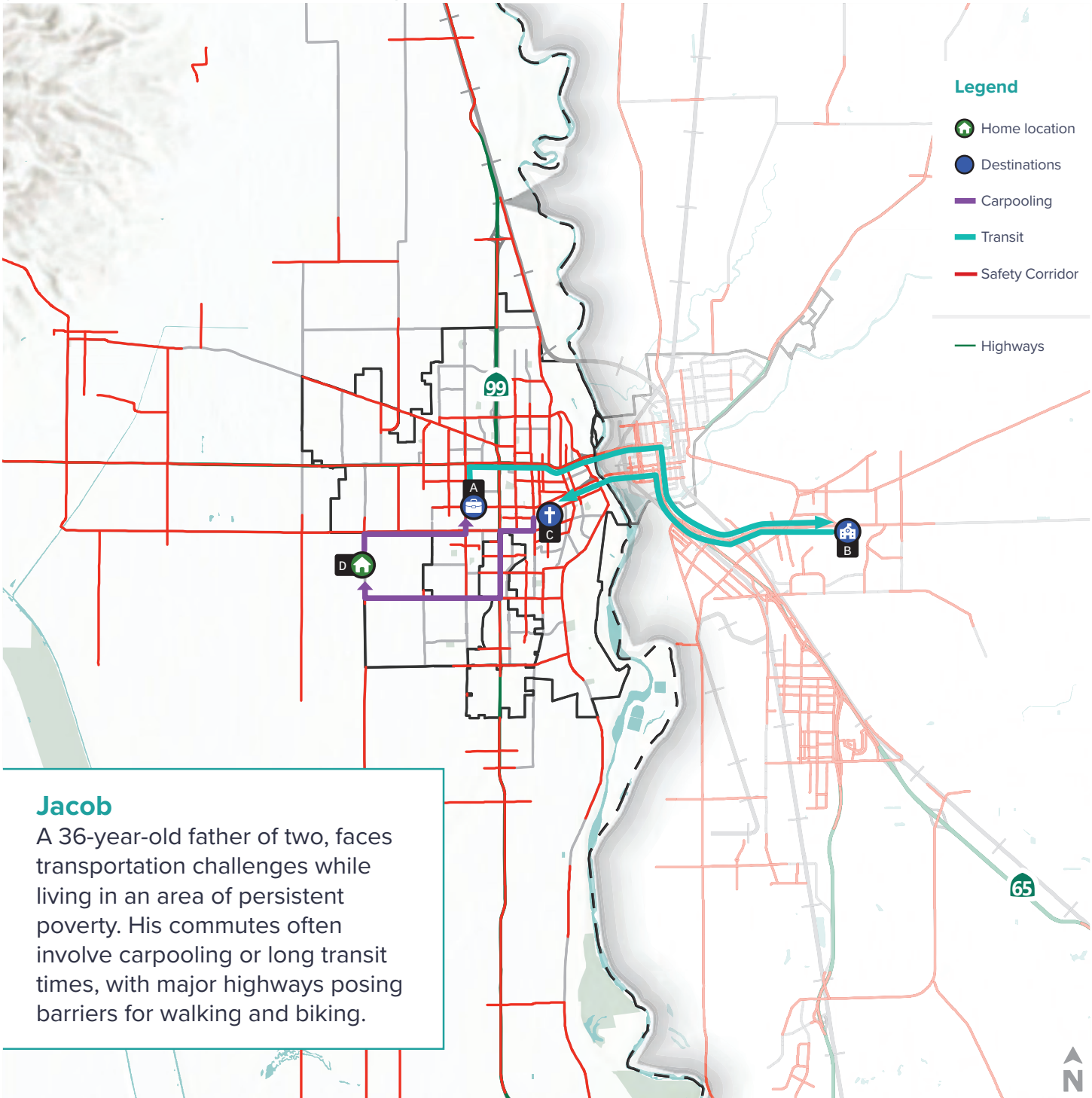
This community snapshot features Jacob, a fictional character created to illustrate the daily transportation challenges faced by a father without a personal vehicle in unincorporated Sutter County. The experiences of this character are based on census data as well as local lived experiences.



Jacob, a resident in unincorporated Sutter County, does not own a personal vehicle. Without access to a car, he must rely on walking, rides from others, and public transit, which can be unreliable and time-consuming. This lack of mobility limits his ability to access work and school, attend appointments, or manage daily responsibilities efficiently. Public transportation may not run frequently or reach all necessary destinations, further lengthening the time of his trips. The lack of safe infrastructure to support comfortable walking and cycling along major highways such as State Routes 20 and 99 also prevents Jacob from taking these modes to get around, unless necessary. Figure 8.12 shows the trips and travel modes taken to get to his destinations.

Although a majority of trips in unincorporated Sutter County are made by car (75 percent), a significant portion still travel on foot (18 percent). Jacob’s experience underscores the broader challenges of inadequate infrastructure and limited mobility options in underserved communities, and how pedestrians should be given greater consideration when planning and implementing safety improvements.

Figure 8.12: Sutter County Community Snapshot



**Jacob**  
A 36-year-old father of two, faces transportation challenges while living in an area of persistent poverty. His commutes often involve carpooling or long transit times, with major highways posing barriers for walking and biking.



- A** Jacob carpools 3.2 miles to work at Sunsweet Growers Outlet with co-workers. A key challenge is navigating the busy Highway 20 along the way.
- B** For school, Jacob takes transit to Yuba College, a journey that takes over an hour. Jacob is thankful for a transit shelter but wishes the journey was a little quicker.
- C** To attend church at Templo de Alabanza, Jacob uses both transit and walking, which takes a little over 45 minutes. The most difficult portion of the trip is the additional time it takes to use transit in the area.
- D** Jacob would like to walk or bike back home but traveling along Highway 20 and crossing Highway 99 are too difficult and he elects to carpool with a friend.



# Focus Areas

Six focus areas were identified through a systemic analysis of crash records to represent the most significant patterns behind injury crashes—and especially KSI crashes—in the region. These focus areas are identified with the letters “A” through “F” and each one is applicable to one, several, or all of the communities covered by this RSAP. Following each crash focus area is a set of potential countermeasures that should be considered for implementation to improve safety outcomes. **Appendix D** contains a more detailed summary of each countermeasure.

**Sutter County’s** traffic safety challenges can be understood through a subset of these focus areas:



**FOCUS AREA C**  
**Driving Under the Influence**



**FOCUS AREA B**  
**Improper Turning Away from Intersections**



**FOCUS AREA B**  
**Hit Object**





FOCUS AREA C

Driving Under the Influence

INJURY CRASH STATISTICS

208 (16%) Total Crashes

87 (29%) KSI Crashes

Driving under the influence (DUI) is a significant contributor to injury crashes, especially and disproportionately to KSI crashes. Alcohol impairment was involved in 16 percent of unincorporated Sutter County’s total crashes but accounted for 29 percent of KSI crashes. Figure 8.13 displays all DUI crashes within unincorporated Sutter County.

Most of the DUI crashes were concentrated along State Routes 20, 99, 70, and 113, in addition to some county roads: Pleasant Grove Road, Garden Highway, and Pass Road. Local law enforcement and public works staff identified the Amphitheater and Casino as probable influences in some areas. Friday, Saturday, and Sunday see higher crash frequency around 6pm to 3am, compared to other times of day and days of the week. Most

DUI crashes occurred on county and state facilities where there are posted speed limits of 55 MPH.

Hit object was the most common type of crash to result from DUI crashes and accounted for 38 percent of crashes; overturned (16 percent) and head-on crashes (13 percent) were the second and third most common crash types, indicating that lane and roadway departure were common occurrences moments before the crashes.

The most effective countermeasures for DUI crashes fall under non-engineering programs that target education and enforcement.

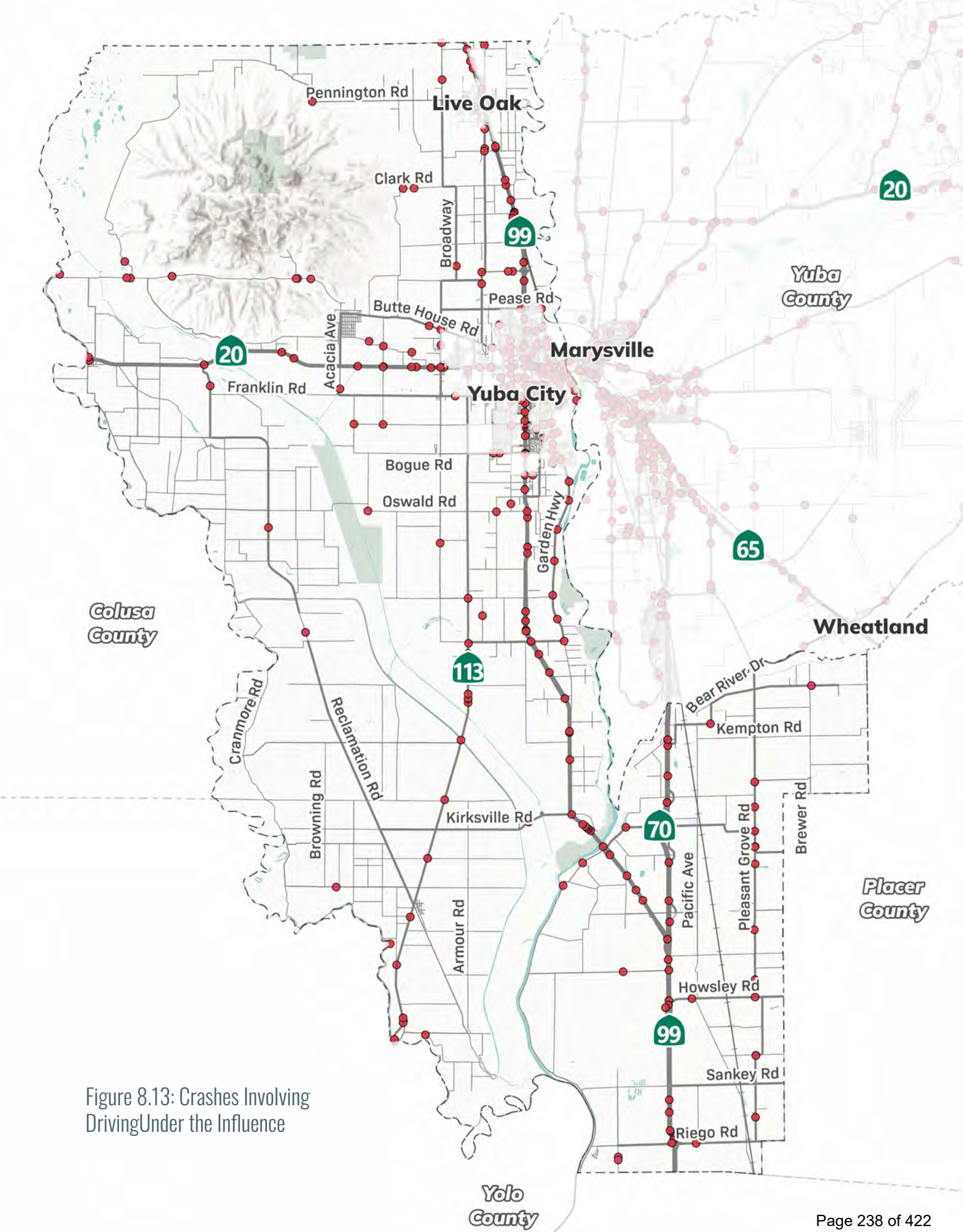
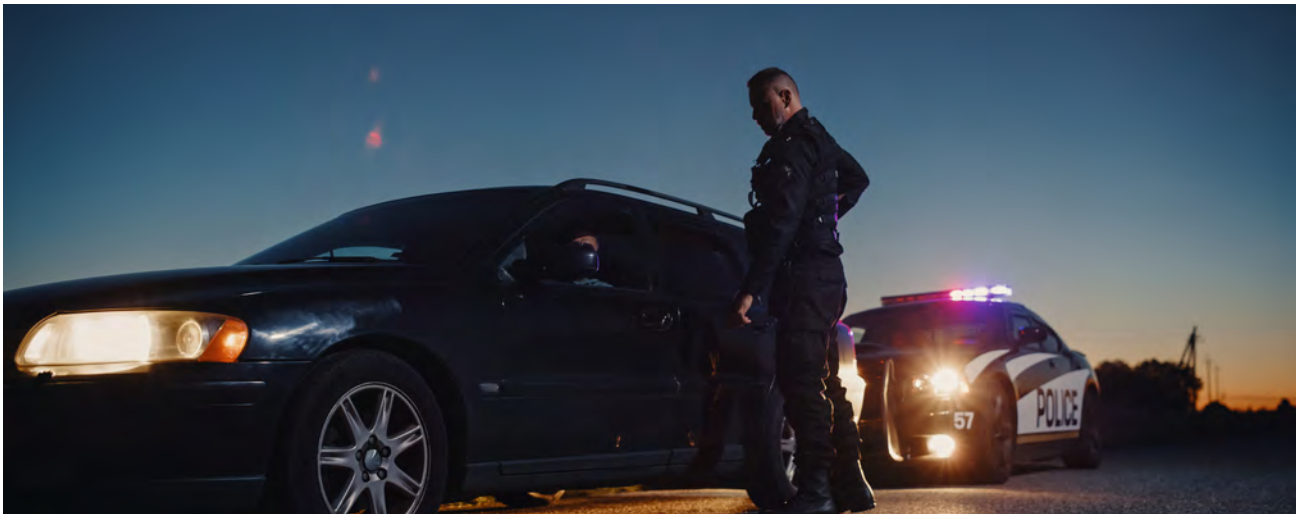


Figure 8.13: Crashes Involving Driving Under the Influence





FOCUS AREA E

Improper Turning Away from Intersections

INJURY CRASH STATISTICS

305 (23%) Total Crashes

66 (22%) KSI Crashes

Improper turning remains one of the leading primary contributors to crashes in unincorporated Sutter County. Moreover, most of them occurred away from an intersection, rather than at them. These improper turning crashes that occurred away from an intersection accounted for 23 percent of the county's total injury crashes and 22 percent of its KSI crashes. Figure 8.14 displays the locations of these crashes.

Crashes under this focus area occurred mainly on regional corridors such as State Routes 20, 70, 99, and 113. They were highly concentrated along SR 99. Although less frequent, these crashes also occurred on county roads: Garden Highway, Pass Road, Pleasant Grove Road, and Riego Road. 45 percent of these crashes led to hit object and 37 percent to overturned. 85 percent of these crashes involved vehicles traveling at speeds exceeding 50 MPH. In

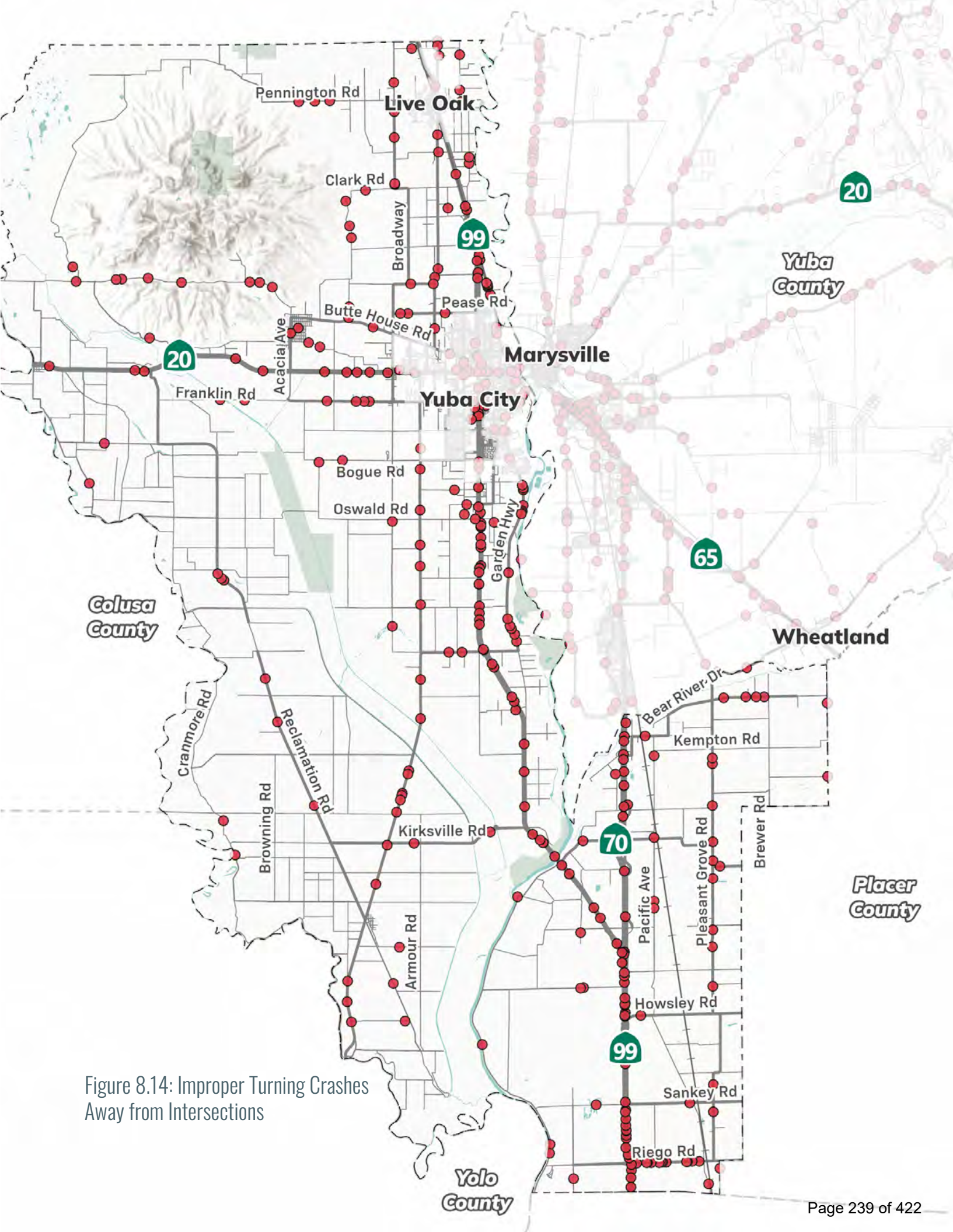


Figure 8.14: Improper Turning Crashes Away from Intersections



Sutter County

A combination of signage, roadway enhancements, and visibility improvements, such as rumble strips, curve warning signs, guardrails, and delineators, can help prevent unsafe turning and roadway departures by guiding drivers and providing recovery space. These countermeasures, especially when paired with speed limit reductions, reduce crash severity by lowering the kinetic energy transferred during high-speed impacts, helping prevent serious injuries.

Potential Countermeasures

- |                                                                                     |                                        |                                                                                     |                                    |
|-------------------------------------------------------------------------------------|----------------------------------------|-------------------------------------------------------------------------------------|------------------------------------|
|    | Rumble Strips                          |    | Guardrail                          |
|   | Safety Edge                            |   | Widen/Pave Shoulder                |
|  | Create/Increase Clear Zone             |  | Speed Limit Reduction              |
|  | Curve Advance Warning Sign             |  | Chevron Signs on Horizontal Curves |
|  | Delineators, Reflectors, and/or Object |                                                                                     |                                    |







FOCUS AREA F

Hit Object

INJURY CRASH STATISTICS

330 (25%) Total Crashes

78 (26%) KSI Crashes

Hit-object crashes emerged as the most prevalent crash type in unincorporated Sutter County. This crash type makes up 25 percent of the county’s total injury crashes and 26 percent of its KSI crashes. As expected, 96% of all hit-object crashes involved only one party. Figure 8.15 displays all hit object crashes in unincorporated Sutter County.

Over two-thirds (68 percent) of this type of crash occurred on non-state facilities, in a more rural setting where the roads are narrow. Locations of many of these crashes include Pleasant Grove Road, Garden Highway, Pass Road, and Pennington Road. However, SR 99 also experienced a significant number of

hit object crashes. Most of the objects that were hit (85 percent) were fixed objects such as trees, utility poles, and sometimes fencing or some other barrier. 75 percent of hit object crashes involved vehicles that were traveling at speeds of 50 MPH or higher. Leading up to the crashes, 41 percent of at-fault vehicles made some unsafe turning movement, such as erratic steering wheel maneuvers, and 32 percent ran off the road.

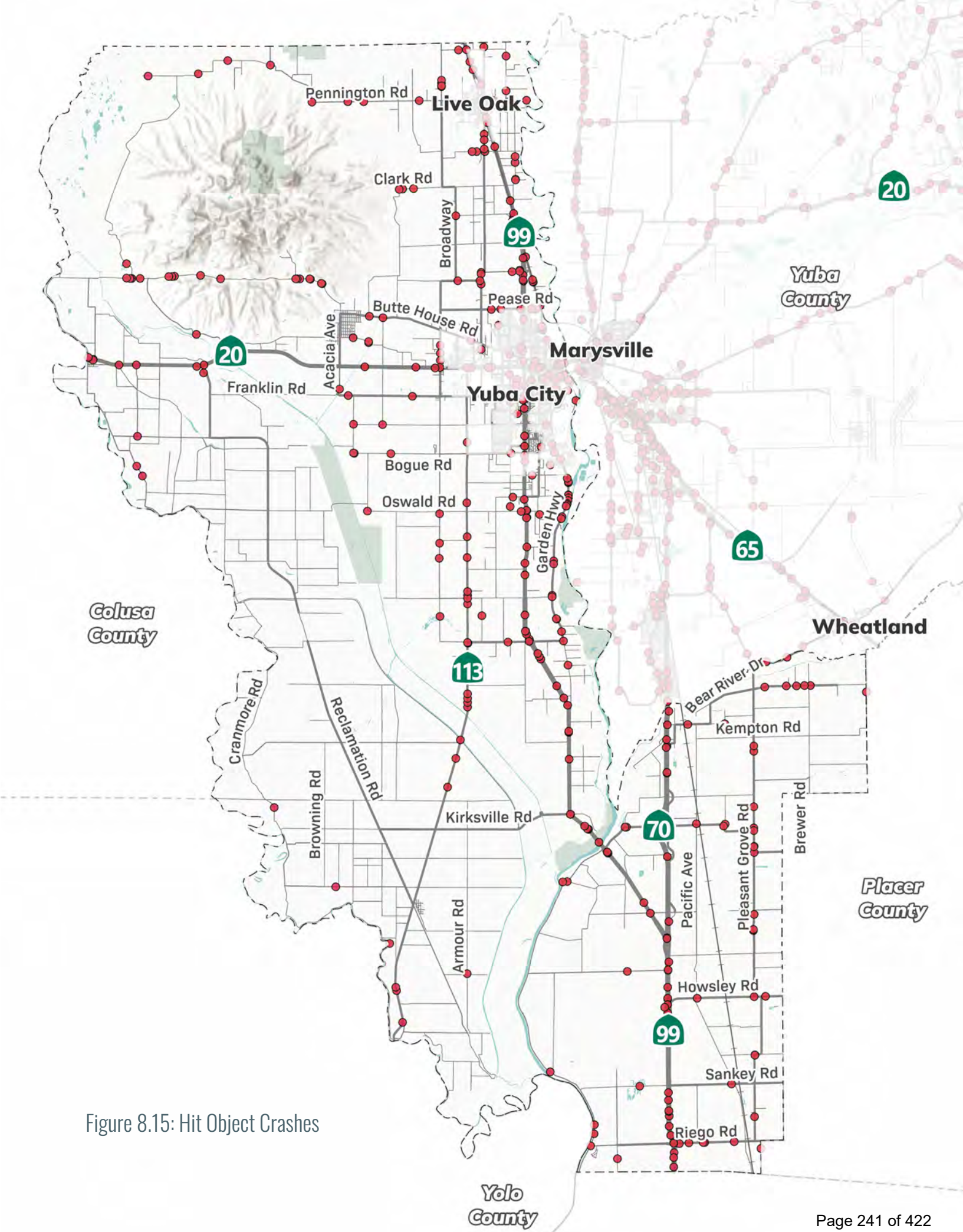


Figure 8.15: Hit Object Crashes



Sutter County

Countermeasures like guardrails, clear zone improvements, and widened or paved shoulders can help prevent crashes with objects and provide recovery space. Rumble strips, safety edge treatments, and delineators or reflectors enhance driver awareness and guidance, especially in low-visibility conditions. Speed limit reductions are especially critical, as lower speeds directly reduce the kinetic energy transferred during a crash, which in turn lowers the risk of severe injury or fatality.

Potential Countermeasures



Delineators, Reflectors, and/or Object



Speed Limit Reduction



Rumble Strips



Guardrail



Safety Edge



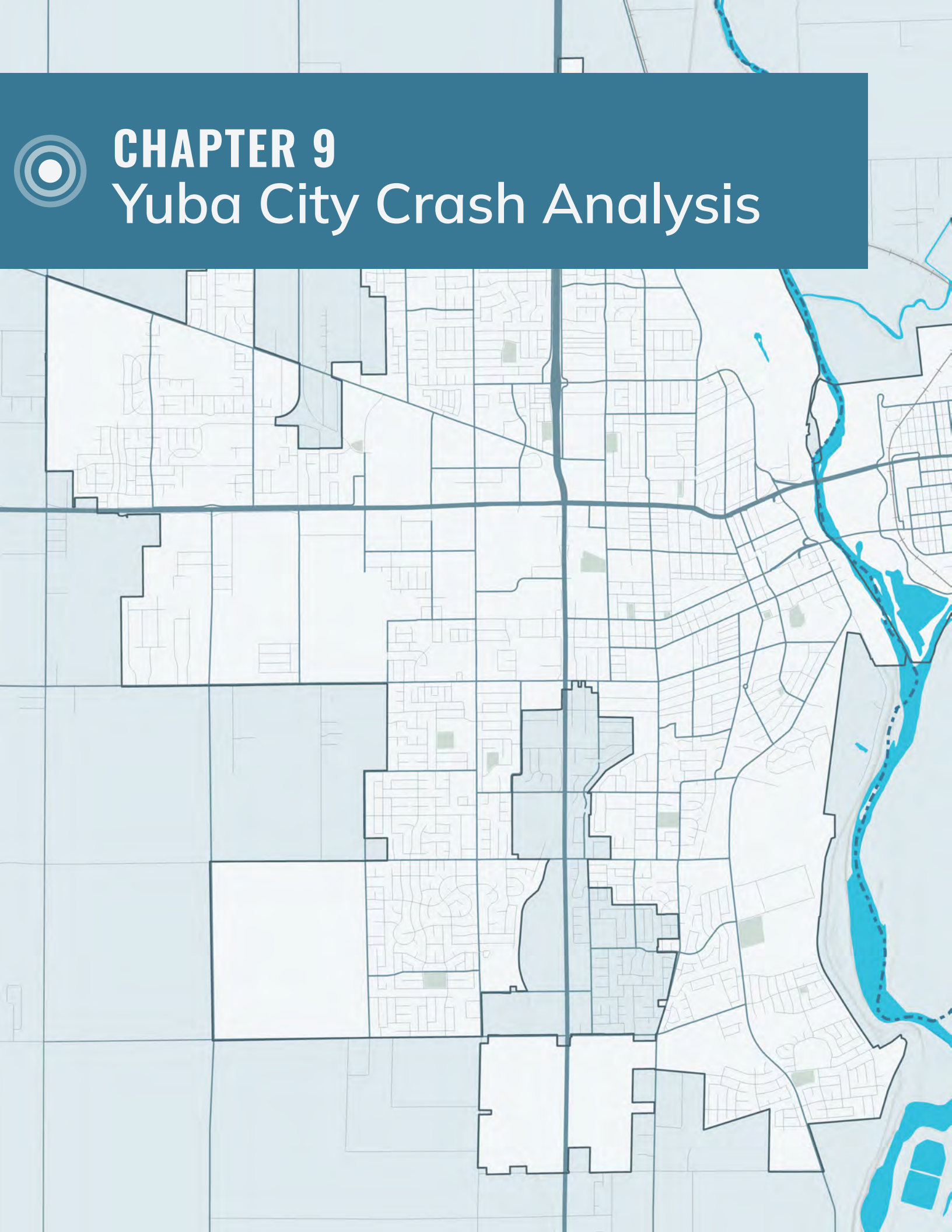
Widen/Pave Shoulder



Create/Increase Clear Zone







# CHAPTER 9

## Yuba City Crash Analysis

# This Plan and Our City

### Introduction

Yuba City, located in the heart of California’s Sacramento Valley, serves as the county seat of Sutter County and is the central hub in the Yuba-Sutter region, along with its sister city across the river, Marysville. The city has experienced steady growth and has a population of about 70,000. Its transportation network is well-connected and supports both local and regional mobility. Major roadways include State Route 99, which runs north-south through the city and serves as a primary corridor for commuters and freight, and State Route 20, which provides east-west access across the region. Within the city, arterial roads like Franklin Road, Butte House Road, and Bridge Street facilitate local travel. Public transportation is available through Yuba-Sutter Transit, offering fixed-route and paratransit services.

Yuba City plays a vital role in the Yuba-Sutter region as an economic and cultural center. It hosts a diverse range of businesses, from local shops and restaurants to regional retail centers and industrial parks. Yuba City provides critical support to the region’s extensive agricultural industry. The city is home to the Sunsweet Cannery, Holt Ag Solutions, Tractor Supply, Beeler Tractor, Pape Machinery, the Yuba-Sutter Farm Bureau, NorTech Ag, the regional USDA office, and the Cooperative Extension of the University of California - Climate Smart Agriculture Program.

Residential areas such as Lincoln East, Butte Vista, and El Margarita are spread throughout the city with access to schools, civic facilities, and other amenities. Commercial activity is concentrated along SR 20/Colusa Highway,

Bridge Street, and in the historic downtown along Plumas Street, where shops, restaurants, and services are located. The city’s strategic location, combined with its planning framework and transportation infrastructure, makes it a key driver of regional growth and a focal point for community services, commerce, and connectivity.

### Communities of Concern

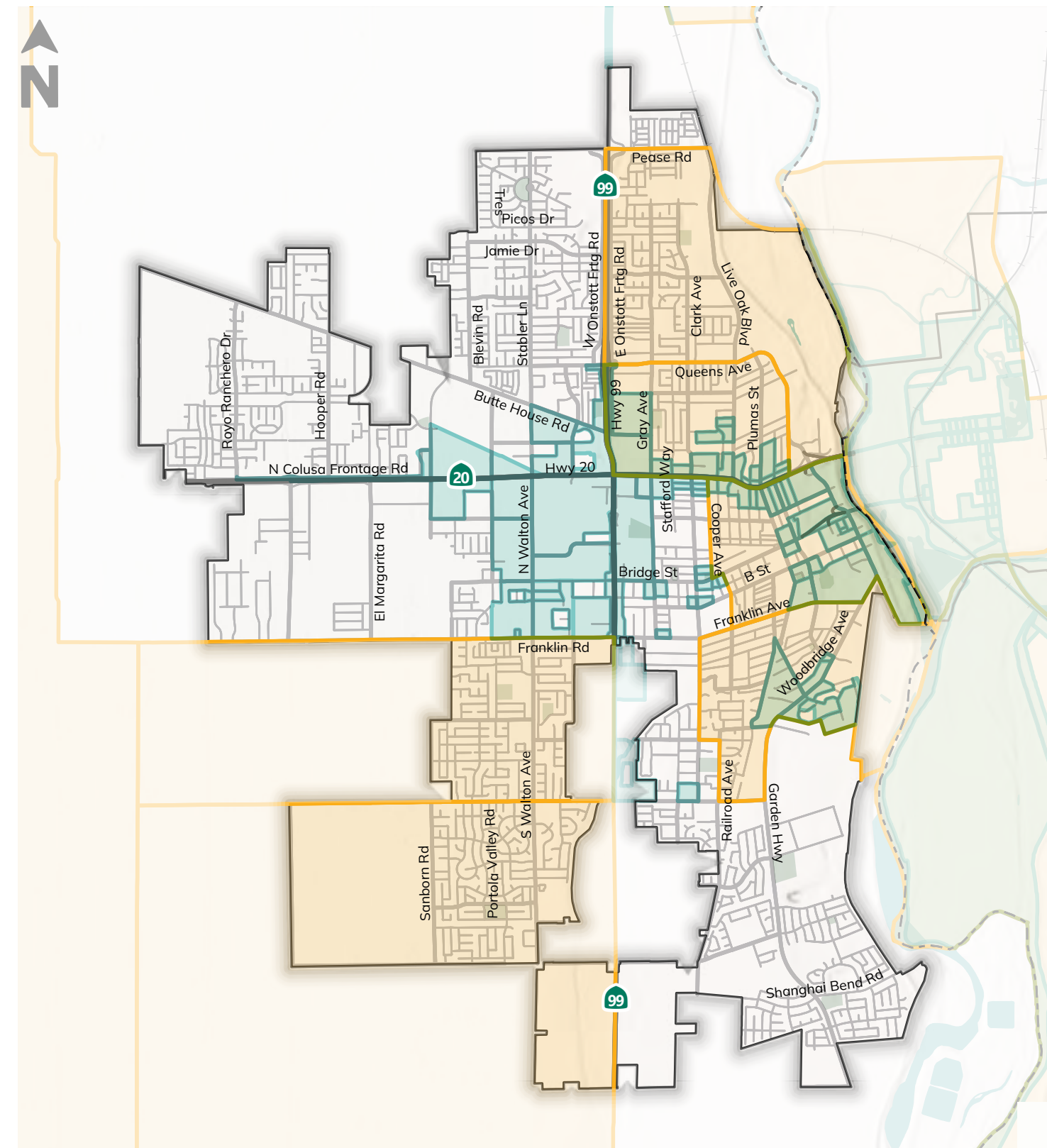
Sociodemographic data sources are helpful to better understand the community, as well as when applying for state and federal grant funding to implement infrastructure projects. Figure 9.1 shows locations in Yuba City that meet the criteria for two community metrics relevant to grant applications:

- Caltrans Transportation Equity Index (EQI) Transportation-Based Priority Populations: 10 percent of Yuba City’s population meets Caltrans’ threshold for Transportation-Disadvantaged status, compared to 16 percent statewide.
- USDOT Areas of Persistent Poverty and Historically Disadvantaged Communities: 52 percent of Yuba City’s population lives in areas of persistent poverty and historically disadvantaged communities, compared to 28 percent statewide.

In CalEnviroScreen, which evaluates environmental burdens including air pollution, traffic density, and health vulnerabilities, Yuba City received a score of 32, where the state had a score of 23, indicating that the population of Yuba City experience higher levels of environmental impacts than the state as a whole.



Figure 9.1: Caltrans Transportation Equity Index & USDOT Areas of Persistent Poverty



Legend

- Caltrans Transportation Equity Index (EQI) Transportation-Based Priority Populations
- USDOT Areas of Persistent Poverty and Historically Disadvantaged Communities (APPHDC)

Plans

CITY OF YUBA CITY 2040 GENERAL PLAN UPDATE

Yuba City has already made commitments to improving roadway safety, as encapsulated in the following General Plan Policies:

- CI 1-5: As appropriate, implement traffic calming measures such as minimum road right of ways, roundabouts, traffic circles, and other measures.
- CI 5-1: When feasible, construct complete streets for new and modified roadways, plan for usage of the roadway space by all users, including motor vehicles, transit vehicles, bicyclists, and pedestrians (complete streets).
- CI 7-1: Establish a network of on- and off-roadway bicycle routes and encourage their use for commute, recreational, schools and other trips. Design bike routes with the safety of cyclists as a priority.
- CI 7-6: In accordance with Public Works Standard Details, design new pedestrian facilities to be accessible to all persons regardless of ability and ensure that roadway improvement projects address mobility or accessibility for bicyclists or pedestrians.

YUBA CITY LOCAL ROADWAY SAFETY PLAN

The Yuba City Local Roadway Safety Plan (LRSP) is a strategic framework designed to improve traffic safety by identifying crash trends, prioritizing high-risk locations, and recommending targeted countermeasures to reduce severe and fatal crashes. The LRSP identified safety recommendations for the following corridor segments:

- Walton Avenue Between SR 20 and Franklin Avenue
- Gray Avenue Between SR 20 and Franklin Avenue
- Sutter Street/2nd Street/ Garden Highway Between SR 20 and Franklin Avenue
- Bridge Street Between SR 99 and Shasta Street
- Live Oak Boulevard Between Pease Road and Queens Avenue



Projects and Programs

There are numerous infrastructure improvement projects currently underway or planned in Yuba City. The following roadway safety projects are planned on state and local roadway facilities:

- Install backplates with reflective borders to signal lights; install touch-free pedestrian signals; and upgrade curb ramps to American with Disabilities Act (ADA) standards at various locations on SR 20 and SR 99.
- Install signs and restripe crosswalk to ladder type at two intersections: SR 99 and Queens Avenue and SR 20/Colusa Highway and North George Washington Boulevard
- Install traffic signals at the SR 20/Colusa Highway and Stafford Way intersection
- Build concrete barriers and pullouts for maintenance vehicles; upgrade lighting, signs, and facilities to comply with Americans with Disabilities Act (ADA) standards along SR 99 between Encinal Road/Live Oak Boulevard and SR 20/ Colusa Highway
- Extend striping; install traffic signals, headlight signs, and rumble strips; and upgrade existing signs along SR 20 between Central Street and Sutter County limits.

YUBA CITY SAFE ROUTES TO SCHOOL

Yuba City's Safe Routes to School is a multidisciplinary program aimed at making streets safer for students to walk and bike to school and reducing school travel by vehicle. The plan identifies infrastructure improvements, safety education initiatives, and other nonengineering measures at 15 schools in the Yuba City Unified School District:

- Andros Karperos School
- April Lane Elementary School
- Barry Elementary School
- Bridge Street Elementary School
- Butte Vista Elementary School
- Central Gaither Elementary School
- Gray Avenue Middle School
- King Avenue Elementary School
- Lincoln Elementary School
- Lincrest Elementary School
- Park Avenue Elementary School
- River Valley High
- Riverbend Elementary School
- Tierra Buena School
- Yuba City High





INJURY CRASH TOTAL

1,589

KSI CRASH TOTAL

142

Figure 9.2  
Injury Crashes by Year, 2018 - 2023

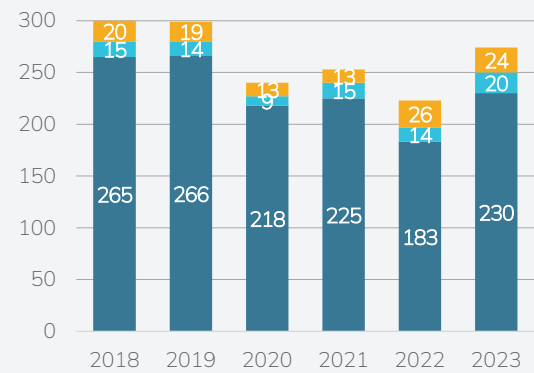
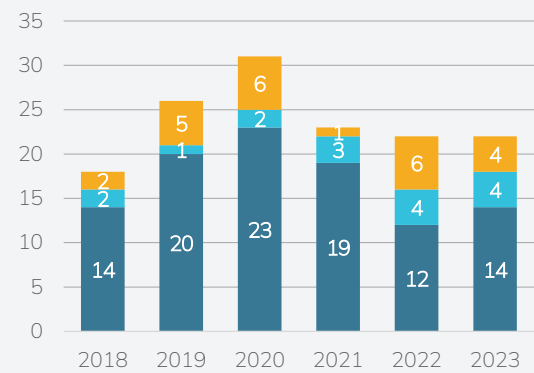


Figure 9.3  
KSI Crashes by Year, 2018 - 2023



KSI = Killed or Severely Injured

- Vehicle-Only Crashes
- Bicycle-Involved Crashes
- Pedestrian-Involved Crashes

Crash Summary

This section summarizes key findings from the city's crash data obtained from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) database, for the years 2018 to 2023. The analysis includes all crashes that led to injury and excludes property-damage-only crashes.

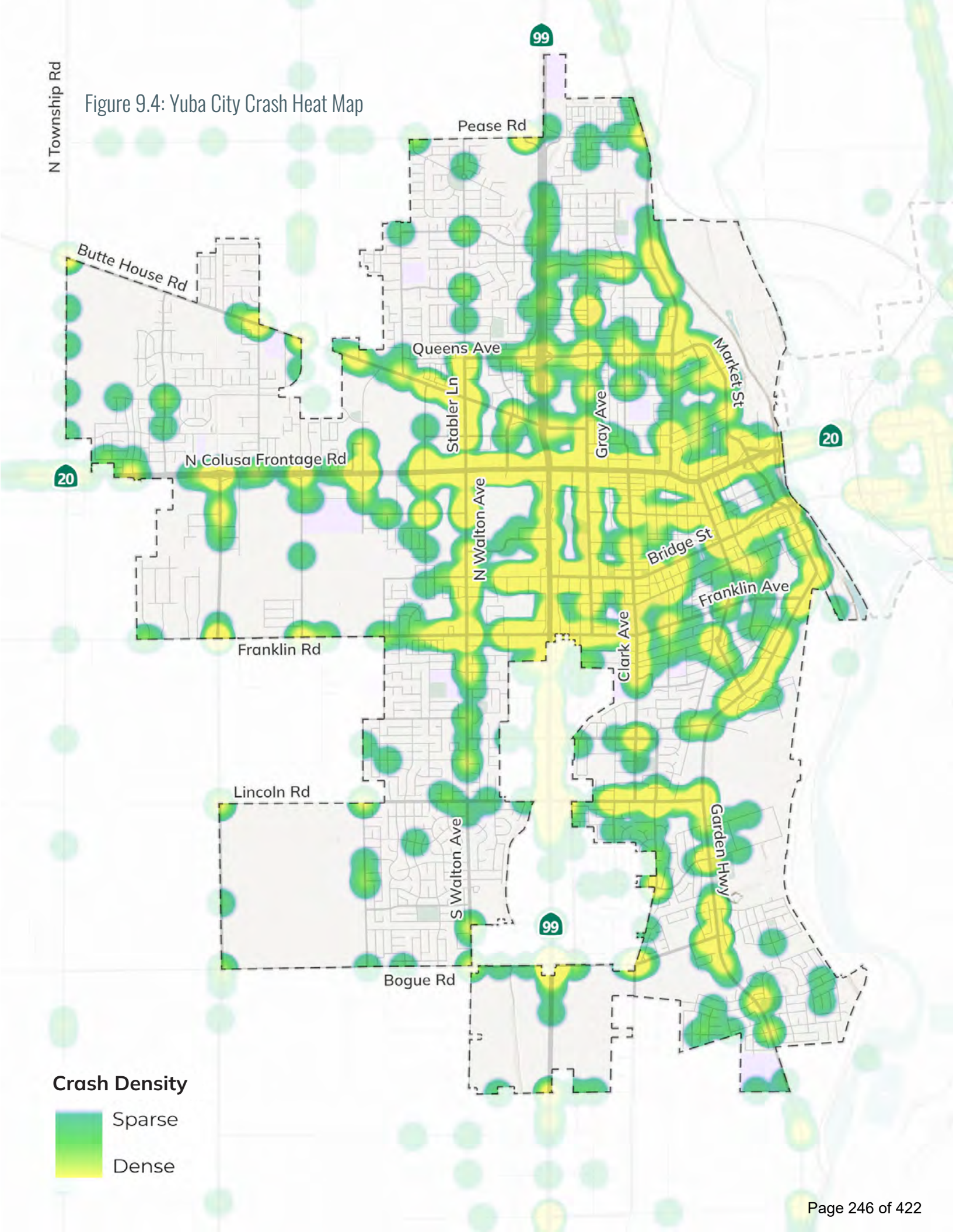
Within the six-year period, Yuba City saw a total of 1,589 crashes that led to some degree of injury, 87 crashes (five percent of all injury crashes) that involved bicyclists, and 115 (seven percent) that involved pedestrians. Yuba City's crashes account for over half (53 percent) of Sutter County's crashes. 142 of Yuba City's injury crashes involved at least one person being killed or severely injured (KSI).

As shown in Figures 9.2 and 9.3, the total number of yearly crashes decreased from 2019 into 2020, the first year of the COVID pandemic, while the number of KSI crashes increased, relative to the prior year. Crash trends have been inconsistent since 2020.

There are several noteworthy corridors with high crash rates:

- About a quarter of all Yuba City crashes took place on State Route 20/Colusa Highway.
- On SR 20/Colusa Highway between Gray Avenue and Clark Avenue, eight crashes involved pedestrians.
- Many rear end crashes occurred where SR 99 intersects Bridge Street and Franklin Road, two major intersections.
- 14 crashes occurred at the Garden Highway and Percy Avenue intersection alone. A cluster of broadside crashes occurred on Bridge Street between North Palora Avenue and North Barrett Road.

Figure 9.4: Yuba City Crash Heat Map



Crash Density

- Sparse
- Dense



About KSI Crashes

Severe injuries resulting from a traffic crash can result in a number of catastrophic impacts, including permanent disability, lost productivity and wages, and ongoing healthcare costs. These injuries can include:

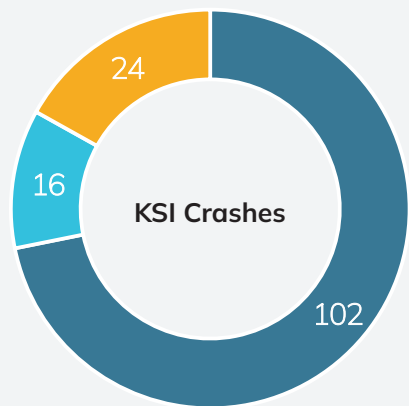
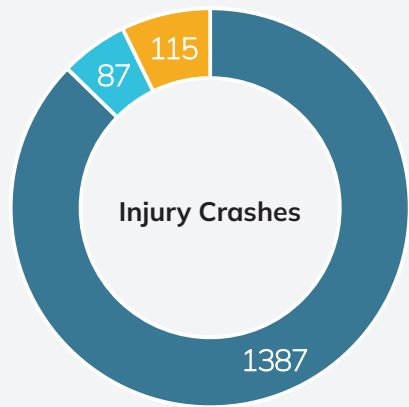
- Broken or fractured bones
- Dislocated or distorted limbs
- Severe lacerations
- Severe burns
- Skull, spinal, chest or abdominal injuries
- Unconsciousness at or when taken from the collision scene

Throughout this analysis, the acronym KSI is used to denote crashes where someone was killed or severely injured.

KSI Crash Summary

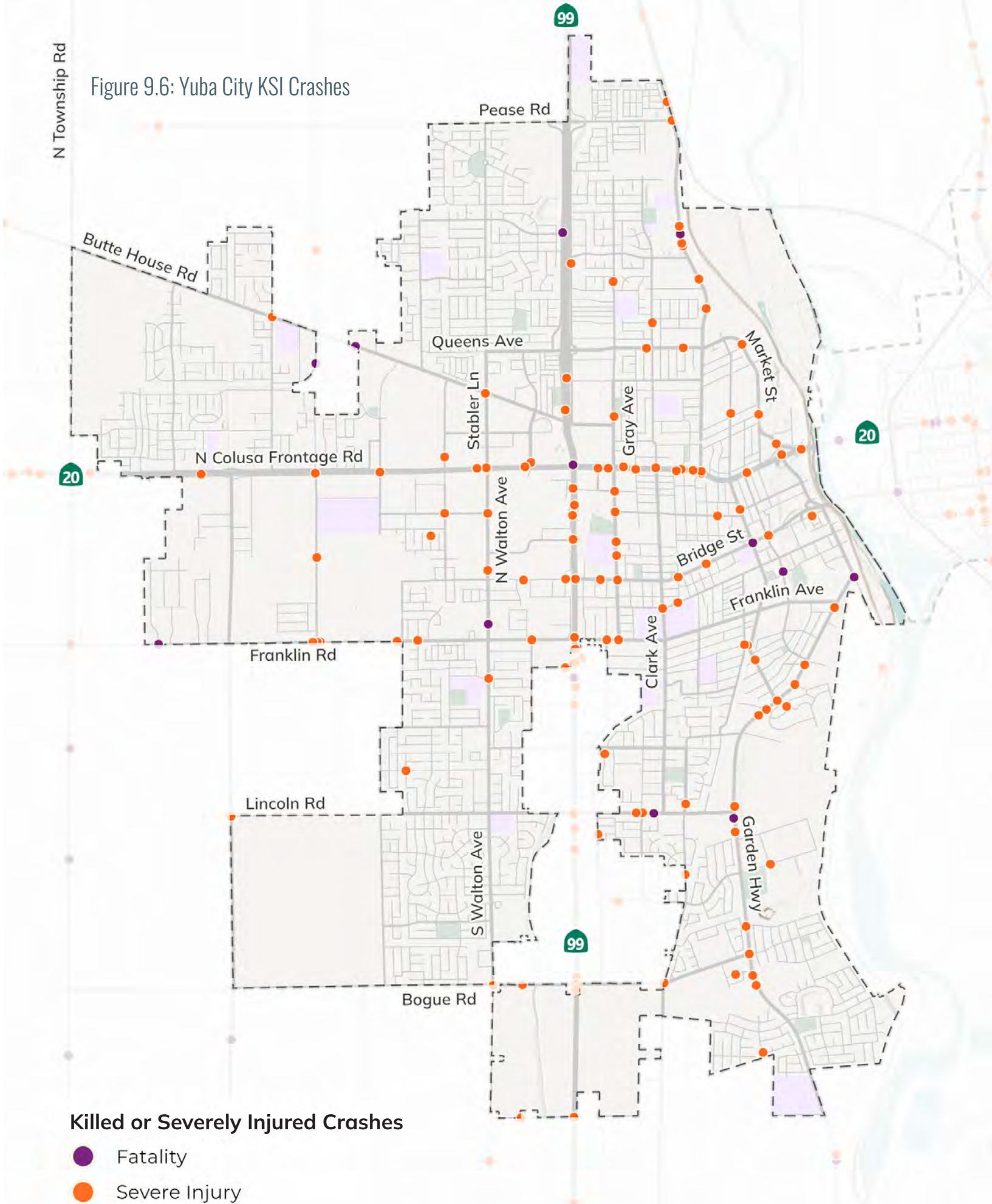
As shown in Figure 9.5, there is a disproportionately greater share of bicycle and pedestrian crashes among KSI crashes, compared to all injury crashes. Out of 142 KSI crashes, 16 (11 percent) involved bicyclists, and 24 (17 percent) involved pedestrians. There was a total of 16 fatalities: 9 drivers or passengers, 5 pedestrians, and 2 bicyclists.

Figure 9.5  
Crash Mode Share by Severity



- Vehicle-Only Crashes
- Bicycle-Involved Crashes
- Pedestrian-Involved Crashes

Figure 9.6: Yuba City KSI Crashes





Crashes by Crash Type

Overall, broadside (38 percent) and rear end (29 percent) crashes were the most common crash types, making up two thirds of all injury crashes. Broadside crashes are typically the result of a failure to yield to oncoming traffic that has the right of way. Similarly, among KSI crashes, broadside (37 percent) was also the most common type of crash, followed by vehicle/pedestrian (16 percent), and rear end (14 percent).

Crashes by Primary Crash Factor

Unsafe speed (25 percent) was the leading reported primary cause of crashes, followed

by vehicle right of way violation (19 percent). Nearly half the crashes attributed to unsafe speed occurred on state facilities within Yuba City, with one-third along SR 20—mostly between Tharp Road and the eastern city limit—and 15 percent on SR 99. Notably, these were clustered where SR 99 intersects Bridge Street and Franklin Avenue. Overall, 85 percent of all unsafe speed crashes led to rear end crashes.

Driving or bicycling under the influence (18 percent) was the leading reported primary cause of KSI crashes followed by vehicle right of way violation (15 percent) and unsafe speed (13 percent).

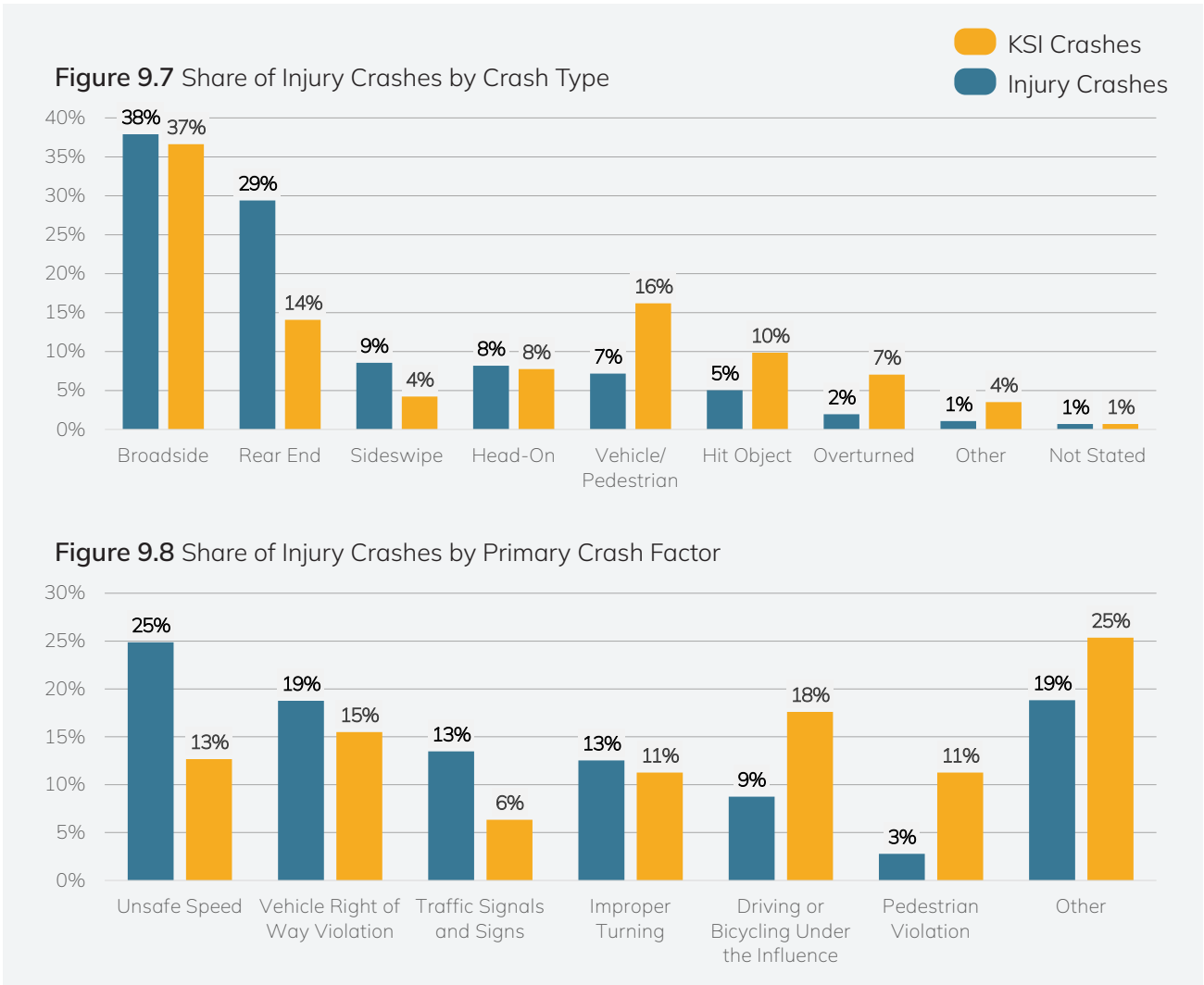
Crashes by Time of Day and Lighting Condition

Overall, most crashes occurred in the daylight (73 percent), 20 percent occurred in the dark where streetlight was present, and 3 percent in the dark with no lighting. A disproportionately greater share of KSI crashes occurred during nighttime in areas with lighting, at 35 percent. 55 percent of KSI crashes happened in daylight, and 4 percent took place during the nighttime in areas that lacked lighting.

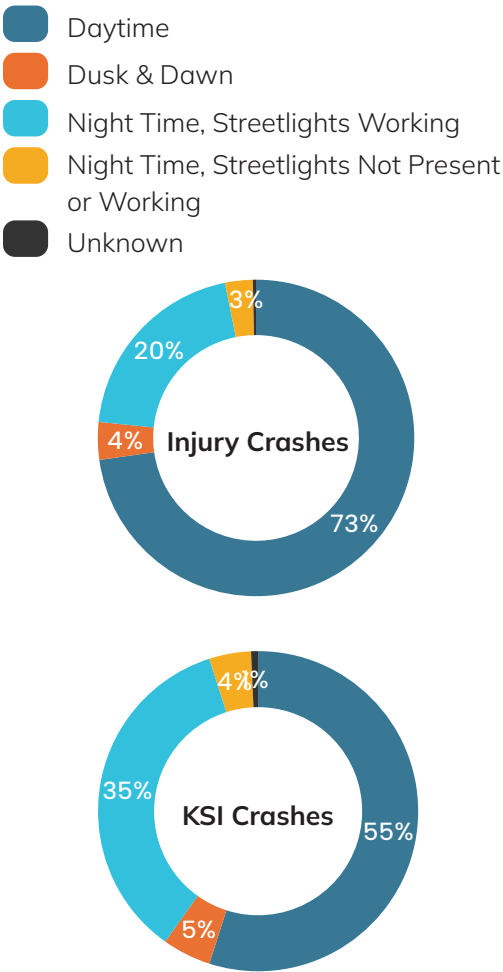
Most of the crashes that took place under the absence of working streetlights in the dark happened along the SR 20, SR 99, Garden Highway/2nd Street, Live Oak Boulevard, and Pease Road corridors.

Driving Under the Influence

While DUI was involved in 10 percent of all crashes, it accounted for a significantly higher proportion of KSI crashes, at 25 percent. 19 out of 25 DUI KSI crashes led to broadside, rear end, and hit object crashes.

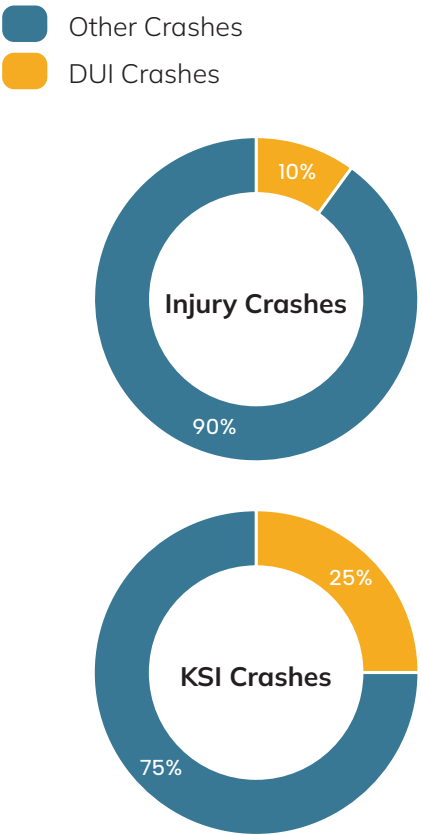


**Figure 9.9**  
Crashes by Time of Day & Lighting



Note: Lighting conditions for five crashes (<1 percent) in Yuba City were unreported.

**Figure 9.10**  
DUI Crashes



# Safety Corridors

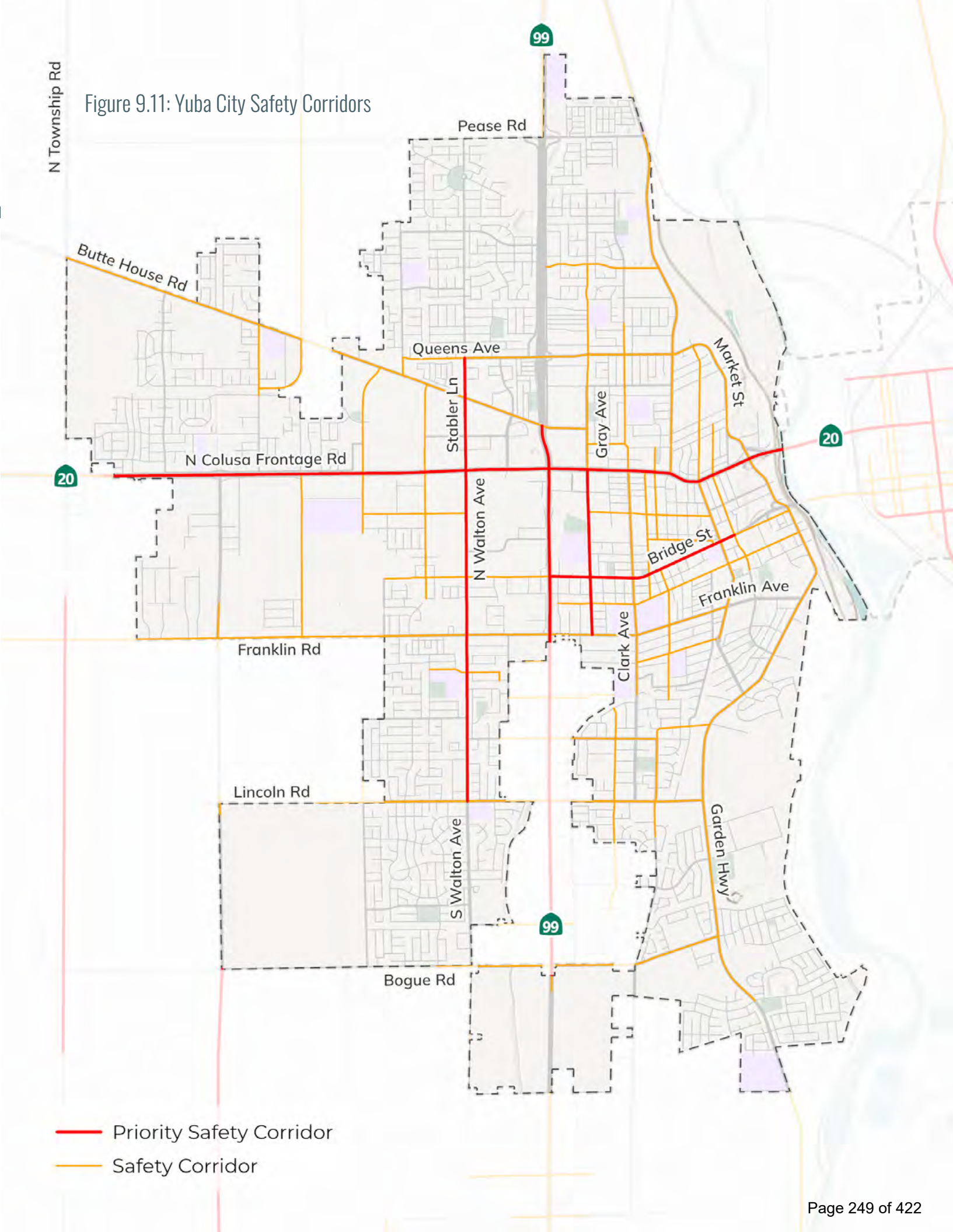
Safety corridors are the roadway segments within Yuba City that had the highest number of crashes resulting in severe injury or death (KSI) in the six-year study period. Priority safety corridors are the safety corridors that experienced the highest rate of KSI crashes, are adjacent to sensitive land uses, and have high potential for severe crashes and thus, should be prioritized for improvements.

The following is a list of Yuba City's priority safety corridors as identified through a safety corridor systemic analysis, task force input, and community feedback. Figure 9.11 displays Yuba City's network of safety corridors, which are shown in orange. Priority corridors are shown in red. Refer to Appendix C for a more detailed explanation of the safety corridor identification technical methodology.

- SR 20 from Western Parkway to Feather River
- SR 99 from Butte House Road to Franklin Avenue
- Stabler Lane from SR 20 to Queens Avenue
- Walton Avenue from SR 20 to Lincoln Road
- Gray Avenue from SR 20 to Franklin Avenue
- Bridge Street from SR 99 to Shasta Street

Priority Safety Corridors were identified to provide the list of locations for actionable next steps with additional study. Studies could include recommended engineering safety countermeasures with targeted improvements to address crash history or focused programs identified in the Action Plan chapter.

Figure 9.11: Yuba City Safety Corridors





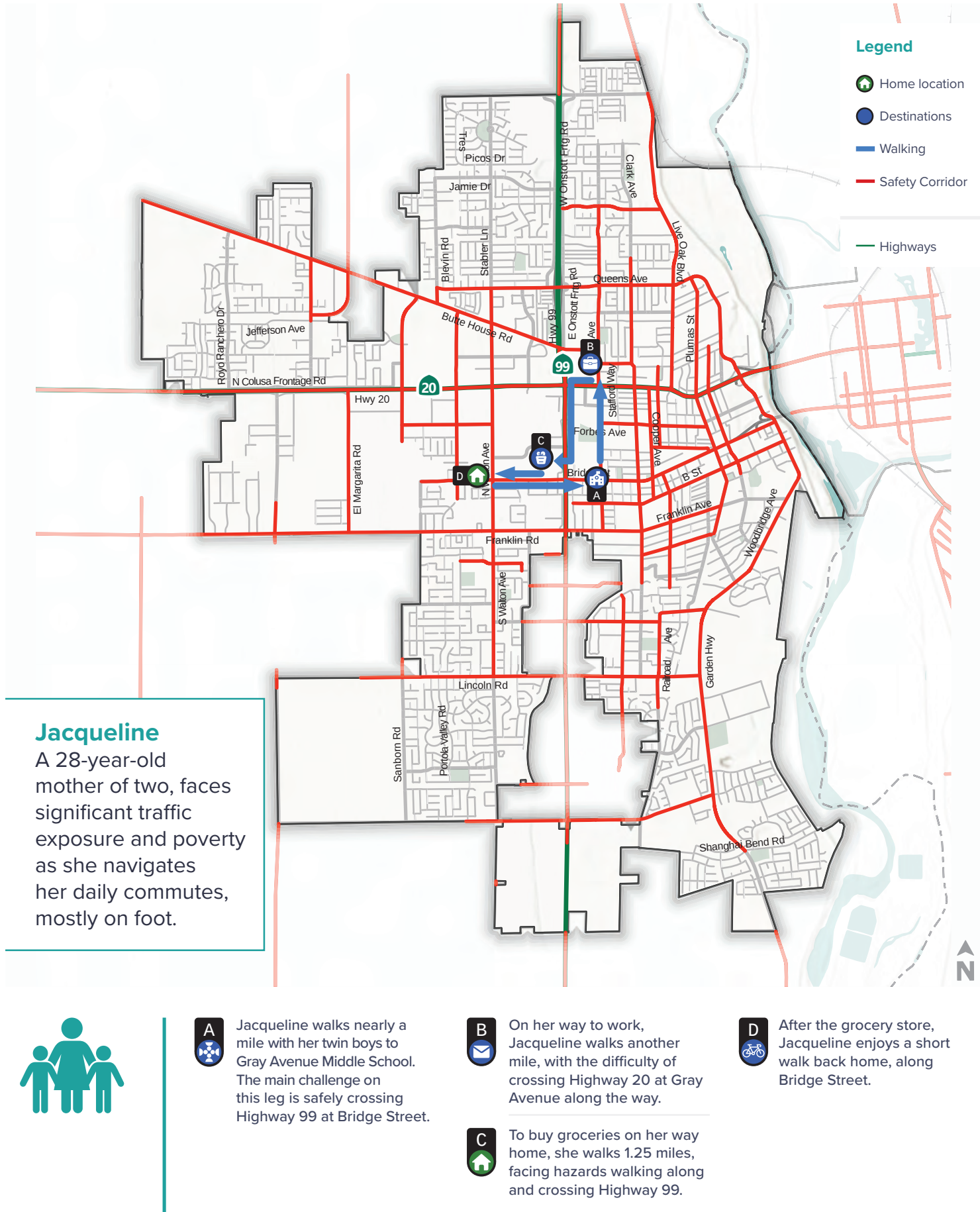
# Community Snapshot

This community snapshot features Jacqueline, a fictional character created to illustrate the daily transportation challenges faced by a mother without a personal vehicle in Yuba City. The experiences of this character are based on census data as well as local lived experiences.



A majority of trips within Yuba City are made by driving, but one-tenth are done via walking. Jacqueline, a 28-year-old mother of two, faces daily transportation and safety challenges as she commutes primarily on foot. Her routine includes walking nearly a mile with her twin boys to Gray Avenue Middle School, where crossing Highway 99 at Bridge Street presents a major safety concern. She then walks another mile to work, navigating the dangerous crossing at Highway 20 and Gray Avenue. On her way home, Jacqueline walks 1.25 miles to buy groceries, again encountering hazards along and across Highway 99. Although her final stretch home along Bridge Street is relatively safer, her daily routes expose her to significant traffic risks and reflect the broader challenges of navigating essential errands without access to safe, reliable transportation. Figure 9.12 illustrates Jacqueline's typical daily trip sequence.

Figure 9.12: Yuba City Community Snapshot







# Focus Areas

Six focus areas were identified through a systemic analysis of crash records to represent the most significant patterns behind injury crashes—and especially KSI crashes—in the region. These focus areas are identified with the letters “A” through “F” and each one is applicable to one, several, or all of the communities covered by this RSAP. Following each crash focus area is a set of potential countermeasures that should be considered for implementation to improve safety outcomes. Appendix D contains a more detailed summary of each countermeasure.

Yuba City’s traffic safety challenges can be understood through a subset of these focus areas:



**FOCUS AREA A**  
Crashes on State Highways Serving as  
Main Streets



**FOCUS AREA B**  
Right-of-Way Issues at Intersections



**FOCUS AREA C**  
Driving Under the Influence



**FOCUS AREA D**  
Crashes Involving People Walking and  
Biking





FOCUS AREA A

Crashes on State Highways Serving as Main Streets

INJURY CRASH STATISTICS

532 (34%) Total Crashes

42 (30%) KSI Crashes

State Routes 99 and 20 serve as main streets within Yuba City, traversing the middle of the city in a north-south and east-west direction, respectively. Roads of this nature—arterials designed not just for local but also regional mobility and situated along key destinations—typically have higher crash rates and often see conflict between the different modes of transportation. Within the six-year period, 532 total crashes occurred on this road type, making up 34 percent of Yuba City’s crashes; 42 of these crashes resulted in a fatal or severe outcome, which account for 30 percent of KSI crashes.

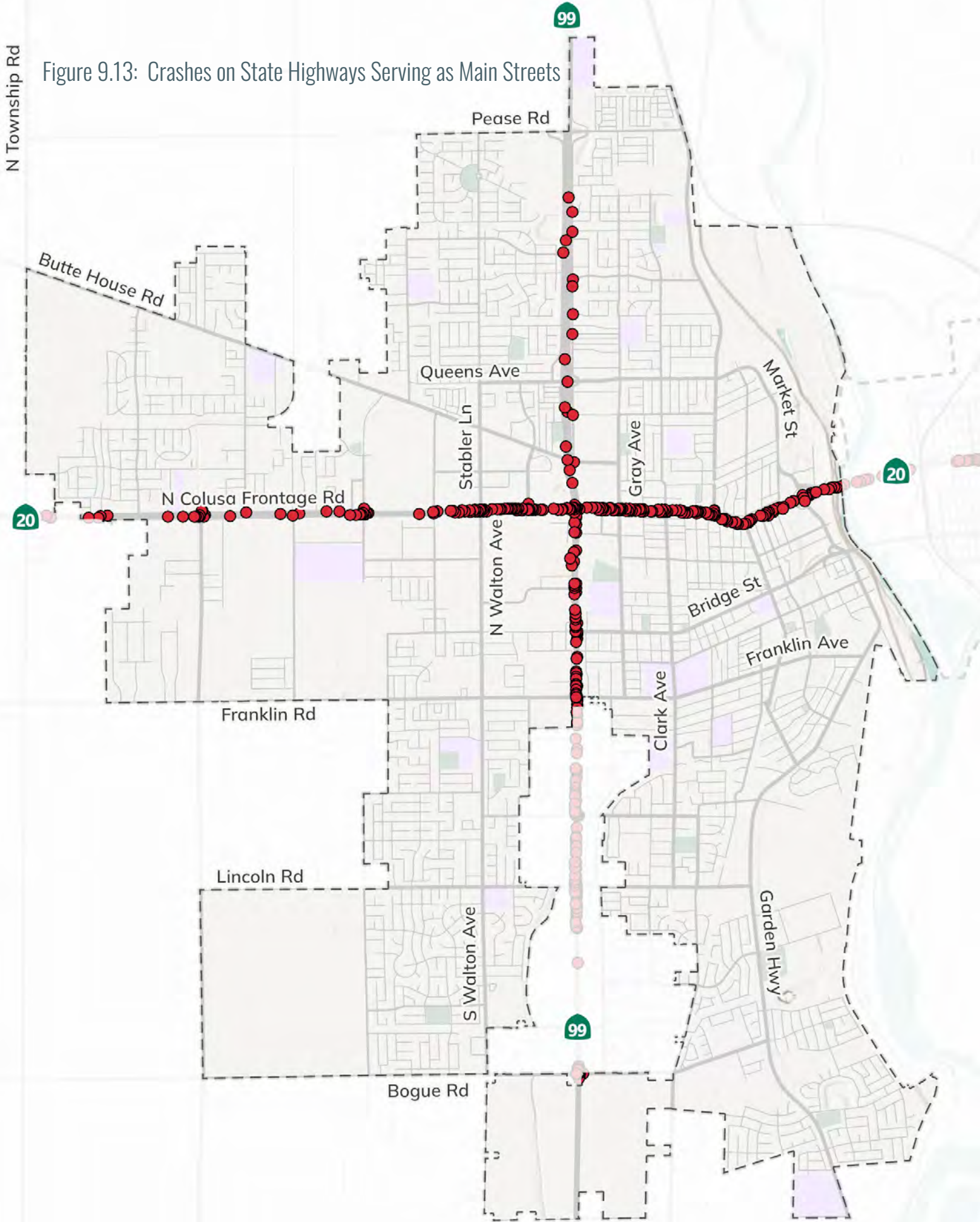
These roads are heavily utilized in Yuba City by residents and visitors since they provide access to shops and businesses and connectivity to

other parts of the city and region. These roads are four lanes wide in order to accommodate the high volumes. Wider roads typically induce travel at higher speeds and increase the time needed to safely cross them. The top leading causes behind the crashes that happened under this focus area were unsafe speed (38 percent) and right-of-way violation (29 percent). The most common crash types to result were rear end (42 percent) and broadside (33 percent), crash types that are typically more severe.

The following countermeasures can improve safety along highway main streets by slowing vehicle speeds, organizing traffic flow, and reducing conflict points between roadway users.

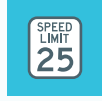
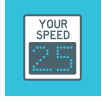


Figure 9.13: Crashes on State Highways Serving as Main Streets





Potential Countermeasures

- |                                                                                     |                                                    |                                                                                     |                                    |
|-------------------------------------------------------------------------------------|----------------------------------------------------|-------------------------------------------------------------------------------------|------------------------------------|
|    | Traffic Signal                                     |    | Roundabout                         |
|    | All-Way Stop Control                               |    | Close Slip Lane                    |
|    | Slow Turn Wedge                                    |    | Advance Stop Bar                   |
|    | Lane Narrowing                                     |    | Road Diet                          |
|    | Driveway Consolidation                             |    | Raised Median                      |
|    | Directional Median Openings to Restrict Left Turns |    | Separated Bikeways                 |
|   | Buffered Bike Lanes                                |   | Bike Lane                          |
|  | Add Sidewalk                                       |  | Street Lighting                    |
|  | Speed Limit Reduction                              |  | Speed Feedback Sign                |
|  | Advanced Dilemma Zone Detection                    |  | Flashing Yellow Turn Phase         |
|  | All-Red Signal Time                                |  | Speed Sensitive Rest in Red Signal |
|  | Retroreflective Tape on Signals                    |                                                                                     |                                    |







FOCUS AREA B

Right-of-Way Issues at Intersections

INJURY CRASH STATISTICS

446 (28%) Total Crashes

27 (19%) KSI Crashes

In Yuba City, 446 crashes (28 percent of Yuba City's total crashes from 2018 to 2023) were recorded at intersections where the primary contributing factor was right-of-way violation; 27 resulted in someone being killed or seriously injured, making up 19 percent of Yuba City's KSI crashes.

These incidents predominantly stemmed from drivers failing to yield to oncoming or cross traffic that legally possessed the right-of-way. In many cases, motorists either misjudged the speed and distance of approaching vehicles or did not come to a complete stop at the appropriate distance from the main thoroughfare. As a result, a majority of these

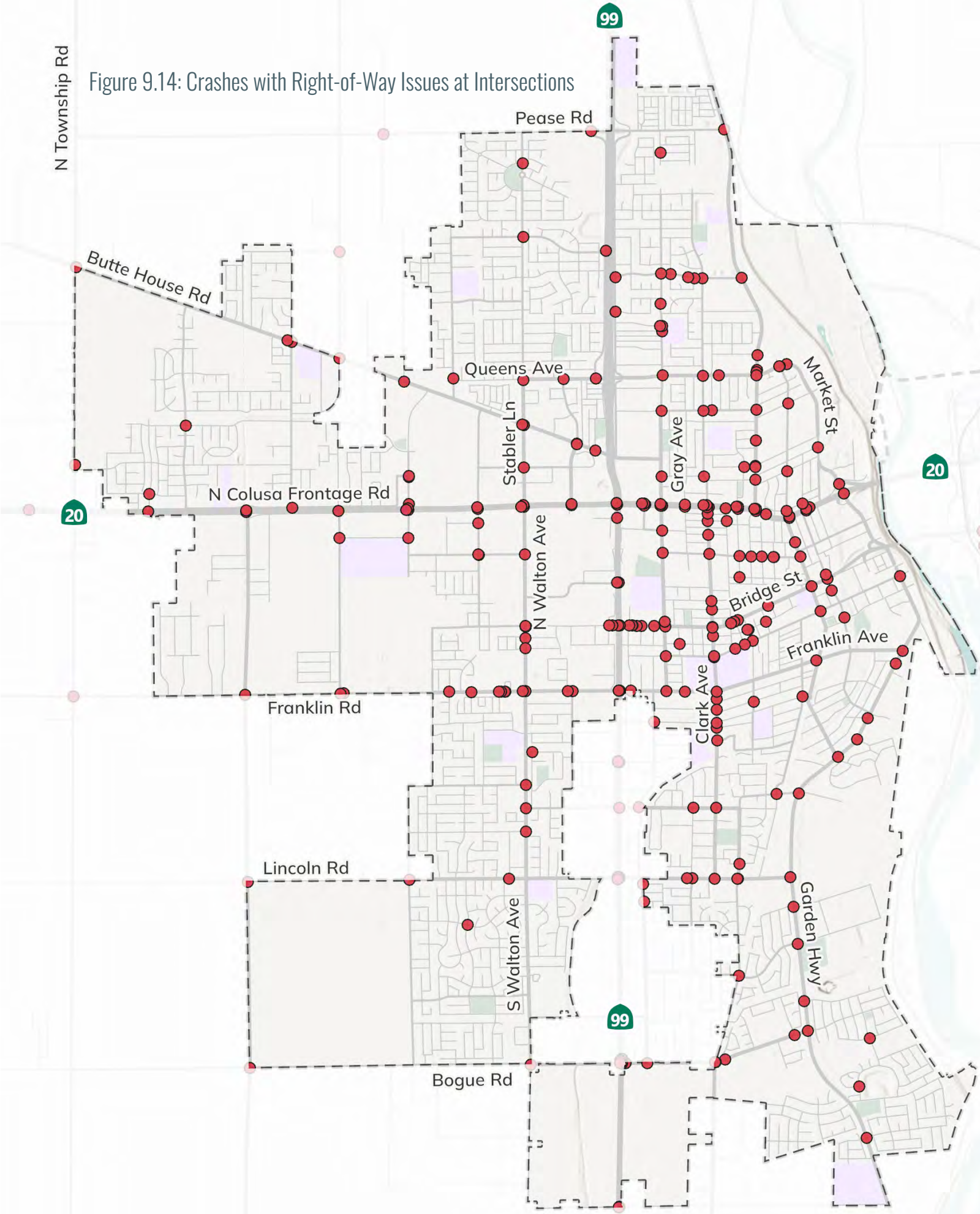
crashes culminated in broadside, or T-bone, crashes—an especially dangerous type of crash due to the limited protection on the sides of vehicles—highlighting the importance of right-of-way compliance at intersections.

SR 20/Colusa Highway, Bridge Street, Clark Avenue, Walton Avenue, Gray Avenue, Franklin Boulevard, and Garden Highway saw the highest frequency of this type of crash.

The following countermeasures directly target right-of-way issues by making intersections safer, more predictable, and easier to navigate.



Figure 9.14: Crashes with Right-of-Way Issues at Intersections





Potential Countermeasures

|                                                                                     |                                            |                                                                                     |                                     |
|-------------------------------------------------------------------------------------|--------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------|
|    | Roundabout                                 |    | Traffic Signal                      |
|    | Neighborhood Traffic Circle                |    | Close Slip Lane                     |
|    | Intersection Reconstruction and Tightening |    | Slow Turn Wedge                     |
|    | Advance Stop Bar                           |    | Centerline Hardening                |
|    | Raised Median                              |    | Lane Narrowing                      |
|    | Road Diet                                  |    | Through Bike Lane at Intersection   |
|   | Rectangular Rapid Flashing Beacon          |   | Pedestrian Hybrid Beacon            |
|  | High-Visibility Crosswalk                  |  | Bicycle Signal/Exclusive Bike Phase |
|  | Advanced Dilemma Zone Detection            |  | Protected Left Turns                |
|  | Flashing Yellow Turn Phase                 |  | All-Red Signal Time                 |







FOCUS AREA C

Driving Under the Influence

INJURY CRASH STATISTICS

160 (10%) Total Crashes

37 (26%) KSI Crashes

Driving under the influence remains a leading cause of severe and fatal crashes in Yuba City, with impaired driving incidents disproportionately contributing to the city’s most serious roadway outcomes. While DUI-related crashes account for only 10 percent of all crashes in Yuba City, they represent 26 percent of KSI crashes. Figure 9.15 displays all DUI crashes that occurred in Yuba City.

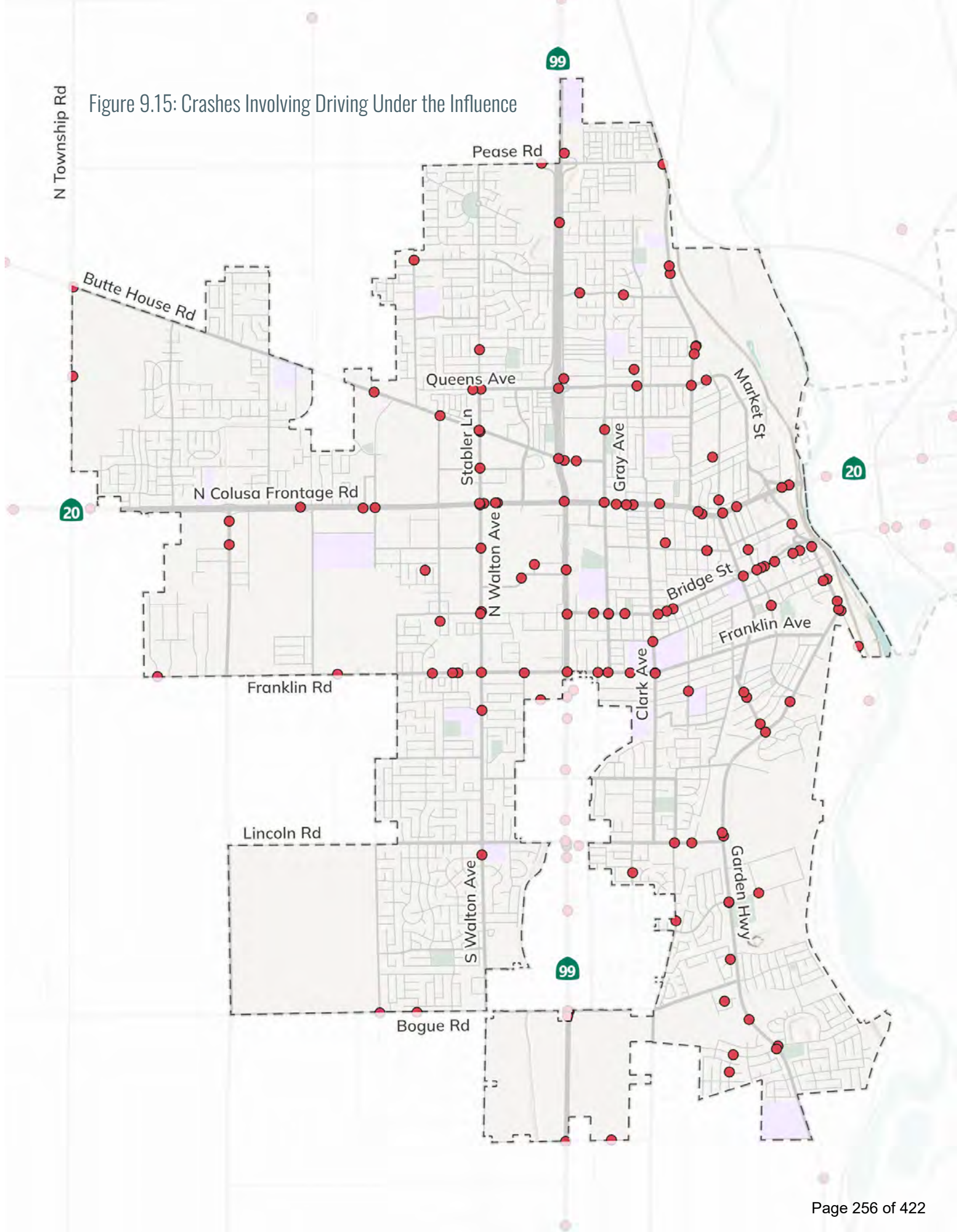
Crashes are primarily concentrated along major roadways and intersections, with the highest densities appearing in the central and eastern parts of the city. Notable clusters are visible along SR 20/Colusa Highway, Bridge Street, and Garden Highway, which serve as key thoroughfares for local and regional traffic.

Intersections such as Queens Avenue and Live Oak Boulevard also show a significant number of incidents. Some crashes are scattered throughout residential neighborhoods, but these are less frequent. Rear end crashes were the most common crash type to result from DUIs, accounting for 33 percent, followed by broadside (23 percent). DUI-related crashes tend to pose a greater risk to those involved; in Yuba City, nearly one-fourth of these crashes had a KSI outcome.

Addressing DUI-related crashes most effectively requires non-engineering strategies, particularly those focused on education and enforcement.



Figure 9.15: Crashes Involving Driving Under the Influence







FOCUS AREA D

Crashes Involving People Walking and Biking

INJURY CRASH STATISTICS

201 (13%) Total Crashes

40 (28%) KSI Crashes

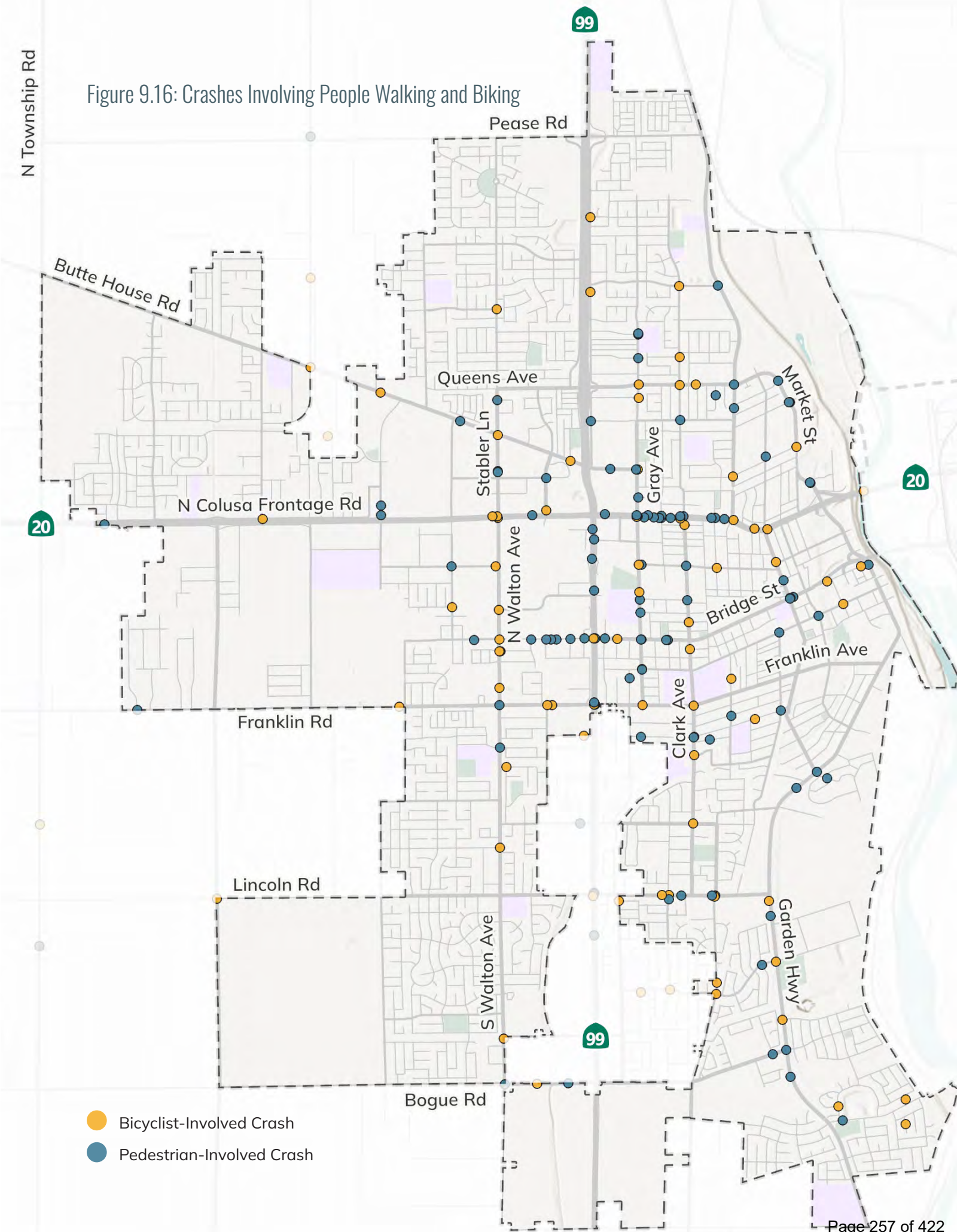
Pedestrians and bicyclists are among the most vulnerable users on Yuba City’s roadways. While they represent a smaller share of overall traffic, they are involved in 13% of all crashes in the city, and account for an alarming 28% of KSI crashes. The leading contributing factors behind these crashes were attributed to drivers failing to yield at crosswalks or signal, pedestrians crossing outside of designated crossing areas, and traveling on the left side of the road.

The convergence of high traffic volumes with areas where people live, shop, walk, and bike play a role in the frequency of crashes on key corridors in the city. Central Yuba City has the highest density of crashes; SR 20/Colusa Highway, Bridge Street, Walton Avenue, Gray Avenue, and Clarke Avenue are high incidence corridors. Notably, there are dense clusters of (mostly) pedestrian crashes on SR 20 between Gray Avenue and Clarke Avenue and Bridge Street between Joann Way and North Lawrence Avenue, locations within busy commercial areas that are adjacent to residential neighborhoods and served by wide, four-lane roads. There is a series of crashes right outside Gray Avenue Middle School along Gray Avenue. Additional crashes occurred along Garden Highway and Franklin Road.

The following countermeasures reduce risks for crashes involving pedestrians and bicyclists by making them more visible to drivers, providing safer and more frequent opportunities to cross busy roads, and creating dedicated or protected spaces for their use.



Figure 9.16: Crashes Involving People Walking and Biking





Potential Countermeasures

- |                                                                                   |                                                   |                                                                                   |                         |
|-----------------------------------------------------------------------------------|---------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------|
|  | Rectangular Rapid Flashing Beacon                 |  | Shared-Use Path         |
|  | High-Visibility Crosswalk                         |  | Separated Bikeway       |
|  | Pedestrian Hybrid Beacon                          |  | Buffered Bike Lanes     |
|  | Leading Pedestrian Interval and Pedestrian Recall |  | Green Conflict Striping |
|  | Co-Locate Bus Stops and Pedestrian Crossings      |  | Bike Lane               |
|  | Curb Extensions                                   |  | Add Sidewalk            |

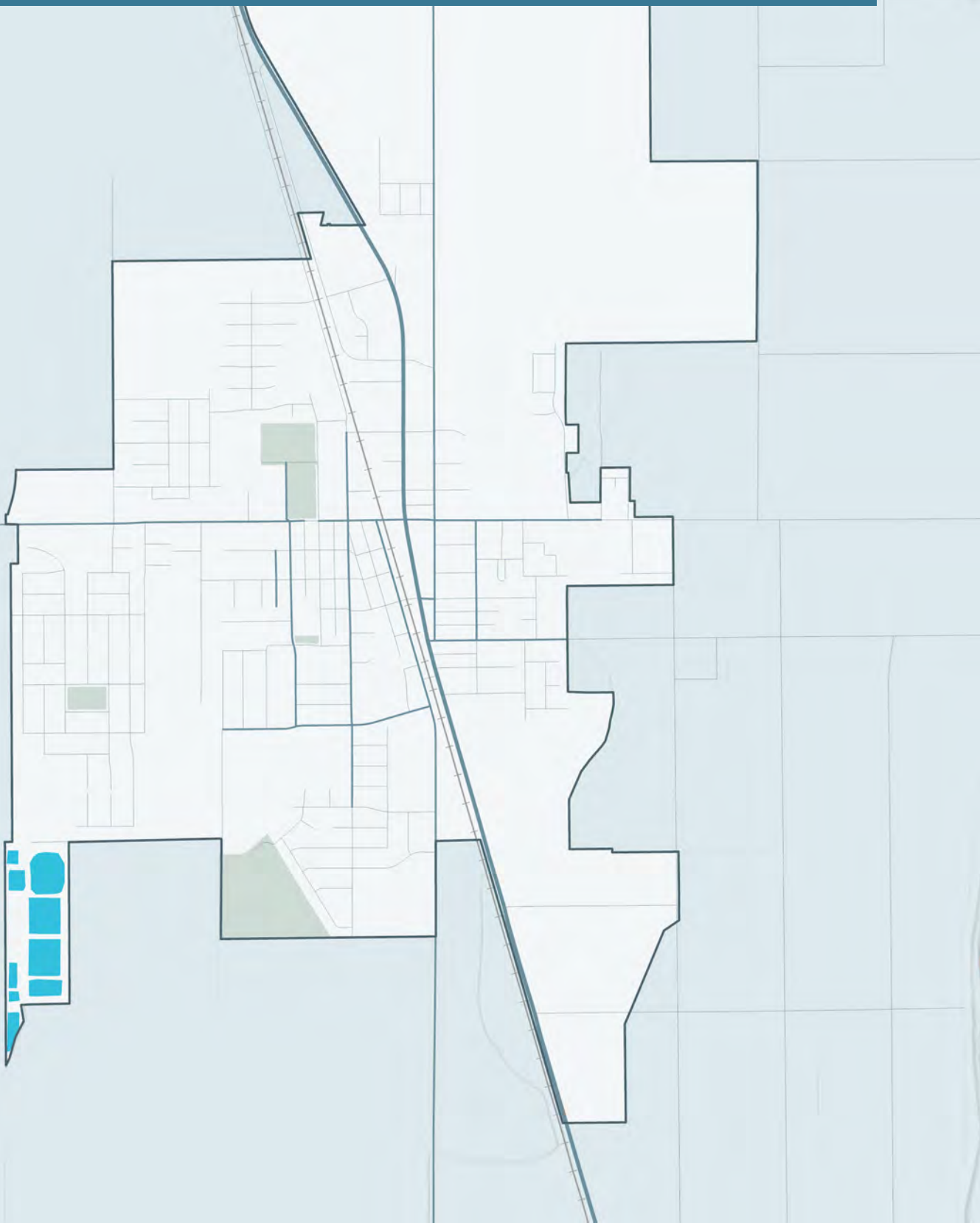






# CHAPTER 10

## Live Oak Crash Analysis



# This Plan and Our Region

## Introduction

Live Oak is a small city in northeast Sutter County, about 10 miles north of Yuba City and 50 miles north of Sacramento. It has a population of about 9,100. The city is surrounded by rich farmlands, orchards, the Feather River, and Sutter Buttes.

State Route 99 bisects the city, serving as a connection to nearby cities such as Yuba City. Pennington Road, another key corridor, traverses east-west through the city. The transportation system reflects the city's rural character, with limited but functional public transit options such as Yuba-Sutter Transit, which offers weekday round-trips to nearby cities like Yuba City and Marysville, along with several scheduled stops within Live Oak itself. For those traveling by car, the city is easily navigable, and recent infrastructure upgrades to SR 99 have made walking and biking much more viable in some areas.

## Communities of Concern

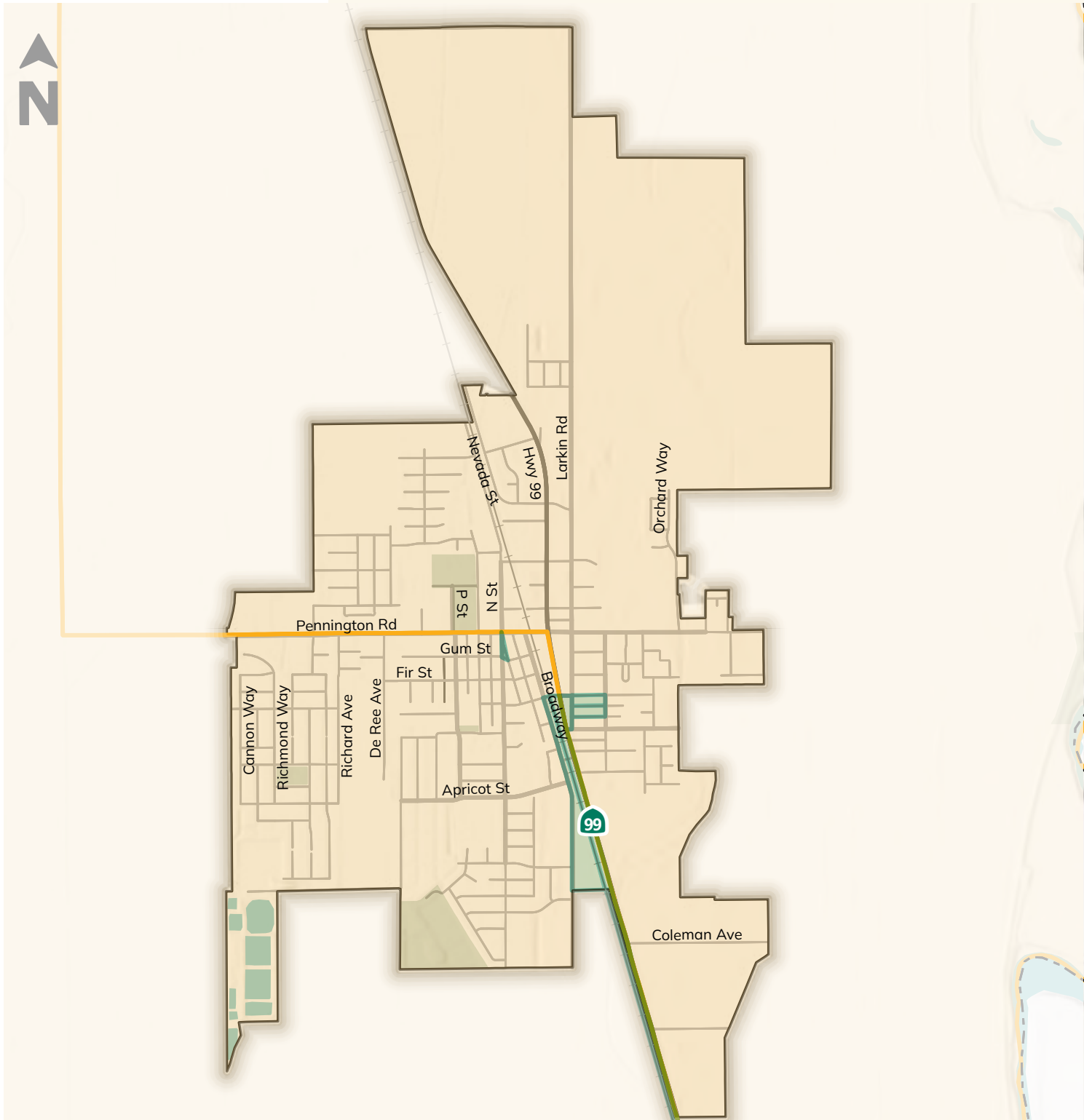
Sociodemographic data sources are helpful to better understand the community, as well as when applying for state and federal grant funding to implement infrastructure projects. Figure 10.1 shows locations in Live Oak that meet the criteria for two community metrics relevant to grant applications:

- Caltrans Transportation Equity Index (EQI) Transportation-Based Priority Populations: 0.4 percent of Live Oak's population meets Caltrans' threshold for Transportation-Disadvantaged status, compared to 16 percent statewide.
- USDOT Areas of Persistent Poverty and Historically Disadvantaged Communities: 100 percent of Live Oak's population lives in areas of persistent poverty and historically disadvantaged communities, compared to 28 percent statewide.

In CalEnviroScreen, which evaluates environmental burdens including air pollution, traffic density, and health vulnerabilities, Live Oak received a score of 31, where the state had a score of 23, indicating that the population of Live Oak experience higher levels of environmental impacts than the state as a whole.



Figure 10.1: Caltrans Transportation Equity Index & USDOT Areas of Persistent Poverty



Legend

- Caltrans Transportation Equity Index (EQI) Transportation-Based Priority Populations
- USDOT Areas of Persistent Poverty and Historically Disadvantaged Communities (APPHDC)

Projects

Live Oak has already demonstrated a commitment to roadway safety through the adoption of several plans, namely the Highway 99 Streetscape Master Plan, Bicycle, Pedestrian & Trails Plan and Circulation Element of the Live Oak General Plan. The Highway 99 Streetscape Master Plan is a long-range, multi-phase infrastructure and urban design strategy to transform SR 99 through Live Oak into a safer, more attractive, and multimodal corridor. The city's Bicycle, Pedestrian & Trails Plan establishes policies and identifies projects and programs to support a robust and safe network for people walking and biking, connecting them to community destinations. In addition, there are several policies within the Circulation Element that support roadway safety for all users.

Refer to **Appendix A** for a comprehensive list of policies that support the city's safety goals.

Projects

There are numerous infrastructure improvement projects currently underway or planned in Live Oak on state and local roadway facilities. These include the development of Class I off-street bikeways, the construction and reconstruction of roads with integrated sidewalks and bike lanes, and streetscape improvements along SR 99 as part of the Highway 99 Streetscape Master Plan's later phases.

Major safety improvements made to the Highway 99 corridor between Ramsdell Drive and Ash Street were completed in 2022, as part of the Highway 99 Streetscape Master Plan Phases 1 through 3.

INJURY CRASH TOTAL

108

KSI CRASH TOTAL

5

Figure 10.2  
Injury Crashes by Year, 2018 - 2023

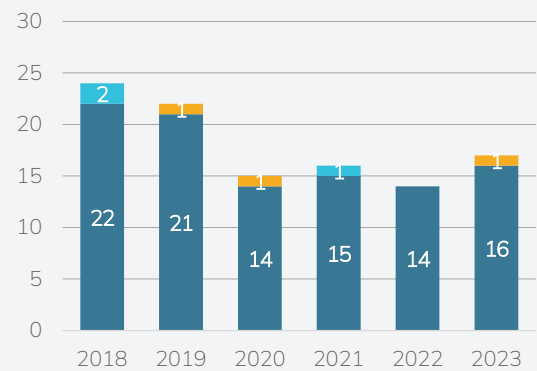
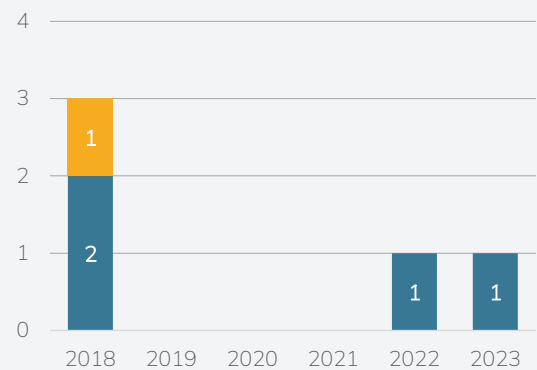


Figure 10.3  
KSI Crashes by Year, 2018 - 2023



KSI = Killed or Severely Injured

- Vehicle-Only Crashes
- Bicycle-Involved Crashes
- Pedestrian-Involved Crashes

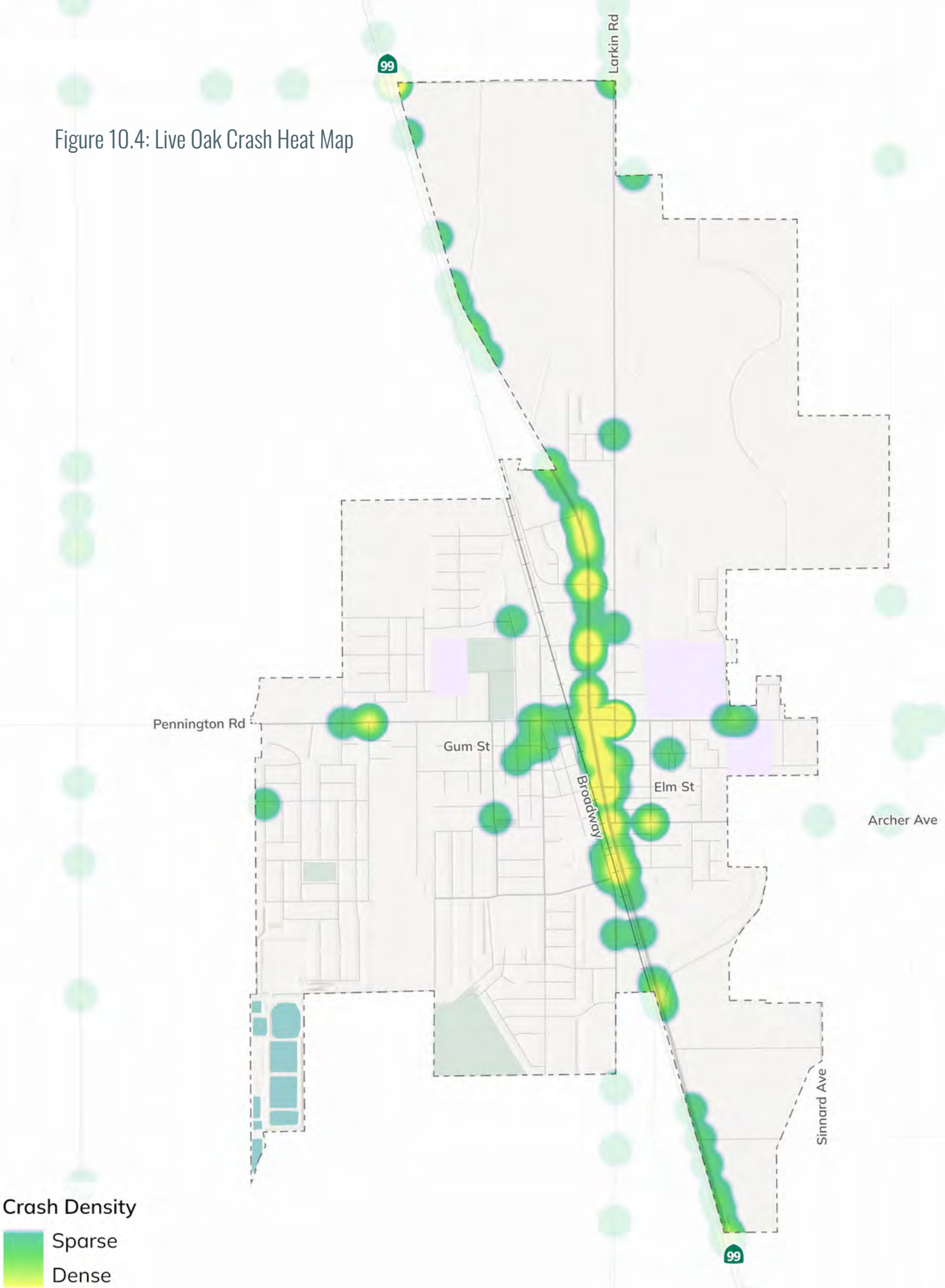
Crash Summary

This section summarizes key findings from the city's crash data obtained from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) database, for the years 2018 to 2023. The analysis includes all crashes that led to injury and excludes property-damage-only crashes.

Within the six-year period, Live Oak saw a total of 108 crashes that led to some degree of injury, three crashes (three percent of all injury crashes) involved bicyclists and three (three percent) involved pedestrians.

State Route 99/Nevada Street, Pennington Road/Larkin Road, and Live Oak Boulevard/Elm Street are hotspot intersections that saw a higher number of crashes than others. Notably, at the SR 99 and Nevada Street intersection, there are stop signs on Nevada Street, the side street, while the main corridor SR 99 is free-flow with a posted speed limit of 40 MPH. The Larkin Road and Pennington Road intersection is another hotspot location of concern, as it is near the high school.

Figure 10.4: Live Oak Crash Heat Map



About KSI Crashes

Severe injuries resulting from a traffic crash can result in a number of catastrophic impacts, including permanent disability, lost productivity and wages, and ongoing healthcare costs. These injuries can include:

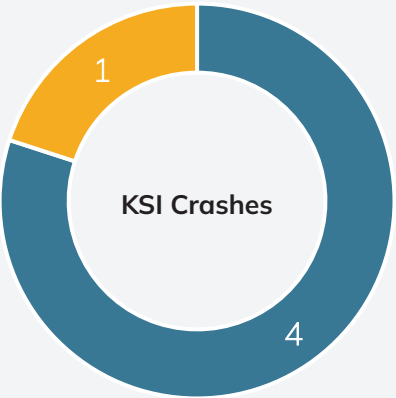
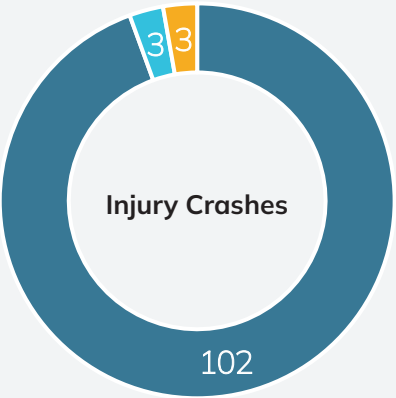
- Broken or fractured bones
- Dislocated or distorted limbs
- Severe lacerations
- Severe burns
- Skull, spinal, chest or abdominal injuries
- Unconsciousness at or when taken from the collision scene

Throughout this analysis, the acronym KSI is used to denote crashes where someone was killed or severely injured.

KSI Crash Summary

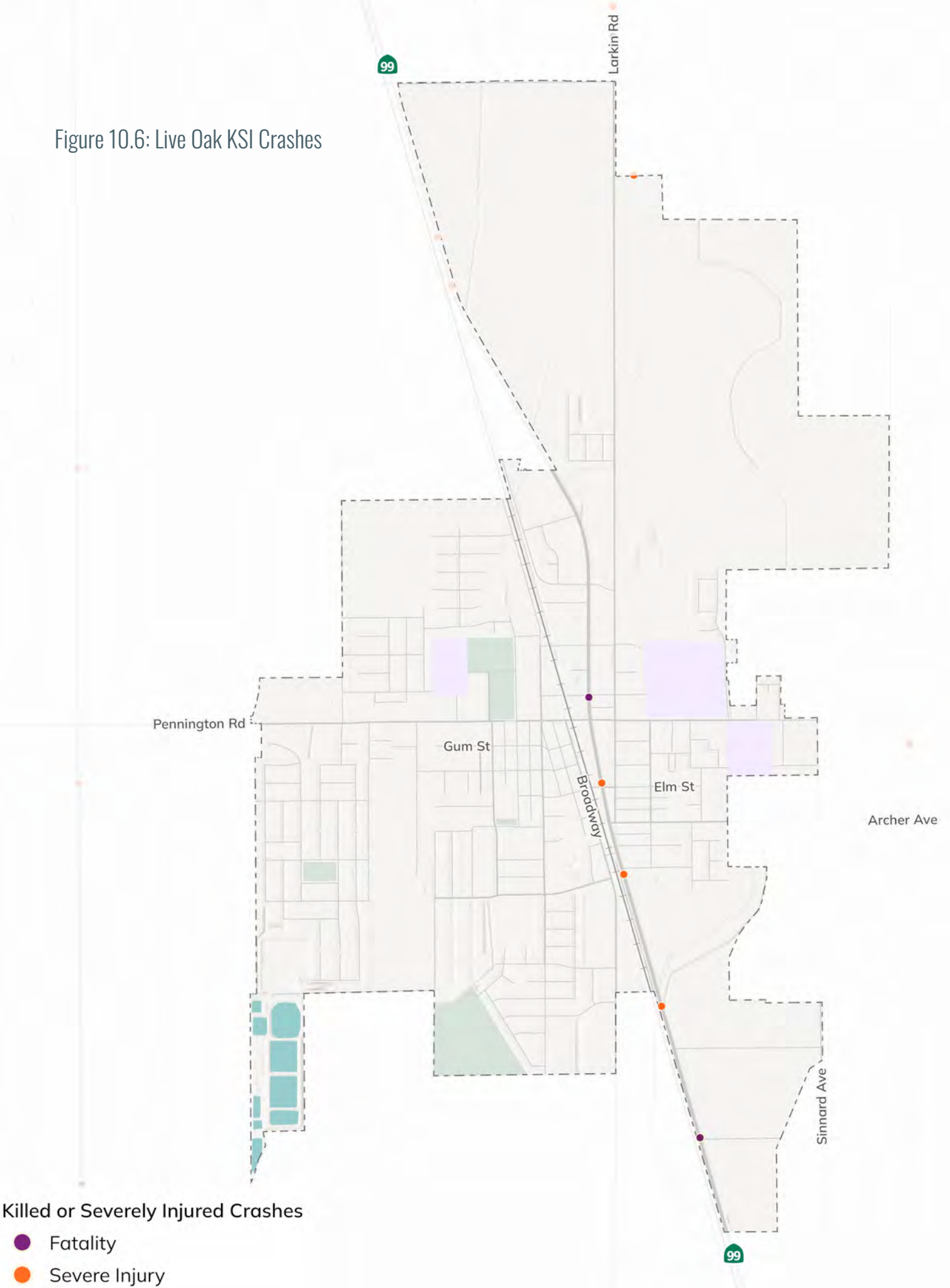
Five out of 108 injury crashes in Live Oak resulted in a victim being Killed or Severely Injured (KSI). There was a total of two fatalities, both of which were a vehicle driver or passenger. All KSI crashes occurred on SR 99.

Figure 10.5  
Crash Mode Share by Severity



- Vehicle-Only Crashes
- Bicycle-Involved Crashes
- Pedestrian-Involved Crashes

Figure 10.6: Live Oak KSI Crashes





Crashes by Crash Type

Overall, broadside (43 percent) and rear end (32 percent) crashes were the most common crash types, making up three-fourths of all injury crashes. Broadside crashes are typically the result of a failure to yield to oncoming traffic that have the right of way. Similarly, broadside crashes account for the majority of KSI crashes (three of five). The other two KSI crashes were hit object and vehicle/pedestrian.

Crashes by Primary Crash Factor

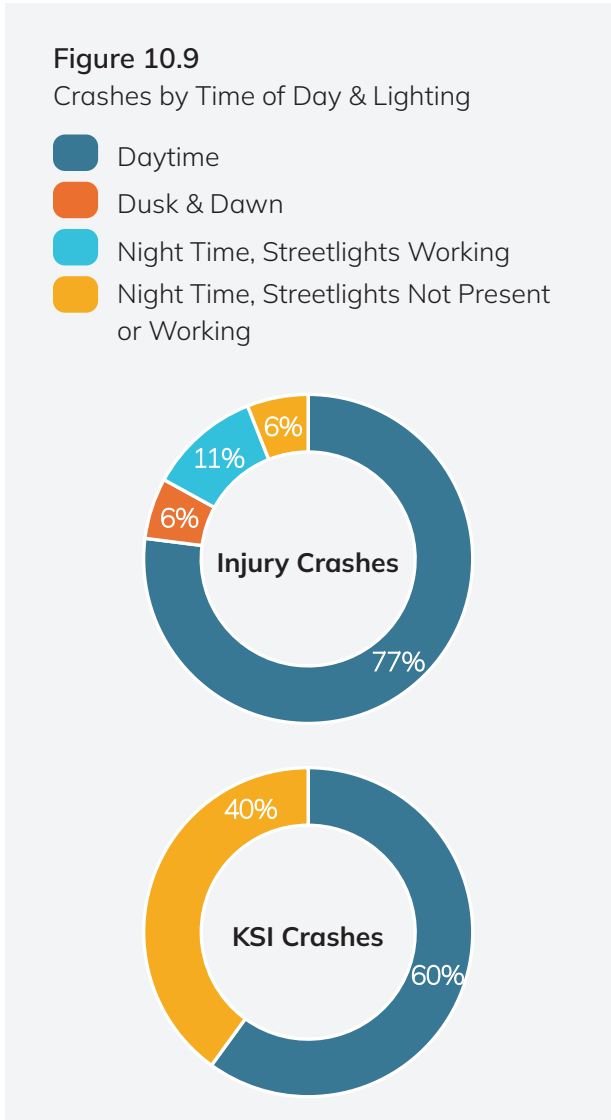
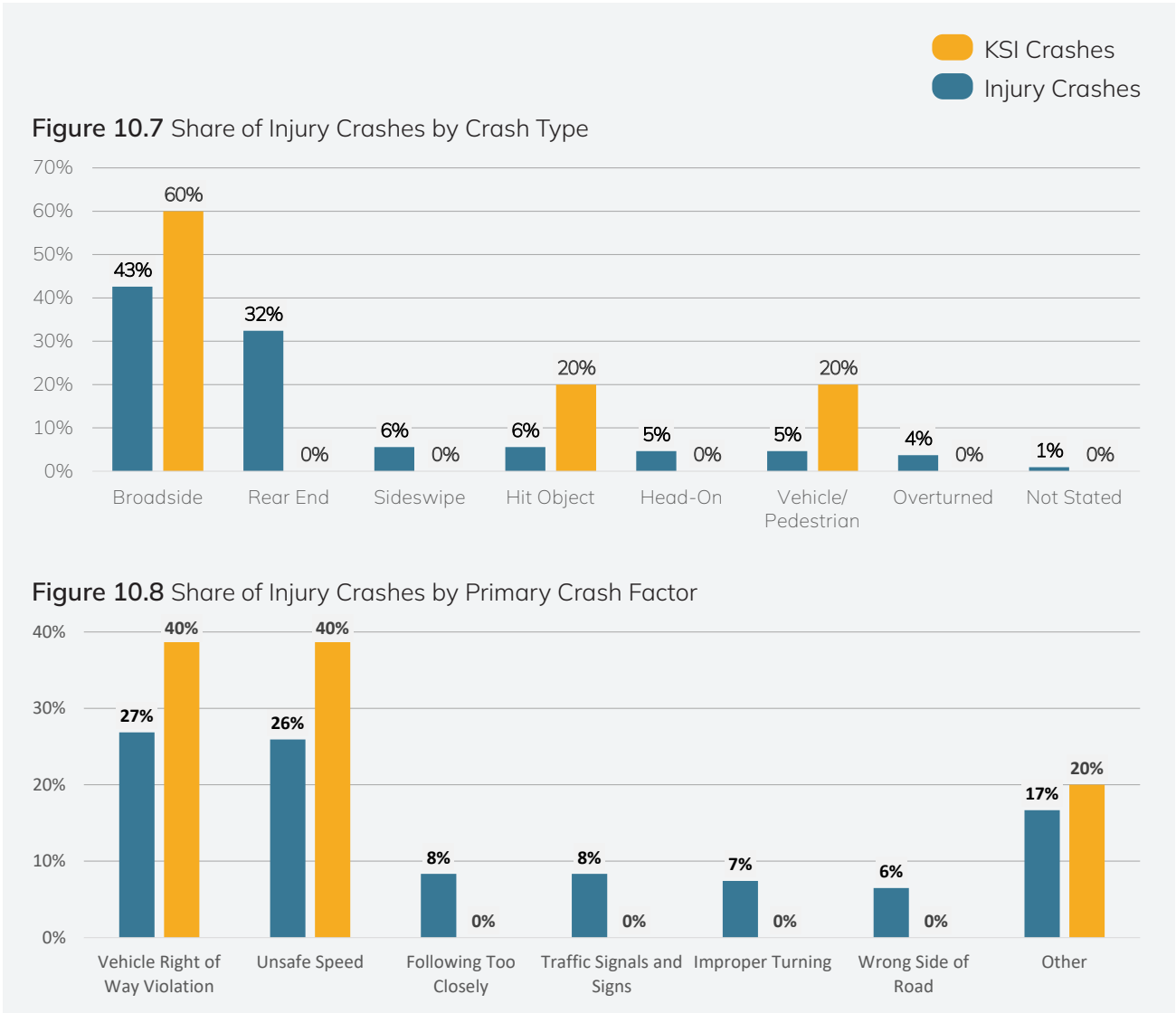
Vehicle right of way (27 percent) and unsafe speed (26 percent) were the leading reported primary causes of crashes resulting in injury. Additional causes included traffic signals and signs, following too closely, improper turning, and driving on the wrong side of road. Two KSI crashes were due to vehicle right of way and two due to unsafe speed. Another KSI crash was related to a pedestrian violation.

Crashes by Time of Day and Lighting Condition

Overall, most crashes occurred in daylight (77 percent), 11 percent occurred in the dark where streetlight was present, and 6 percent in the dark where streetlight was not present or working properly. A disproportionately greater share of KSI crashes occurred in the dark in areas lacking proper lighting, at 40 percent, while the other 60 percent occurred in daylight. 14 out of the 18 crashes that occurred under dark/no lighting conditions took place before the SR 99 improvements construction was completed in 2022.

Driving Under the Influence

Five percent of all crashes involved someone driving under the influence of alcohol or drugs. No KSI crashes involved a DUI.



# Safety Corridors

Safety corridors are the roadway segments within Live Oak that had the highest number of crashes resulting in severe injury or death (KSI) in the six-year study period. Priority safety corridors are the safety corridors that experienced the highest rate of KSI crashes, are adjacent to sensitive land uses, and have high potential for severe crashes and thus, should be prioritized for improvements.

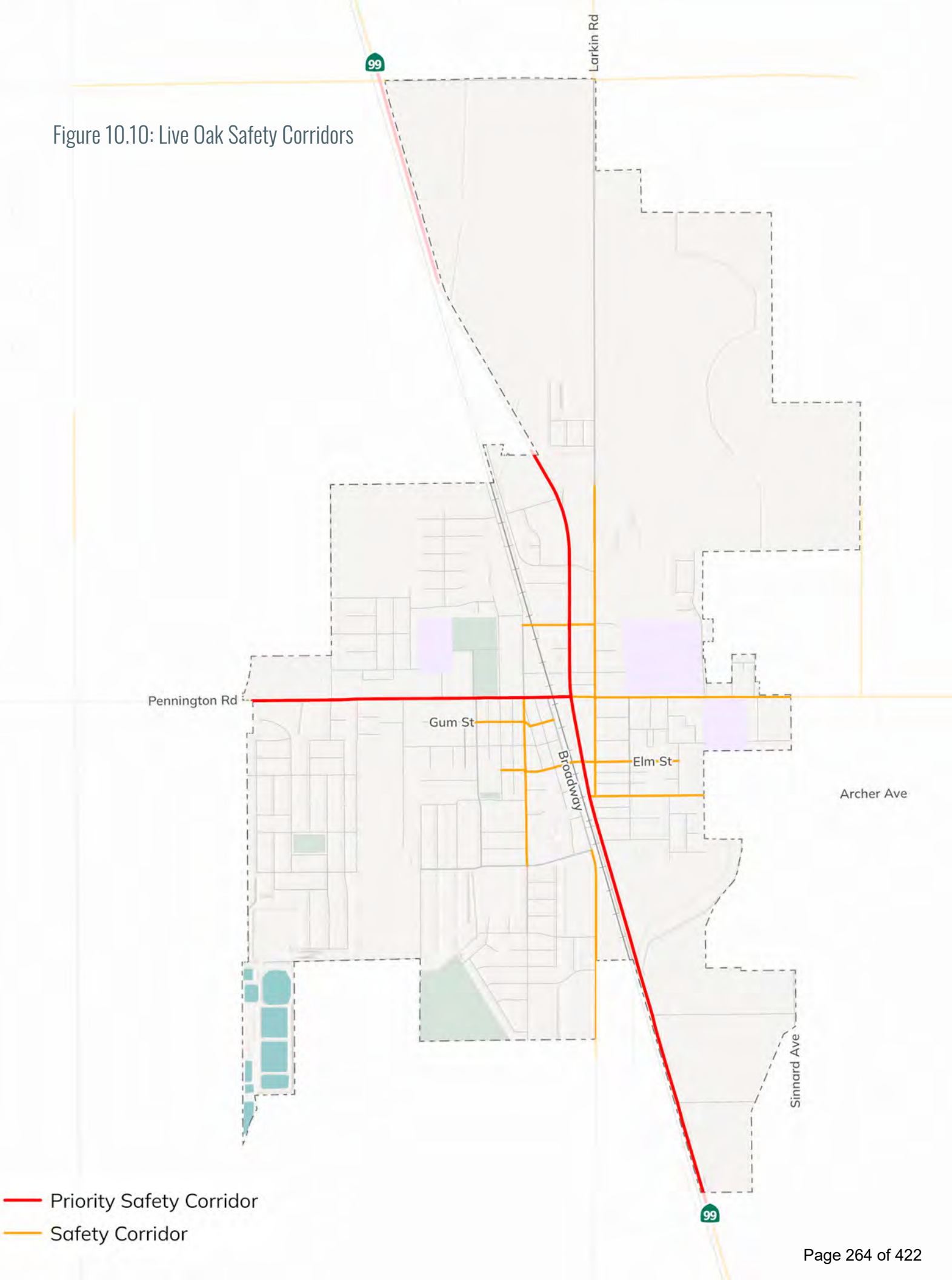
The following is a list of Live Oak’s priority safety corridors as identified through a safety corridor systemic analysis, task force input, and community feedback. Figure 10.10 displays Live Oak’s network of safety corridors, which are shown in orange. Priority corridors are shown in red. Refer to **Appendix C** for a more detailed explanation of the safety corridor identification technical methodology.

- State Route 99 from northern city limit to southern city limit
- Pennington Road from Live Oak Cemetery to SR 99

Priority Safety Corridors were identified to provide the list of locations for actionable next steps with additional study. Studies could include recommended engineering safety countermeasures with targeted improvements to address crash history or focused programs identified in the Action Plan chapter.



Figure 10.10: Live Oak Safety Corridors





# Community Snapshot

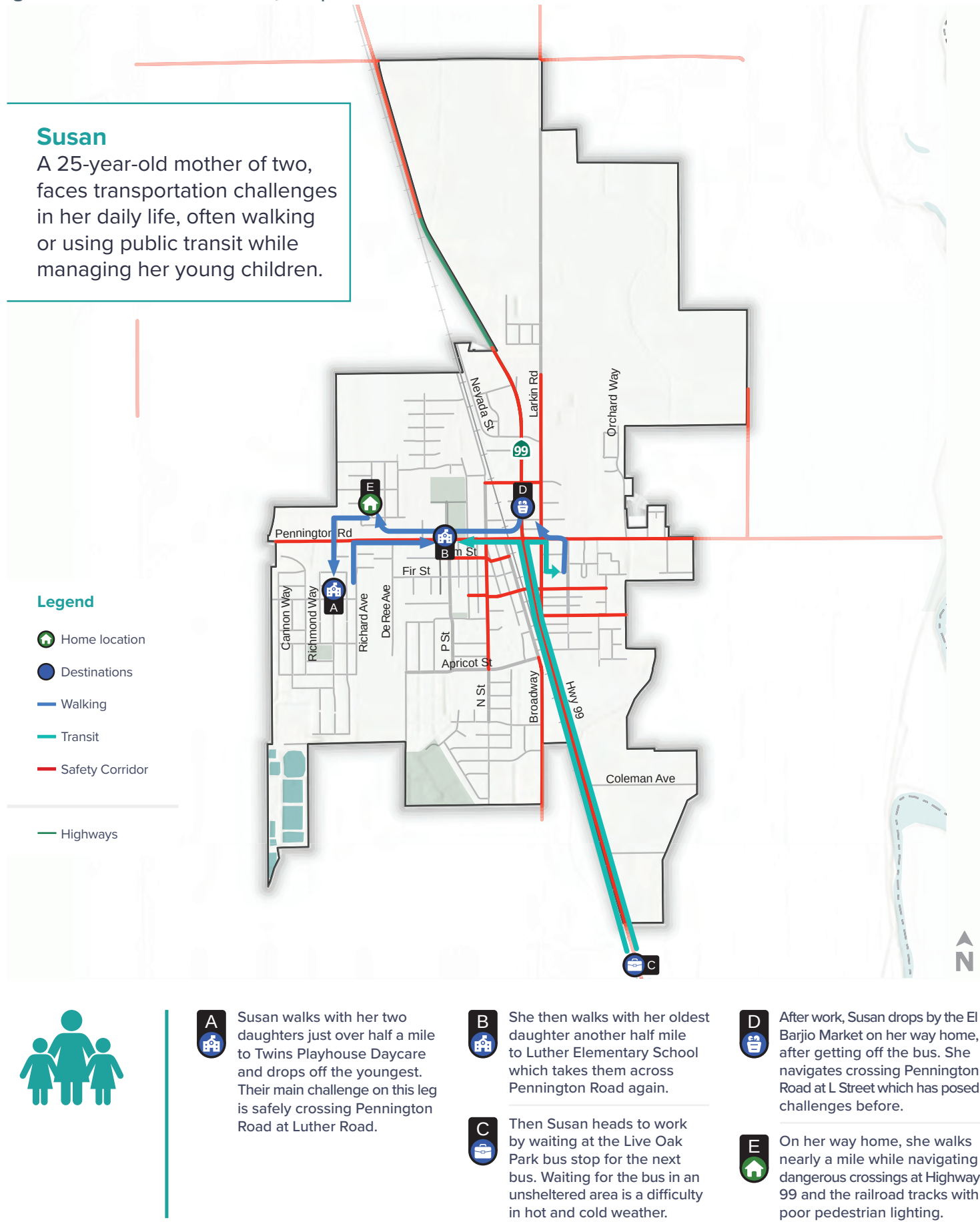
This community snapshot features Susan, a fictional character created to illustrate the daily transportation challenges faced by a mother without a personal vehicle in Live Oak. The experiences of this character are based on census data as well as local lived experiences.



Figure 10.11 illustrates the daily transportation journey of Susan, a 25-year-old mother of two, as she navigates her community without a personal vehicle. The map highlights key destinations for her: Twins Playhouse Daycare, Luther Elementary School, Live Oak Park bus stop, and El Bajio Market, along with the walking and transit routes she takes. Susan is met with several challenges in her daily commute, including dangerous crossings at major roads and railroad tracks and a lack of bus stop shelters and lighting, and long walking distances. Clearly, there is a need for improved infrastructure and safer, more accessible transportation options for families like hers.

Although a majority of trips in Live Oak are made by car (82 percent), a significant portion still travel on foot (15 percent). Susan’s experience highlights the broader challenges of inadequate infrastructure and limited mobility options in underserved communities, and how pedestrians should be given greater consideration when planning and implementing safety improvements.

Figure 10.11: Live Oak Community Snapshot







# Focus Areas

Six focus areas were identified through a systemic analysis of crash records to represent the most significant patterns behind injury crashes—and especially KSI crashes—in the region. These focus areas are identified with the letters “A” through “F” and each one is applicable to one, several, or all of the communities covered by this RSAP. Following each crash focus area is a set of potential countermeasures that should be considered for implementation to improve safety outcomes. **Appendix D** contains a more detailed summary of each countermeasure.

**Live Oak’s** traffic safety challenges can be understood through a subset of these focus areas.



**FOCUS AREA A**  
Crashes on State Highways Serving as  
Main Streets



**FOCUS AREA B**  
Right-of-Way Issues at Intersections





FOCUS AREA B

Crashes on State Highways Serving as Main Streets

INJURY CRASH STATISTICS

55 (51%) Total Crashes

3 (60%) KSI Crashes

State Route 99/Live Oak Boulevard is a north-south highway that serves as a main street in Live Oak. Major improvements were made to this corridor within the boundaries of the city between 2020 and 2022. These upgrades led to some positive safety outcomes, including a reduction in overall crash frequency. However, they also coincided with a gradual increase in the severity of crash outcomes. A later section presents a focused case study on the crash history of and improvements made to State Route 99.

The following countermeasures can improve safety along highway main streets by slowing vehicle speeds, organizing traffic flow, and reducing conflict points between drivers, pedestrians, and bicyclists. Treatments like bike lanes, sidewalks, medians, and lighting enhance visibility and protection for vulnerable users like pedestrians and bicyclists, while speed management and intersection controls help lower the likelihood and severity of crashes. Together, these strategies can create safer conditions for all roadway users.



Figure 10.12: Crashes on State Highways Serving as Main Streets



Potential Countermeasures

- 

All-Way Stop Control
- 

Traffic Signal
- 

Slow Turn Wedge
- 

Buffered Bike Lanes
- 

Add Sidewalk
- 

Lane Narrowing
- 

Driveway Consolidation
- 

Speed Limit Reduction
- 

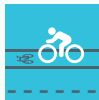
Flashing Yellow Turn Phase
- 

All-Red Signal Time
- 

Retroreflective Tape on Signals
- 

Roundabout
- 

Advance Stop Bar
- 

Separated Bikeways
- 

Bike Lane
- 

Raised Median
- 

Road Diet
- 

Speed Feedback Sign
- 

Street Lighting
- 

Advanced Dilemma Zone Detection
- 

Speed Sensitive Rest in Red Signal

# Case Study

## Live Oak Boulevard/State Route 99 Streetscape and Road Improvement Project

Recent safety improvements along the State Route 99/Live Oak Boulevard corridor in Live Oak’s downtown core area, between Nevada Street and Ash Street, serve as a compelling example of how State Highway “main street” improvements with safety countermeasures can lead to meaningful reductions in crash frequency and severity. This \$36 million project undertaken by Caltrans enhanced traffic safety and added multimodal improvements for the people walking and biking along this main street.



State Route 99/Live Oak Boulevard

Between July 2020 and April 2022, a series of improvements were constructed along SR 99 between Ash Street and north of Ramsdell Drive. These recent improvements were completed under Phases 1 through 3 as part of the Collaborative Highway 99 Streetscape Master Plan, a long-range, multi-phase infrastructure and urban design strategy to

transform SR 99 through Live Oak into a safer, more attractive, and multimodal corridor. The roadway was rehabilitated to ensure a 40-year pavement life and improve driving conditions. Traffic signals were improved at key intersections of Pennington Road and Elm Street, and a new traffic signal was installed





Upgrades along the corridor include lighting, landscaping, median islands, benches, trash bins, and bicycle racks

at Kola Street. The corridor was widened from two lanes to four lanes with either a median, two-way left-turn lane or room for left-turn pockets at intersections. A pedestrian-focused downtown environment was achieved via enhancements in parking, wayfinding signage, landscaping, and facilities for both bicyclists and pedestrians. New sidewalks with bulbouts, curbs, and gutters were constructed, and improvements were made to existing ones. Curb ramps were upgraded to meet current Americans with Disabilities Act (ADA) standards, ensuring greater accessibility for all users. Clay-colored stamped parking bays, decorative streetlamps, trees, and benches were added.

Within the study period of 2018 – 2023, a total of 52 crashes occurred along the segment of SR 99 that received improvements. The following information illustrates the crash reduction successes seen over time as improvements were implemented along the corridor segment, along with other changes in crash trends. To account for the varying time periods of the three construction stages, crash history is represented as a crash rate of the average number of crashes per month.



**BEFORE CONSTRUCTION  
(JANUARY 2018 – JUNE 2020)**

**Crash Rate: 1 per month**

In the 30 months of the study period before construction began, the segment experienced 30 crashes, for a rate of 1 crash per month. Two of these crashes involved pedestrians, and two led to severe injury—one happening at Elm Street and the other on Ash Street. Clusters of crashes occurred in downtown Live Oak as well as the transition zones, areas closer to the edge of the city where travel speeds are higher as vehicles reached downtown. Rear-end (16 crashes) and broadside (11 crashes) emerged as the most frequent types of crashes that occurred. Unsafe speed (14 crashes), automobile right-of-way violation (six crashes), and following too closely (five crashes) were the primary causes behind pre-construction crashes. Overall, this time period saw crashes clustered around the Ramsdell Drive, Kola Court, Pennington Road, and Elm Street intersections.



**DURING CONSTRUCTION  
(JULY 2020 – APRIL 2022)**

**Crash Rate: 0.6 per month**

In the span of 22 months in which construction took place, there were 14 crash occurrences, none of which involved pedestrians, bicyclists, or severe/fatal outcomes. Rear-end remained the top resulting crash type, accounting for 7 out of 14 crashes in this time period—3 of which occurred on Elm Street. Unsafe speed was the primary cause of 6 crashes, improper turning and vehicle right-of-way were each responsible for two crashes. Kola Street, Nevada Street, and Pennington Road experienced more than one crash.



**AFTER CONSTRUCTION  
(MAY 2022 - DECEMBER 2023)**

**Crash Rate: 0.4 per month**

The months following the completion of construction saw a significant reduction in crash rates. There was a total of 8 crashes, for a rate of 0.4 crashes/month. There was a change in crash distribution patterns as more crashes occurred closer to the downtown area, and fewer in the transition zones. Speeding and rear end crashes were no longer the top primary cause and crash type. Instead, broadside became the most prominent type, making up 5 of the 8 crashes, and one of which led to a fatal outcome. 3 broadside crashes occurred at the Nevada, Ivy, and Ash Street intersections, the fatal crash happening at Ivy Street. The other two broadside crashes occurred on driveways between Pennington Road and Elm Street. One was caused by improper turning and the rest by vehicle right-of-way violation.

**Safety enhancements along the State Route 99/Live Oak Boulevard corridor demonstrate the tangible benefits of safety-oriented infrastructure investment.**

The project not only upgraded the roadway and improved accessibility and comfort for all users, but also significantly reduced crash frequency and severity—from 1 crash per month before construction to just 0.4 crashes per month after completion. No crashes involving people walking and biking occurred on the corridor once construction started, which can likely be attributed to the addition of adequate bicycle and pedestrian facilities. The improvements combine to create an overall vibrant downtown environment that likely induced traffic calming and a reduction of speed and rear end crashes, and crashes involving bicycle/pedestrian crashes. The new, improved, and continuous sidewalks and crosswalks bolster the feel of a multimodal corridor and signal to drivers that the road is a shared space for bicyclists, pedestrians, and vehicles alike. Clay-colored facilities, roadside landscaping, decorative street lighting, and other aesthetic design elements add visual interest that influences driving behavior by drawing drivers' attention to their surroundings other than just the road, causing them to slow down their driving. These results underscore the effectiveness of comprehensive safety countermeasures as well as thoughtful streetscape design.

**However, the changes in crash trends were not all positive, and there is still work to be done.**

Although rear-end crashes were substantially reduced, broadside rose as the most common type of crash after construction completed. Widening the road from two lanes to four lanes might have increased the risk of broadsides by increasing the time and distance needed to cross safely. The vehicles at fault in these crashes were making left and U-turns, and had to cross two lanes of oncoming traffic. This rise in broadside crashes is concerning because broadside crashes typically result in more severe outcomes than rear-end crashes, and usually account for a disproportionately greater share of KSI crashes. There is also increased speeding, which could possibly be attributed to the widening of the highway. As a result, short-term safety improvements along this corridor segment should prioritize addressing speeding and the causes of broadside collisions, particularly improper turning movements and right-of-way violations.

**Collaborative Highway 99 Streetscape Master Plan - Later Phases**

Building upon the improvements completed in Phases 1 through 3, the Later Phases of the Collaborative Highway 99 Streetscape Master Plan will extend safety, mobility, and aesthetic enhancements to the areas past the northern and southern limits of the city—identified as the New Growth Areas—which are planned for annexation. Later Phase improvements will focus on creating a safe and inviting complete streets environment through context-sensitive design, enhanced landscaping, improved pedestrian and bicycle infrastructure, and traffic calming strategies that reflect the community's small-town identity while supporting regional connectivity.

Observed post-construction crash trends along the Highway 99 corridor highlight important lessons for future design phases. These findings underscore both the strategies that should be reinforced and the design elements that should be reconsidered as Later Phase improvements advance in tandem

with the planned development surrounding Live Oak. Encouragingly, several of the planned enhancements already align with Caltrans' Design Information Bulletin (DIB) 94: Complete Streets – Contextual Design Guidance, which emphasizes context-sensitive, multimodal safety. For example, the plan's strategy to limit ingress and egress along the corridor directly supports DIB 94 principles by reducing potential conflict points between vehicles, pedestrians, and cyclists. This access management approach is expected to mitigate crash risk at driveways and intersections, (i.e. broadside crashes) while simultaneously fostering a safer, more predictable travel environment for all corridor users. The following improvements are recommendations informed by the crash patterns that emerged from earlier improvement phases of Live Oak's streetscape improvement project as well as Caltrans' DIB 94 guidance.



## Collaborative Highway 99 Streetscape Master Plan - Later Phases Improvement Recommendations

### Speed Management and Traffic Calming

- Narrow lanes where feasible to reduce operating speeds while maintaining freight mobility.
- Provide gateway treatments (landscaping, textured pavements, vertical features, or raised medians) at city entrances to reinforce appropriate speed expectations.
- Install traffic calming elements such as curb extensions, pedestrian refuge islands, and raised or textured crosswalks at frequent intervals
- Implement progressive speed management zones supported by speed feedback signs and roadway design cues to transition drivers from higher rural highway speeds to lower community speeds.

### Intersection Safety and Conflict Reduction

- Where feasible, consider protected left-turn phasing, roundabouts, or raised medians to address broadside crash risk.
- Provide high-visibility crosswalks, upgraded lighting, and advance warning signage at all major intersections.
- Apply access management strategies, including driveway consolidation, to minimize turning movement conflicts along the corridor.

### Multimodal Separation and Protection

- Increase the frequency of pedestrian crossings: approximately 500 feet in New Growth Areas, where feasible.

### Context-Sensitive Design Application

- Where feasible, emphasize human-scaled design, including narrower lane widths, enhanced pedestrian amenities, and consistent streetscape elements, to reinforce low-speed, multimodal travel.
- At community gateways, integrate placemaking features that signal a transition from high-speed highway conditions to a small-town, pedestrian-oriented environment.







FOCUS AREA B

Right-of-Way Issues at Intersections

INJURY CRASH STATISTICS

**31 (29%)** Total Crashes      **2 (40%)** KSI Crashes

A total of 31 crashes (29 percent) occurred at intersections where the primary cause was failure to yield the right-of-way. Of these 31 crashes, 2 resulted in a KSI crash. These incidents stemmed from drivers failing to yield to oncoming or cross traffic that legally possessed the right-of-way. In many cases, motorists either misjudged the speed and distance of approaching vehicles or did not come to a complete stop at the appropriate distance from the main thoroughfare. As a result, all but one culminated in a broadside, or T-bone, crash—an especially dangerous type of crash. These types of crashes are often severe due to the limited protection on the sides of vehicles, highlighting the critical importance of right-of-way compliance at intersections.

Crashes with these right-of-way issues tended to involve vehicles pulling out of driveways, and intersections where side streets are controlled by stop signs, while the main thoroughfare was uncontrolled. Most of these occurred along SR 99 and Pennington Road.

The following countermeasures directly target right-of-way issues by making intersections safer, more predictable, and easier to navigate. Treatments such as roundabouts, traffic signals, and protected left turns mitigate crash risks by clarifying priority. Design features like lane narrowing and intersection tightening further slow vehicles down, reducing impact upon collision. High-visibility crosswalks, bike lanes, and pedestrian beacons enhance visibility of vulnerable roadway users and right-of-way compliance.



Figure 10.13: Crashes with Right-of-Way Issues at Intersections





Potential Countermeasures

|                                                                                     |                                   |                                                                                     |                                            |
|-------------------------------------------------------------------------------------|-----------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------|
|    | Roundabout                        |    | Traffic Signal                             |
|    | Neighborhood Traffic Circle       |    | Intersection Reconstruction and Tightening |
|    | Slow Turn Wedge                   |    | Advance Stop Bar                           |
|    | Raised Median                     |    | Centerline Hardening                       |
|    | Lane Narrowing                    |    | Through Bike Lane at Intersection          |
|    | Rectangular Rapid Flashing Beacon |    | Pedestrian Hybrid Beacon                   |
|   | High-Visibility Crosswalk         |   | Advanced Dilemma Zone Detection            |
|  | Protected Left Turns              |  | Flashing Yellow Turn Phase                 |
|  | All-Red Signal Time               |                                                                                     |                                            |







## Appendix A



# Policy Benchmarking & Additional Policy Considerations



Yuba County Policy Benchmarking

| Core Element                | Category                  | Benchmark                                                                                                                                                                                                                                                                                                                                                                                                                                   | Jurisdictional Responsibility                     | State of Current Practice in Yuba County                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Source                   | Link                                                                                      | Chapter/<br>Section                        | Page Number | Assessed Level of Commitment/Implementation |                                                     |                                  |                             |                            |
|-----------------------------|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------------------------------------------------------------------------------------|--------------------------------------------|-------------|---------------------------------------------|-----------------------------------------------------|----------------------------------|-----------------------------|----------------------------|
|                             |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                          |                                                                                           |                                            |             | Not a Current Practice                      | Codified in Standard or Policy, but Not in Practice | Codified and Occasional Practice | Codified and Usual Practice | Institutionalized Practice |
| Safety Planning and Culture | Leadership and commitment | Leaders publicly commit to a "Zero" goal for traffic fatalities and serious injuries within a specific timeframe, and exhibit buy-in for the Safe System approach through media, public events, and support for related policies and programs.                                                                                                                                                                                              | Yuba County; Yuba-Sutter Region                   | Current effort with RSAP                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                          |                                                                                           |                                            |             | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Develop a safety plan aligned with the Safe System approach that establishes a "Zero" goal for traffic fatalities and serious injuries and identifies concrete actions to help Yuba/Sutter achieve zero including designation of lead agency, timeline, and funding. Safety plan should include an assessment of the local challenges that have hindered safety interventions in the past and create a roadmap for addressing them.         | Yuba-Sutter Region                                | Current effort with RSAP                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                          |                                                                                           |                                            |             | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Establish key safety performance indicators and implement a monitoring process to evaluate progress and intervene if county/region is not on track.                                                                                                                                                                                                                                                                                         | Yuba-Sutter Region                                | "For the success of the LRSP, it is crucial to monitor and evaluate the 4 E's strategies continuously. Monitoring and evaluation help provide accountability, ensure the effectiveness of the countermeasures for each emphasis area, and help make decisions on the need for new strategies. The process would help the County make informed decisions regarding the implementation plan's progress and accordingly, update the goals and objectives of the plan." Current effort with RSAP. | Yuba County LRSP         | *Not publicly available                                                                   | 8 - Implementation and Evaluation          | 80          |                                             |                                                     |                                  | x                           |                            |
|                             |                           | Convene and/or participate in an inter-agency committee, task force, implementation group, or working group that is charged with a Safety Action Plan's development, implementation, and monitoring. The group should include a representative from every agency or department that plays a critical role in advancing each Safe System element. It may be desirable to identify a staff coordinator to manage the agency's safety program. | Yuba County; Yuba-Sutter Region                   | Current effort with RSAP                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                          |                                                                                           |                                            |             | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Provide training to Yuba/Sutter staff, directors, elected officials, and community stakeholders on the Safe System approach.                                                                                                                                                                                                                                                                                                                | Yuba County; Yuba-Sutter Region                   | Current effort with RSAP                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                          |                                                                                           |                                            |             | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Establish an ongoing Safe Routes to Schools program and funding mechanism.                                                                                                                                                                                                                                                                                                                                                                  | Yuba County; Yuba-Sutter Region; School Districts |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                          |                                                                                           |                                            |             | x                                           |                                                     |                                  |                             |                            |
|                             | Meaningful Engagement     | Engage with the public and relevant stakeholders, including the private sector and community groups. Incorporate information received from the engagement and collaboration into the safety plan.                                                                                                                                                                                                                                           | Yuba County; Yuba-Sutter Region                   | Current effort with RSAP                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                          |                                                                                           |                                            |             | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Establish a website to inform the public about Yuba/Sutter's safety program goals and progress and the effectiveness of implemented safety projects.                                                                                                                                                                                                                                                                                        | Yuba County; Yuba-Sutter Region                   | Yuba County LRSP website established                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Yuba County LRSP website | <a href="https://www.yubacountysafetyplan.com/">https://www.yubacountysafetyplan.com/</a> |                                            |             |                                             |                                                     |                                  |                             | x                          |
|                             |                           | Provide public safety materials in common languages spoken by Yuba/Sutter residents whose first language is not English.                                                                                                                                                                                                                                                                                                                    | Yuba County; Yuba-Sutter Region                   | Current effort with RSAP                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                          |                                                                                           |                                            |             | x                                           |                                                     |                                  |                             |                            |
|                             | Data and analysis         | Apply a proactive and transparent approach to data-driven safety analysis, including the use of systemic profiles, emphasis areas based on roadway or contextual contributing factors, mode-specific conditions assessments (e.g., bicycle network stress or distance between marked crossings), and equity considerations.                                                                                                                 | Yuba-Sutter Region                                | "The Local Roadway Safety Plan (LRSP) is a localized data-driven traffic safety plan that provides opportunities to address unique roadway safety needs and reduce the number of collisions."                                                                                                                                                                                                                                                                                                 | Yuba County LRSP         | *Not publicly available                                                                   | 1 - Project Background; 5 - Emphasis Areas | 14, 53      |                                             |                                                     |                                  | x                           |                            |
|                             |                           | Establish a process for citizens to report safety hazards or request safety interventions and a data-driven approach for evaluating the reports/requests.                                                                                                                                                                                                                                                                                   | Yuba County; Yuba-Sutter Region                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                          |                                                                                           |                                            |             | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Focus network screening and benefit/cost calculations on fatal and serious injuries, instead of all collisions, to identify the core safety issues for human vulnerability.                                                                                                                                                                                                                                                                 | Yuba County; Yuba-Sutter Region                   | Detailed KSI analysis was done. Current effort with RSAP.                                                                                                                                                                                                                                                                                                                                                                                                                                     | Yuba County LRSP         | *Not publicly available                                                                   | 4 - Collision Data and Analysis            | 33          |                                             |                                                     |                                  | x                           |                            |
|                             |                           | Maintain a GIS inventory and actively work to improve accuracy of crash data and roadway data such as missing sidewalks, bikeways, intersection controls, etc.                                                                                                                                                                                                                                                                              | Yuba County; Yuba-Sutter Region                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                          |                                                                                           |                                            |             | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Use innovative data collection and analysis approaches, such as crowdsourcing or video detection data, to identify emphasis areas related to near misses or crashes previously unreported by vulnerable communities.                                                                                                                                                                                                                        | Yuba County; Yuba-Sutter Region                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                          |                                                                                           |                                            |             | x                                           |                                                     |                                  |                             |                            |
|                             | Funding                   | Develop a project evaluation framework that prioritizes funding based on fatal and serious injury crash reduction opportunities, especially for equity populations. Audit the region's Transportation Improvement Program (TIP) for opportunities to enhance safety benefits and remove safety risks of funded projects.                                                                                                                    | Yuba County; Yuba-Sutter Region                   | Action CD18.1 - "The traffic impact fees will be used to fund improvements that will be needed in the future as development occurs." The General Plan references a traffic impact fee program, but it did not specify a framework that prioritizes funding based on fatal and serious injury crash reduction opportunities, especially for equity populations. Current effort with RSAP.                                                                                                      | Yuba County General Plan | <a href="https://cms7files.com">https://cms7files.com</a>                                 | Community Development                      | 77          | x                                           |                                                     |                                  |                             |                            |

| Core Element | Category            | Benchmark                                                                                                                                                                                                                                                                                                                  | Jurisdictional Responsibility   | State of Current Practice in Yuba County                                                                                                                                                                                                                                                                                   | Source                                 | Link                           | Chapter/<br>Section               | Page Number | Assessed Level of Commitment/Implementation |                                                     |                                  |                             |                            |
|--------------|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|--------------------------------|-----------------------------------|-------------|---------------------------------------------|-----------------------------------------------------|----------------------------------|-----------------------------|----------------------------|
|              |                     |                                                                                                                                                                                                                                                                                                                            |                                 |                                                                                                                                                                                                                                                                                                                            |                                        |                                |                                   |             | Not a Current Practice                      | Codified in Standard or Policy, but Not in Practice | Codified and Occasional Practice | Codified and Usual Practice | Institutionalized Practice |
|              | Funding             | Apply for grant programs to fund safety projects.                                                                                                                                                                                                                                                                          | Yuba County; Yuba-Sutter Region | Funding sources identified in LRSP                                                                                                                                                                                                                                                                                         | Yuba County LRSP                       | *Not publicly available        | 8 - Implementation and Evaluation | 78          |                                             |                                                     |                                  | x                           |                            |
|              |                     | Institutionalize safety considerations in all project types to systematically fund projects through operations and maintenance efforts (such as repaving projects).                                                                                                                                                        | Yuba County; Yuba-Sutter Region | "Funding is a critical component of implementing any safety project. While the HSIP program is a common source of funding for safety projects, numerous other funding sources could be pursued for such projects (See Table 22)"                                                                                           | Yuba County LRSP                       | *Not publicly available        | 8 - Implementation and Evaluation | 77          |                                             |                                                     |                                  | x                           |                            |
|              | Development review  | Conduct safety impact assessments of new developments to identify mitigation and cost sharing opportunities.                                                                                                                                                                                                               | Yuba County                     | Action CD 16.2 - "The County will continue to require specific plans to identify funding for transportation facilities needed to serve development within each subject specific plan."<br>The General Plan did not specify safety impact assessments for mitigation.                                                       | Yuba County General Plan               | https://cms7files.             | Community Development             | 73          |                                             |                                                     | x                                |                             |                            |
|              | Equity first        | Identify underserved communities through data. This should include data that identifies underserved communities and/or reflects the impact of crashes on underserved communities, prioritization criteria that consider equity, or a description of meaningful engagement and collaboration with appropriate stakeholders. | Yuba County; Yuba-Sutter Region | "Commit to equity in all aspects of Safe System, including data analysis that acknowledges and addresses reporting biases, project prioritization efforts that promote projects in historically underinvested communities, and implementation strategies that follow data-driven approaches."<br>Current effort with RSAP. | Yuba County LRSP                       | *Not publicly available        | 2 - Safety Partners               | 19          |                                             |                                                     |                                  | x                           |                            |
|              |                     | Incorporate equity considerations in implementation and assessment plans, such as goals related to safety improvements for populations that are traditionally underserved.                                                                                                                                                 | Yuba County; Yuba-Sutter Region | "Commit to equity in all aspects of Safe System, including data analysis that acknowledges and addresses reporting biases, project prioritization efforts that promote projects in historically underinvested communities, and implementation strategies that follow data-driven approaches."<br>Current effort with RSAP. | Yuba County LRSP                       | *Not publicly available        | 2 - Safety Partners               | 19          |                                             |                                                     |                                  | x                           |                            |
|              |                     | Meaningfully engage populations that are traditionally underserved in shared decision-making for safety efforts.                                                                                                                                                                                                           | Yuba County; Yuba-Sutter Region | "Commit to equity in all aspects of Safe System, including data analysis that acknowledges and addresses reporting biases, project prioritization efforts that promote projects in historically underinvested communities, and implementation strategies that follow data-driven approaches."<br>Current effort with RSAP. | Yuba County LRSP                       | *Not publicly available        | 2 - Safety Partners               | 19          |                                             |                                                     |                                  | x                           |                            |
| Safe Users   | Education           | Perform outreach through educational programs, with a focus on the behaviors and target audiences most linked to death and serious injuries. Utilize partnerships with community-based organizations and advocacy groups.                                                                                                  | Yuba County; Yuba-Sutter Region | LRSP mentions multiple education initiatives and efforts to promote safer road user behavior.<br>Current effort with RSAP.                                                                                                                                                                                                 | Yuba County LRSP                       | *Not publicly available online |                                   |             |                                             |                                                     |                                  | x                           |                            |
|              |                     | Use demonstration projects to raise awareness of new designs, encourage support among stakeholders for safety projects requiring capacity trade-offs, and solicit feedback from the public. Demonstration projects also provide opportunity to measure safety effects and encourage innovation and design flexibility.     | Yuba County; Yuba-Sutter Region |                                                                                                                                                                                                                                                                                                                            |                                        |                                |                                   |             | x                                           |                                                     |                                  |                             |                            |
|              | Enforcement         | Investigate and document the impacts of traffic safety enforcement and traffic safety surveillance on minority communities. Take steps to mitigate disproportionate impact of enforcement on disadvantaged populations.                                                                                                    | Yuba County                     |                                                                                                                                                                                                                                                                                                                            |                                        |                                |                                   |             | x                                           |                                                     |                                  |                             |                            |
|              |                     | Reallocate enforcement activities to target those behaviors and locations most linked to death and serious injury.                                                                                                                                                                                                         | Yuba County                     |                                                                                                                                                                                                                                                                                                                            |                                        |                                |                                   |             | x                                           |                                                     |                                  |                             |                            |
|              | Research            | Develop and implement strategies for robust demographic data collection in crash reporting.                                                                                                                                                                                                                                | Yuba County; Yuba-Sutter Region |                                                                                                                                                                                                                                                                                                                            |                                        |                                |                                   |             | x                                           |                                                     |                                  |                             |                            |
|              | Collision avoidance | Systemically install proven countermeasures to separate users in space, separate users in time, and increase attentiveness and awareness, such as: protected signal phases, clear zones, and vertical and horizontal separation for pedestrians and bicyclists.                                                            | Yuba County; Yuba-Sutter Region | Goal: A transportation system that is safe for bicycle use, with reduced numbers of bicycle-related collisions                                                                                                                                                                                                             | Yuba County Bikeway Master Plan Update | https://cms7files.             | Goals, Policies, and Actions      | 26          | x                                           |                                                     |                                  |                             |                            |
|              |                     | Complete infrastructure connectivity for pedestrians and bicyclists and make progress toward providing separation where needed based on crash exposure, crash history, characteristics of the roadway, and adjacent land uses associated with higher levels of use.                                                        | Yuba County; Yuba-Sutter Region | Policies 19.4, 19.5, 19.6, 19.8, 20.7 aim to create networks of safe trails/ped infrastructure and bike paths                                                                                                                                                                                                              | Yuba County General Plan               | https://cms7files.             | Community Development             | 62, 63      |                                             |                                                     |                                  |                             | x                          |

| Core Element    | Category                  | Benchmark                                                                                                                                                                                                                                                                                                                                                                                                                                          | Jurisdictional Responsibility   | State of Current Practice in Yuba County                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Source                   | Link                                                      | Chapter/<br>Section   | Page Number | Assessed Level of Commitment/Implementation |                                                     |                                  |                             |                            |
|-----------------|---------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-----------------------------------------------------------|-----------------------|-------------|---------------------------------------------|-----------------------------------------------------|----------------------------------|-----------------------------|----------------------------|
|                 |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                          |                                                           |                       |             | Not a Current Practice                      | Codified in Standard or Policy, but Not in Practice | Codified and Occasional Practice | Codified and Usual Practice | Institutionalized Practice |
| Safe Roadways   | Kinetic energy reduction  | Systemically install proven countermeasures to manage motor vehicle speed and collision angles, such as roadside appurtenances, roundabouts, refuge islands, hardened center lines, and road diets.                                                                                                                                                                                                                                                | Yuba County; Yuba-Sutter Region |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                          |                                                           |                       |             | X                                           |                                                     |                                  |                             |                            |
|                 |                           | Evaluate intersection design and control decisions in the planning or scoping stage for opportunities to better prioritize reducing kinetic energy transfer, following new FHWA guidance.                                                                                                                                                                                                                                                          | Yuba County                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                          |                                                           |                       |             | X                                           |                                                     |                                  |                             |                            |
|                 | Policies and tradeoffs    | Designate functional class and modal priority for roadways to pinpoint the most effective safety countermeasures and streamline tradeoff decisions - evaluated at a network scale for network-based priorities.                                                                                                                                                                                                                                    | Yuba County; Yuba-Sutter Region | Policy 19.7 - "The County's improvement standards and street classification system will be designed to accommodate the full range of locally available travel modes. Intersection dimensions and turning radii should be minimized in areas where high pedestrian and bicycle activity is expected."                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Yuba County General Plan | <a href="https://cms7files.com">https://cms7files.com</a> | Community Development | 79          |                                             |                                                     |                                  |                             | X                          |
|                 |                           | Ensure safety for all users is prioritized, and accessibility maintained, during construction and road maintenance projects.                                                                                                                                                                                                                                                                                                                       | Yuba County                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                          |                                                           |                       |             | X                                           |                                                     |                                  |                             |                            |
|                 | Innovation                | Provide infrastructure for smarter roadways and intelligent transportation systems (ITS) in support of data collection and analysis, as well as proactive system management. Consider long-term network priorities and immediate pedestrian and bicyclist safety and mobility needs when citing EV charging stations.                                                                                                                              | Yuba County; Yuba-Sutter Region |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                          |                                                           |                       |             | X                                           |                                                     |                                  |                             |                            |
| Safe Vehicles   | Supportive infrastructure | Enable infrastructure-to-vehicle communication to provide warnings to drivers that support safer driving behavior.                                                                                                                                                                                                                                                                                                                                 | Yuba County                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                          |                                                           |                       |             | X                                           |                                                     |                                  |                             |                            |
|                 |                           | Provide supportive infrastructure for dynamic curbside management and autonomous vehicles to enable active safety technology.                                                                                                                                                                                                                                                                                                                      | Yuba County                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                          |                                                           |                       |             | X                                           |                                                     |                                  |                             |                            |
|                 | Fleet Management          | Support safer operations of county and commercial vehicles through a transition plan of county's vehicle fleet to lower-mass and safety feature enhanced vehicles; heavy vehicle route restrictions to avoid high-pedestrian areas; and curbside management programs to limit user conflicts around stopped or loading vehicles.                                                                                                                   | Yuba County                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                          |                                                           |                       |             | X                                           |                                                     |                                  |                             |                            |
|                 | Autonomous Vehicle Data   | Collect data about the involvement of AVs in crashes for future data analysis, and to inform design and policies.                                                                                                                                                                                                                                                                                                                                  | Yuba County                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                          |                                                           |                       |             | X                                           |                                                     |                                  |                             |                            |
| Safe Speeds     | Design and operations     | Adopt roadway design standards that are focused on speed management, such as target speed-based design, for residential and arterial roadways. Adjust roadway geometries for context-appropriate speeds.                                                                                                                                                                                                                                           | Yuba County                     | Policy CD19.8 - "The County will seek funding for and, as feasible, install traffic-calming measures, such as planted medians, landscaped planter strips, landscaped traffic circles, and other designs in areas with excessive or high-speed traffic, as appropriate. The County will not support street closures, half closures, or other measures that limit connectivity as a way to calm traffic."<br>Policy 20.2 - "New developments in the Valley Growth Boundary shall arrange roads in an interconnected block pattern, so that local pedestrian, bicycle, and automobile traffic do not have to use Arterials to circulate within the neighborhood."<br>The county also has standard plans & specifications: <a href="https://www.yuba.org/departments/community_development/public_works/standard_plans/index.php">https://www.yuba.org/departments/community_development/public_works/standard_plans/index.php</a> | Yuba County General Plan | <a href="https://cms7files.com">https://cms7files.com</a> | Community Development | 79, 81      |                                             |                                                     |                                  |                             | X                          |
|                 |                           | Deploy speed safety cameras, with a focus on equitable fee structures. Where not permitted, monitor changes in state legislation that may allow for this in the future.                                                                                                                                                                                                                                                                            | Yuba County; Yuba-Sutter Region |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                          |                                                           |                       |             | X                                           |                                                     |                                  |                             |                            |
|                 | Policy and training       | Follow speed limit setting methodologies that determine appropriate or target speeds based on land use context, roadway context, and/or modal priority - accounting for the human body's ability to tolerate crash forces rather than the historic behavior of road users. Consider utilizing innovative data sources to systemically assess prevailing versus target speeds and develop a plan to lower speeds in areas with a large discrepancy. | Yuba County; Yuba-Sutter Region |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                          |                                                           |                       |             | X                                           |                                                     |                                  |                             |                            |
|                 |                           | Provide speed management training to staff focused on fatality and serious injury minimization.                                                                                                                                                                                                                                                                                                                                                    | Yuba County; Yuba-Sutter Region |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                          |                                                           |                       |             | X                                           |                                                     |                                  |                             |                            |
| Post Crash Care | Crash investigation       | Employ collision reporting practices that promote complete and accurate data collection and documentation of road user behavior and infrastructure.                                                                                                                                                                                                                                                                                                | Yuba County; Yuba-Sutter Region |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                          |                                                           |                       |             | X                                           |                                                     |                                  |                             |                            |
|                 |                           | Establish a feedback loop such that key insights from crash investigations are shared with roadway designers and/or influence outreach and education. Consider the creation of an inter-agency rapid response team to immediately investigate the sites of collisions and make recommendations for near-term safety enhancements.                                                                                                                  | Yuba County; Yuba-Sutter Region |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                          |                                                           |                       |             | X                                           |                                                     |                                  |                             |                            |
|                 | Partnerships              | Share data across agencies and organizations, including first responders and hospitals, to develop a holistic understanding of the safety landscape and improve accuracy.                                                                                                                                                                                                                                                                          | Yuba-Sutter Region              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                          |                                                           |                       |             | X                                           |                                                     |                                  |                             |                            |
|                 |                           | Connect with victims' families and the advocacy community to offer support and resources, and encourage partnerships with outreach and education.                                                                                                                                                                                                                                                                                                  | Yuba County; Yuba-Sutter Region |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                          |                                                           |                       |             | X                                           |                                                     |                                  |                             |                            |



Marysville Policy Benchmarking

| Core Element                | Category                  | Benchmark                                                                                                                                                                                                                                                                                                                                                                                                                           | Jurisdictional Responsibility                    | State of Current Practice in Marysville                                                                                                                                                                                      | Source                  | Link                        | Chapter/<br>Section | Page<br>Number | Assessed Level of Commitment/Implementation |                                                     |                                  |                             |                            |
|-----------------------------|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|-----------------------------|---------------------|----------------|---------------------------------------------|-----------------------------------------------------|----------------------------------|-----------------------------|----------------------------|
|                             |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                  |                                                                                                                                                                                                                              |                         |                             |                     |                | Not a Current Practice                      | Codified in Standard or Policy, but Not in Practice | Codified and Occasional Practice | Codified and Usual Practice | Institutionalized Practice |
| Safety Planning and Culture | Leadership and commitment | Leaders publicly commit to a “Zero” goal for traffic fatalities and serious injuries within a specific timeframe, and exhibit buy-in for the Safe System approach through media, public events, and support for related policies and programs.                                                                                                                                                                                      | Marysville; Yuba-Sutter Region                   | <i>Current effort with RSAP</i>                                                                                                                                                                                              |                         |                             |                     |                | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Develop a safety plan aligned with the Safe System approach that establishes a "Zero" goal for traffic fatalities and serious injuries and identifies concrete actions to help Yuba/Sutter achieve zero including designation of lead agency, timeline, and funding. Safety plan should include an assessment of the local challenges that have hindered safety interventions in the past and create a roadmap for addressing them. | Yuba-Sutter Region                               | Vision Zero Statement mentions striving towards eliminating all traffic fatalities and severe injuries.                                                                                                                      | City of Marysville LRSP | <i>Not available online</i> |                     |                |                                             |                                                     |                                  | x                           |                            |
|                             |                           | Establish key safety performance indicators and implement a monitoring process to evaluate progress and intervene if city is not on track.                                                                                                                                                                                                                                                                                          | Yuba-Sutter Region                               | <i>Current effort with RSAP</i>                                                                                                                                                                                              |                         |                             |                     |                | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Convene and/or participate in an inter-agency committee, task force, implementation group, or working group that is charged with a Safety Action Plan’s development, implementation, and monitoring The group should include a representative from every agency or department that plays a critical role in advancing each Safe System element.                                                                                     | Marysville; Yuba-Sutter Region                   | <i>Current effort with RSAP</i>                                                                                                                                                                                              |                         |                             |                     |                | x                                           |                                                     |                                  |                             |                            |
|                             |                           | It may be desireable to identify a staff coordinator to manage the agency's safety program.                                                                                                                                                                                                                                                                                                                                         |                                                  |                                                                                                                                                                                                                              |                         |                             |                     |                |                                             |                                                     |                                  |                             |                            |
|                             |                           | Provide training to Yuba/Sutter staff, directors, elected officials, and community stakeholders on the Safe System approach.                                                                                                                                                                                                                                                                                                        | Marysville; Yuba-Sutter Region                   |                                                                                                                                                                                                                              |                         |                             |                     |                | x                                           |                                                     |                                  |                             |                            |
|                             | Meaningful Engagement     | Establish an ongoing Safe Routes to Schools program and funding mechanism.                                                                                                                                                                                                                                                                                                                                                          | Marysville; Yuba-Sutter Region; School Districts | No Safe Routes to Schools Program                                                                                                                                                                                            |                         |                             |                     |                | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Engage with the public and relevant stakeholders, including the private sector and community groups. Incorporate information received from the engagement and collaboration into the safety plan.                                                                                                                                                                                                                                   | Marysville; Yuba-Sutter Region                   | <i>Current effort with RSAP</i>                                                                                                                                                                                              |                         |                             |                     |                | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Establish a website to inform the public about Yuba/Sutter's safety program goals and progress and the effectiveness of implemented safety projects.                                                                                                                                                                                                                                                                                | Marysville; Yuba-Sutter Region                   | <i>Current effort with RSAP</i>                                                                                                                                                                                              |                         |                             |                     |                | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Provide public safety materials in common languages spoken by Yuba/Sutter residents whose first language is not English.                                                                                                                                                                                                                                                                                                            | Marysville; Yuba-Sutter Region                   | <i>Current effort with RSAP</i>                                                                                                                                                                                              |                         |                             |                     |                | x                                           |                                                     |                                  |                             |                            |
|                             | Data and analysis         | Apply a proactive and transparent approach to data-driven safety analysis, including the use of systemic profiles, emphasis areas based on roadway or contextual contributing factors, mode-specific conditions assessments (e.g., bicycle network stress or distance between marked crossings), and equity considerations.                                                                                                         | Yuba-Sutter Region                               | Marysville LRSP Emphasis Area: Making Safety Improvements at the Highest Incident Location                                                                                                                                   | City of Marysville LRSP | <i>Not available online</i> |                     | 2              |                                             |                                                     |                                  | x                           |                            |
|                             |                           | Establish a process for citizens to report safety hazards or request safety interventions and a data-driven approach for evaluating the reports/requests.                                                                                                                                                                                                                                                                           | Marysville; Yuba-Sutter Region                   | Current effort with RSAP                                                                                                                                                                                                     |                         |                             |                     |                | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Focus network screening and benefit/cost calculations on fatal and serious injuries, instead of all collisions, to identify the core safety issues for human vulnerability.                                                                                                                                                                                                                                                         | Marysville; Yuba-Sutter Region                   | Report identifies and ranks the top collision rate locations within the City, assesses the collision patterns and contributing factors at the highest ranking locations, and recommends countermeasures for those locations. | City of Marysville LRSP | <i>Not available online</i> |                     | 3              |                                             |                                                     |                                  | x                           |                            |
|                             |                           | Maintain a GIS inventory and actively work to improve accuracy of crash data and roadway data such as missing sidewalks, bikeways, intersection controls, etc.                                                                                                                                                                                                                                                                      | Marysville; Yuba-Sutter Region                   | <i>Current effort with RSAP</i>                                                                                                                                                                                              |                         |                             |                     |                | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Use innovative data collection and analysis approaches, such as crowdsourcing or video detection data, to identify emphasis areas related to near misses or crashes previously unreported by vulnerable communities.                                                                                                                                                                                                                | Marysville; Yuba-Sutter Region                   |                                                                                                                                                                                                                              |                         |                             |                     |                | x                                           |                                                     |                                  |                             |                            |
|                             |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                  |                                                                                                                                                                                                                              |                         |                             |                     |                |                                             |                                                     |                                  |                             |                            |
|                             | Funding                   | Develop a project evaluation framework that prioritizes funding based on fatal and serious injury crash reduction opportunities, especially for equity populations. Audit the region's Transportation Improvement Program (TIP) for opportunities to enhance safety benefits and remove safety risks of funded projects.                                                                                                            | Marysville; Yuba-Sutter Region                   | <i>Current effort with RSAP</i>                                                                                                                                                                                              |                         |                             |                     |                | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Apply for grant programs to fund safety projects.                                                                                                                                                                                                                                                                                                                                                                                   | Marysville; Yuba-Sutter Region                   | HSIP funding opportunity mentioned.                                                                                                                                                                                          | City of Marysville LRSP | <i>Not available</i>        |                     | 9              |                                             |                                                     |                                  | x                           |                            |
|                             |                           | Institutionalize safety considerations in all project types to systematically fund projects through operations and maintenance efforts (such as repaving projects).                                                                                                                                                                                                                                                                 | Marysville; Yuba-Sutter Region                   | <i>Current effort with RSAP</i>                                                                                                                                                                                              |                         |                             |                     |                | x                                           |                                                     |                                  |                             |                            |
|                             | Development review        | Conduct safety impact assessments of new developments to identify mitigation and cost sharing opportunities.                                                                                                                                                                                                                                                                                                                        | Marysville                                       |                                                                                                                                                                                                                              |                         |                             |                     |                | x                                           |                                                     |                                  |                             |                            |
|                             | Equity first              | Identify underserved communities through data. This should include data that identifies underserved communities and/or reflects the impact of crashes on underserved communities, prioritization criteria that consider equity, or a description of meaningful engagement and collaboration with appropriate stakeholders.                                                                                                          | Marysville; Yuba-Sutter Region                   | <i>Current effort with RSAP</i>                                                                                                                                                                                              |                         |                             |                     |                | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Incorporate equity considerations in implementation and assessment plans, such as goals related to safety improvements for populations that are traditionally underserved.                                                                                                                                                                                                                                                          | Marysville; Yuba-Sutter Region                   | <i>Current effort with RSAP</i>                                                                                                                                                                                              |                         |                             |                     |                | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Meaningfully engage populations that are traditionally underserved in shared decision-making for safety efforts.                                                                                                                                                                                                                                                                                                                    | Marysville; Yuba-Sutter Region                   | <i>Current effort with RSAP</i>                                                                                                                                                                                              |                         |                             |                     |                | x                                           |                                                     |                                  |                             |                            |

| Core Element  | Category                  | Benchmark                                                                                                                                                                                                                                                                                                                                                                                                                                          | Jurisdictional Responsibility                                                                                     | State of Current Practice in Marysville                                                                  | Source                               | Link                                                                                                                                                                                                                                    | Chapter/<br>Section | Page<br>Number | Assessed Level of Commitment/Implementation |                                                     |                                  |                             |                            |   |  |
|---------------|---------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|--------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|----------------|---------------------------------------------|-----------------------------------------------------|----------------------------------|-----------------------------|----------------------------|---|--|
|               |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                   |                                                                                                          |                                      |                                                                                                                                                                                                                                         |                     |                | Not a Current Practice                      | Codified in Standard or Policy, but Not in Practice | Codified and Occasional Practice | Codified and Usual Practice | Institutionalized Practice |   |  |
| Safe Users    | Education                 | Perform outreach through educational programs, with a focus on the behaviors and target audiences most linked to death and serious injuries. Utilize partnerships with community-based organizations and advocacy groups.                                                                                                                                                                                                                          | Marysville; Yuba-Sutter Region                                                                                    | Educational measures identified in plan.                                                                 | City of Marysville LRSP              | Not available online                                                                                                                                                                                                                    |                     |                |                                             |                                                     |                                  | X                           |                            |   |  |
|               |                           | Use demonstration projects to raise awareness of new designs, encourage support among stakeholders for safety projects requiring capacity trade-offs, and solicit feedback from the public. Demonstration projects also provide opportunity to measure safety effects and encourage innovation and design flexibility.                                                                                                                             | Marysville; Yuba-Sutter Region                                                                                    |                                                                                                          |                                      |                                                                                                                                                                                                                                         |                     |                |                                             | X                                                   |                                  |                             |                            |   |  |
|               | Enforcement               | Investigate and document the impacts of traffic safety enforcement and traffic safety surveillance on minority communities. Take steps to mitigate disproportionate impact of enforcement on disadvantaged populations.                                                                                                                                                                                                                            | Marysville                                                                                                        |                                                                                                          |                                      |                                                                                                                                                                                                                                         |                     | X              |                                             |                                                     |                                  |                             |                            |   |  |
|               |                           | Reallocate enforcement activities to target those behaviors and locations most linked to death and serious injury.                                                                                                                                                                                                                                                                                                                                 | Marysville                                                                                                        | "Where possible increase frequency and visual presence of patrol activity in high-speed incident areas." | City of Marysville LRSP              | Not available online                                                                                                                                                                                                                    | 11.2                | 37             |                                             |                                                     |                                  | X                           |                            |   |  |
|               | Research                  | Develop and implement strategies for robust demographic data collection in crash reporting.                                                                                                                                                                                                                                                                                                                                                        | Marysville; Yuba-Sutter Region                                                                                    |                                                                                                          |                                      |                                                                                                                                                                                                                                         |                     |                | X                                           |                                                     |                                  |                             |                            |   |  |
| Safe Roadways | Collision avoidance       | Systemically install proven countermeasures to separate users in space, separate users in time, and increase attentiveness and awareness, such as: protected signal phases, clear zones, and vertical and horizontal separation for pedestrians and bicyclists.                                                                                                                                                                                    | Marysville; Yuba-Sutter Region                                                                                    | BP Plan identifies safety countermeasures for bicycle and pedestrian travel.                             | Marysville Bicycle & Pedestrian Plan | <a href="https://www.fraqmd.org/files/486e35bb9/Final+++Marysville-Bicycle-and-Pedestrian-Plan-2016-February-2016.pdf">https://www.fraqmd.org/files/486e35bb9/Final+++Marysville-Bicycle-and-Pedestrian-Plan-2016-February-2016.pdf</a> |                     |                |                                             |                                                     |                                  |                             |                            | X |  |
|               |                           | Complete infrastructure connectivity for pedestrians and bicyclists and make progress toward providing separation where needed based on crash exposure, crash history, characteristics of the roadway, and adjacent land uses associated with higher levels of use.                                                                                                                                                                                | Marysville; Yuba-Sutter Region                                                                                    | Policies and goals were set to improve mobility via bicycle and pedestrian infrastructure.               | Marysville Bicycle & Pedestrian Plan | <a href="https://www.fraqmd.org/files/486e35bb9/Final+++Marysville-Bicycle-and-Pedestrian-Plan-2016-February-2016.pdf">https://www.fraqmd.org/files/486e35bb9/Final+++Marysville-Bicycle-and-Pedestrian-Plan-2016-February-2016.pdf</a> |                     |                |                                             |                                                     |                                  |                             |                            | X |  |
|               | Kinetic energy reduction  | Systemically install proven countermeasures to manage motor vehicle speed and collision angles, such as roadside appurtenances, roundabouts, refuge islands, hardened center lines, and road diets.                                                                                                                                                                                                                                                | Marysville; Yuba-Sutter Region                                                                                    |                                                                                                          |                                      |                                                                                                                                                                                                                                         |                     | X              |                                             |                                                     |                                  |                             |                            |   |  |
|               |                           | Evaluate intersection design and control decisions in the planning or scoping stage for opportunities to better prioritize reducing kinetic energy transfer, following new FHWA guidance.                                                                                                                                                                                                                                                          | Marysville                                                                                                        |                                                                                                          |                                      |                                                                                                                                                                                                                                         |                     | X              |                                             |                                                     |                                  |                             |                            |   |  |
|               | Policies and tradeoffs    | Designate functional class and modal priority for roadways to pinpoint the most effective safety countermeasures and streamline tradeoff decisions - evaluated at a network scale for network-based priorities.                                                                                                                                                                                                                                    | Marysville; Yuba-Sutter Region                                                                                    |                                                                                                          |                                      |                                                                                                                                                                                                                                         |                     | X              |                                             |                                                     |                                  |                             |                            |   |  |
|               |                           | Ensure safety for all users is prioritized, and accessibility maintained, during construction and road maintenance projects.                                                                                                                                                                                                                                                                                                                       | Marysville                                                                                                        |                                                                                                          |                                      |                                                                                                                                                                                                                                         |                     | X              |                                             |                                                     |                                  |                             |                            |   |  |
|               | Innovation                | Provide infrastructure for smarter roadways and intelligent transportation systems (ITS) in support of data collection and analysis, as well as proactive system management. Consider long-term network priorities and immediate pedestrian and bicyclist safety and mobility needs when citing EV charging stations.                                                                                                                              | Marysville; Yuba-Sutter Region                                                                                    |                                                                                                          |                                      |                                                                                                                                                                                                                                         |                     | X              |                                             |                                                     |                                  |                             |                            |   |  |
| Safe Vehicles | Supportive infrastructure | Enable infrastructure-to-vehicle communication to provide warnings to drivers that support safer driving behavior.                                                                                                                                                                                                                                                                                                                                 | Marysville                                                                                                        |                                                                                                          |                                      |                                                                                                                                                                                                                                         |                     |                | X                                           |                                                     |                                  |                             |                            |   |  |
|               |                           | Provide supportive infrastructure for dynamic curbside management and autonomous vehicles to enable active safety technology.                                                                                                                                                                                                                                                                                                                      | Marysville                                                                                                        |                                                                                                          |                                      |                                                                                                                                                                                                                                         |                     |                | X                                           |                                                     |                                  |                             |                            |   |  |
|               | Fleet Management          | Support safer operations of city and commercial vehicles through a transition plan of city's vehicle fleet to lower-mass and safety feature enhanced vehicles; heavy vehicle route restrictions to avoid high-pedestrian areas; and curbside management programs to limit user conflicts around stopped or loading vehicles.                                                                                                                       | Marysville                                                                                                        |                                                                                                          |                                      |                                                                                                                                                                                                                                         |                     |                | X                                           |                                                     |                                  |                             |                            |   |  |
|               |                           | Autonomous Vehicle Data                                                                                                                                                                                                                                                                                                                                                                                                                            | Collect data about the involvement of AVs in crashes for future data analysis, and to inform design and policies. | Marysville                                                                                               |                                      |                                                                                                                                                                                                                                         |                     |                |                                             | X                                                   |                                  |                             |                            |   |  |
| Safe Speeds   | Design and operations     | Adopt roadway design standards that are focused on speed management, such as target speed-based design, for residential and arterial roadways. Adjust roadway geometries for context-appropriate speeds.                                                                                                                                                                                                                                           | Marysville                                                                                                        | Roadway design measures to manage speed were listed.                                                     | City of Marysville LRSP              | Not available online                                                                                                                                                                                                                    | 11.2                | 37             |                                             |                                                     |                                  | X                           |                            |   |  |
|               | Enforcement               | Deploy speed safety cameras, with a focus on equitable fee structures. Where not permitted, monitor changes in state legislation that may allow for this in the future.                                                                                                                                                                                                                                                                            | Marysville; Yuba-Sutter Region                                                                                    |                                                                                                          |                                      |                                                                                                                                                                                                                                         |                     |                | X                                           |                                                     |                                  |                             |                            |   |  |
|               | Policy and training       | Follow speed limit setting methodologies that determine appropriate or target speeds based on land use context, roadway context, and/or modal priority - accounting for the human body's ability to tolerate crash forces rather than the historic behavior of road users. Consider utilizing innovative data sources to systemically assess prevailing versus target speeds and develop a plan to lower speeds in areas with a large discrepancy. | Marysville; Yuba-Sutter Region                                                                                    |                                                                                                          |                                      |                                                                                                                                                                                                                                         |                     |                | X                                           |                                                     |                                  |                             |                            |   |  |
|               |                           | Provide speed management training to staff focused on fatality and serious injury minimization.                                                                                                                                                                                                                                                                                                                                                    | Marysville; Yuba-Sutter Region                                                                                    | Action item: Continue to conduct training targeted at responding to speed related collisions.            | City of Marysville LRSP              | Not available online                                                                                                                                                                                                                    | 11.2                | 37             |                                             |                                                     |                                  | X                           |                            |   |  |

| Core Element    | Category            | Benchmark                                                                                                                                                                                                                                                                                                                         | Jurisdictional Responsibility  | State of Current Practice in Marysville | Source | Link | Chapter/<br>Section | Page<br>Number | Assessed Level of Commitment/Implementation |                                                     |                                  |                             |                            |
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|                 |                     |                                                                                                                                                                                                                                                                                                                                   |                                |                                         |        |      |                     |                | Not a Current Practice                      | Codified in Standard or Policy, but Not in Practice | Codified and Occasional Practice | Codified and Usual Practice | Institutionalized Practice |
| Post Crash Care | Crash investigation | Employ collision reporting practices that promote complete and accurate data collection and documentation of road user behavior and infrastructure.                                                                                                                                                                               | Marysville; Yuba-Sutter Region |                                         |        |      |                     |                | x                                           |                                                     |                                  |                             |                            |
|                 |                     | Establish a feedback loop such that key insights from crash investigations are shared with roadway designers and/or influence outreach and education. Consider the creation of an inter-agency rapid response team to immediately investigate the sites of collisions and make recommendations for near-term safety enhancements. | Marysville; Yuba-Sutter Region |                                         |        |      |                     | x              |                                             |                                                     |                                  |                             |                            |
|                 | Partnerships        | Share data across agencies and organizations, including first responders and hospitals, to develop a holistic understanding of the safety landscape and improve accuracy.                                                                                                                                                         | Yuba-Sutter Region             |                                         |        |      |                     | x              |                                             |                                                     |                                  |                             |                            |
|                 |                     | Connect with victims' families and the advocacy community to offer support and resources, and encourage partnerships with outreach and education.                                                                                                                                                                                 | Marysville; Yuba-Sutter Region |                                         |        |      |                     | x              |                                             |                                                     |                                  |                             |                            |



Wheatland Policy Benchmarking

| Core Element                | Category                  | Benchmark                                                                                                                                                                                                                                                                                                                                                                                                                           | Jurisdictional Responsibility                   | State of Current Practice in Wheatland                                                                                                                                                       | Source                 | Link                                                                                                                                                                                                                                | Chapter/Section | Page Number | Assessed Level of Commitment/Implementation |                                                     |                                  |                             |                            |
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|                             |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                 |                                                                                                                                                                                              |                        |                                                                                                                                                                                                                                     |                 |             | Not a Current Practice                      | Codified in Standard or Policy, but Not in Practice | Codified and Occasional Practice | Codified and Usual Practice | Institutionalized Practice |
| Safety Planning and Culture | Leadership and commitment | Leaders publicly commit to a "Zero" goal for traffic fatalities and serious injuries within a specific timeframe, and exhibit buy-in for the Safe System approach through media, public events, and support for related policies and programs.                                                                                                                                                                                      | Wheatland; Yuba-Sutter Region                   | Current effort with RSAP                                                                                                                                                                     |                        |                                                                                                                                                                                                                                     |                 |             | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Develop a safety plan aligned with the Safe System approach that establishes a "Zero" goal for traffic fatalities and serious injuries and identifies concrete actions to help Yuba Sutter achieve zero including designation of lead agency, timeline, and funding. Safety plan should include an assessment of the local challenges that have hindered safety interventions in the past and create a roadmap for addressing them. | Yuba-Sutter Region                              | Current effort with RSAP                                                                                                                                                                     |                        |                                                                                                                                                                                                                                     |                 |             | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Establish key safety performance indicators and implement a monitoring process to evaluate progress and intervene if city is not on track.                                                                                                                                                                                                                                                                                          | Yuba-Sutter Region                              | Current effort with RSAP                                                                                                                                                                     |                        |                                                                                                                                                                                                                                     |                 |             | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Convene and/or participate in an inter-agency committee, task force, implementation group, or working group that is charged with a Safety Action Plan's development, implementation, and monitoring. The group should include a representative from every agency or department that plays a critical role in advancing each Safe System element.                                                                                    | Wheatland; Yuba-Sutter Region                   | Current effort with RSAP                                                                                                                                                                     |                        |                                                                                                                                                                                                                                     |                 |             | x                                           |                                                     |                                  |                             |                            |
|                             |                           | It may be desirable to identify a staff coordinator to manage the agency's safety program.                                                                                                                                                                                                                                                                                                                                          |                                                 |                                                                                                                                                                                              |                        |                                                                                                                                                                                                                                     |                 |             |                                             |                                                     |                                  |                             |                            |
|                             |                           | Provide training to Yuba Sutter staff, directors, elected officials, and community stakeholders on the Safe System approach.                                                                                                                                                                                                                                                                                                        | Wheatland; Yuba-Sutter Region                   | Current effort with RSAP                                                                                                                                                                     |                        |                                                                                                                                                                                                                                     |                 |             | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Establish an ongoing Safe Routes to Schools program and funding mechanism.                                                                                                                                                                                                                                                                                                                                                          | Wheatland; Yuba-Sutter Region; School Districts | No current SRTS program.                                                                                                                                                                     |                        |                                                                                                                                                                                                                                     |                 |             | x                                           |                                                     |                                  |                             |                            |
|                             | Meaningful Engagement     | Engage with the public and relevant stakeholders, including the private sector and community groups. Incorporate information received from the engagement and collaboration into the safety plan.                                                                                                                                                                                                                                   | Wheatland; Yuba-Sutter Region                   | Current effort with RSAP                                                                                                                                                                     |                        |                                                                                                                                                                                                                                     |                 |             | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Establish a website to inform the public about Yuba Sutter's safety program goals and progress and the effectiveness of implemented safety projects.                                                                                                                                                                                                                                                                                | Yuba-Sutter Region                              | Current effort with RSAP                                                                                                                                                                     |                        |                                                                                                                                                                                                                                     |                 |             | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Provide public safety materials in common languages spoken by Yuba Sutter residents whose first language is not English.                                                                                                                                                                                                                                                                                                            | Wheatland; Yuba-Sutter Region                   |                                                                                                                                                                                              |                        |                                                                                                                                                                                                                                     |                 |             | x                                           |                                                     |                                  |                             |                            |
|                             | Data and analysis         | Apply a proactive and transparent approach to data-driven safety analysis, including the use of systemic profiles, emphasis areas based on roadway or contextual contributing factors, mode-specific conditions assessments (e.g., bicycle network stress or distance between marked crossings), and equity considerations.                                                                                                         | Yuba-Sutter Region                              | Current effort with RSAP                                                                                                                                                                     |                        |                                                                                                                                                                                                                                     |                 |             | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Establish a process for citizens to report safety hazards or request safety interventions and a data-driven approach for evaluating the reports/requests.                                                                                                                                                                                                                                                                           | Wheatland; Yuba-Sutter Region                   |                                                                                                                                                                                              |                        |                                                                                                                                                                                                                                     |                 |             | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Focus network screening and benefit/cost calculations on fatal and serious injuries, instead of all collisions, to identify the core safety issues for human vulnerability.                                                                                                                                                                                                                                                         | Yuba-Sutter Region                              | Current effort with RSAP                                                                                                                                                                     |                        |                                                                                                                                                                                                                                     |                 |             | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Maintain a GIS inventory and actively work to improve accuracy of crash data and roadway data such as missing sidewalks, bikeways, intersection controls, etc.                                                                                                                                                                                                                                                                      | Wheatland; Yuba-Sutter Region                   |                                                                                                                                                                                              |                        |                                                                                                                                                                                                                                     |                 |             | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Use innovative data collection and analysis approaches, such as crowdsourcing or video detection data, to identify emphasis areas related to near misses or crashes previously unreported by vulnerable communities.                                                                                                                                                                                                                | Wheatland; Yuba-Sutter Region                   |                                                                                                                                                                                              |                        |                                                                                                                                                                                                                                     |                 |             | x                                           |                                                     |                                  |                             |                            |
|                             | Funding                   | Develop a project evaluation framework that prioritizes funding based on fatal and serious injury crash reduction opportunities, especially for equity populations. Audit the region's Transportation Improvement Program (TIP) for opportunities to enhance safety benefits and remove safety risks of funded projects.                                                                                                            | Wheatland; Yuba-Sutter Region                   | Current effort with RSAP                                                                                                                                                                     |                        |                                                                                                                                                                                                                                     |                 |             | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Apply for grant programs to fund safety projects.                                                                                                                                                                                                                                                                                                                                                                                   | Wheatland; Yuba-Sutter Region                   |                                                                                                                                                                                              |                        |                                                                                                                                                                                                                                     |                 |             | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Institutionalize safety considerations in all project types to systematically fund projects through operations and maintenance efforts (such as repaving projects).                                                                                                                                                                                                                                                                 | Wheatland; Yuba-Sutter Region                   | Related policy: "2.A.10. The City shall give priority to street and highway improvements that increase safety, minimize maintenance costs, and increase the efficiency of the street system" | Wheatland General Plan | <a href="https://e4ki3oz9tby.exactdn.com/wp-content/uploads/General-Plan-Transportation and Circulation Element 2-5">https://e4ki3oz9tby.exactdn.com/wp-content/uploads/General-Plan-Transportation and Circulation Element 2-5</a> |                 |             | x                                           | ?                                                   |                                  |                             |                            |

| Core Element | Category           | Benchmark                                                                                                    | Jurisdictional Responsibility | State of Current Practice in Wheatland                                                                                                                                                                                                                                                                                                            | Source                 | Link                                                                                                                                                                                                                                           | Chapter/Section                        | Page Number | Assessed Level of Commitment/Implementation |                                                     |                                  |                             |                            |
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|              |                    |                                                                                                              |                               |                                                                                                                                                                                                                                                                                                                                                   |                        |                                                                                                                                                                                                                                                |                                        |             | Not a Current Practice                      | Codified in Standard or Policy, but Not in Practice | Codified and Occasional Practice | Codified and Usual Practice | Institutionalized Practice |
|              | Development review | Conduct safety impact assessments of new developments to identify mitigation and cost sharing opportunities. | Wheatland; Yuba County        | Related policy: "2.A.6. The City shall require an analysis of the effects of traffic from proposed major development projects. Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project. Such improvements may include a fair share of improvements that provide benefits to others." | Wheatland General Plan | <a href="https://e4ki3oz9tby.exactdn.com/wp-content/uploads/General-Plan-Policy-Document-Adopted-7-2015-Transportation-and-Circulation-Element">https://e4ki3oz9tby.exactdn.com/wp-content/uploads/General-Plan-Policy-Document-Adopted-7-</a> | Transportation and Circulation Element | 2-5         | x                                           | ?                                                   |                                  |                             |                            |

| Core Element  | Category                  | Benchmark                                                                                                                                                                                                                                                                                                                    | Jurisdictional Responsibility              | State of Current Practice in Wheatland | Source | Link | Chapter/Section | Page Number | Assessed Level of Commitment/Implementation |                                                     |                                  |                             |                            |
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|               |                           |                                                                                                                                                                                                                                                                                                                              |                                            |                                        |        |      |                 |             | Not a Current Practice                      | Codified in Standard or Policy, but Not in Practice | Codified and Occasional Practice | Codified and Usual Practice | Institutionalized Practice |
|               | Equity first              | Identify underserved communities through data. This should include data that identifies underserved communities and/or reflects the impact of crashes on underserved communities, prioritization criteria that consider equity, or a description of meaningful engagement and collaboration with appropriate stakeholders.   | Wheatland; Yuba-Sutter Region              | Current effort with RSAP               |        |      |                 |             | x                                           |                                                     |                                  |                             |                            |
|               |                           | Incorporate equity considerations in implementation and assessment plans, such as goals related to safety improvements for populations that are traditionally underserved.                                                                                                                                                   | Wheatland; Yuba-Sutter Region              | Current effort with RSAP               |        |      |                 |             | x                                           |                                                     |                                  |                             |                            |
|               |                           | Meaningfully engage populations that are traditionally underserved in shared decision-making for safety efforts.                                                                                                                                                                                                             | Wheatland; Yuba-Sutter Region              | Current effort with RSAP               |        |      |                 |             | x                                           |                                                     |                                  |                             |                            |
| Safe Users    | Education                 | Perform outreach through educational programs, with a focus on the behaviors and target audiences most linked to death and serious injuries. Utilize partnerships with community-based organizations and advocacy groups.                                                                                                    | Wheatland; Yuba-Sutter Region              | Current effort with RSAP               |        |      |                 |             | x                                           |                                                     |                                  |                             |                            |
|               |                           | Use demonstration projects to raise awareness of new designs, encourage support among stakeholders for safety projects requiring capacity trade-offs, and solicit feedback from the public. Demonstration projects also provide opportunity to measure safety effects and encourage innovation and design flexibility.       | Wheatland; Yuba-Sutter Region              |                                        |        |      |                 |             | x                                           |                                                     |                                  |                             |                            |
|               | Enforcement               | Investigate and document the impacts of traffic safety enforcement and traffic safety surveillance on minority communities. Take steps to mitigate disproportionate impact of enforcement on disadvantaged populations.                                                                                                      | Wheatland; Yuba County                     |                                        |        |      |                 |             | x                                           |                                                     |                                  |                             |                            |
|               |                           | Reallocate enforcement activities to target those behaviors and locations most linked to death and serious injury.                                                                                                                                                                                                           | Wheatland; Yuba County                     |                                        |        |      |                 |             | x                                           |                                                     |                                  |                             |                            |
|               | Research                  | Develop and implement strategies for robust demographic data collection in crash reporting.                                                                                                                                                                                                                                  | Wheatland; Yuba County; Yuba-Sutter Region |                                        |        |      |                 |             | x                                           |                                                     |                                  |                             |                            |
| Safe Roadways | Collision avoidance       | Systemically install proven countermeasures to separate users in space, separate users in time, and increase attentiveness and awareness, such as: protected signal phases, clear zones, and vertical and horizontal separation for pedestrians and bicyclists.                                                              | Wheatland; Yuba-Sutter Region              |                                        |        |      |                 |             | x                                           |                                                     |                                  |                             |                            |
|               |                           | Complete infrastructure connectivity for pedestrians and bicyclists and make progress toward providing separation where needed based on crash exposure, crash history, characteristics of the roadway, and adjacent land uses associated with higher levels of use.                                                          | Wheatland; Yuba-Sutter Region              |                                        |        |      |                 |             | x                                           |                                                     |                                  |                             |                            |
|               | Kinetic energy reduction  | Systemically install proven countermeasures to manage motor vehicle speed and collision angles, such as roadside appurtenances, roundabouts, refuge islands, hardened center lines, and road diets.                                                                                                                          | Wheatland; Yuba-Sutter Region              |                                        |        |      |                 |             | x                                           |                                                     |                                  |                             |                            |
|               |                           | Evaluate intersection design and control decisions in the planning or scoping stage for opportunities to better prioritize reducing kinetic energy transfer, following new FHWA guidance.                                                                                                                                    | Wheatland; Yuba-Sutter Region              |                                        |        |      |                 |             | x                                           |                                                     |                                  |                             |                            |
|               | Policies and tradeoffs    | Designate functional class and modal priority for roadways to pinpoint the most effective safety countermeasures and streamline tradeoff decisions - evaluated at a network scale for network-based priorities.                                                                                                              | Wheatland; Yuba-Sutter Region              |                                        |        |      |                 |             | x                                           |                                                     |                                  |                             |                            |
|               |                           | Ensure safety for all users is prioritized, and accessibility maintained, during construction and road maintenance projects.                                                                                                                                                                                                 | Wheatland; Yuba-Sutter Region              |                                        |        |      |                 |             | x                                           |                                                     |                                  |                             |                            |
|               | Innovation                | Provide infrastructure for smarter roadways and intelligent transportation systems (ITS) in support of data collection and analysis, as well as proactive system management. Consider long-term network priorities and immediate pedestrian and bicyclist safety and mobility needs when citing EV charging stations.        | Wheatland; Yuba-Sutter Region              |                                        |        |      |                 |             | x                                           |                                                     |                                  |                             |                            |
| Safe Vehicles | Supportive infrastructure | Enable infrastructure-to-vehicle communication to provide warnings to drivers that support safer driving behavior.                                                                                                                                                                                                           | Yuba-Sutter Region                         |                                        |        |      |                 |             | x                                           |                                                     |                                  |                             |                            |
|               |                           | Provide supportive infrastructure for dynamic curbside management and autonomous vehicles to enable active safety technology.                                                                                                                                                                                                | Wheatland; Yuba County                     |                                        |        |      |                 |             | x                                           |                                                     |                                  |                             |                            |
|               | Fleet Management          | Support safer operations of city and commercial vehicles through a transition plan of city's vehicle fleet to lower-mass and safety feature enhanced vehicles; heavy vehicle route restrictions to avoid high-pedestrian areas; and curbside management programs to limit user conflicts around stopped or loading vehicles. | Wheatland; Yuba County                     |                                        |        |      |                 |             | x                                           |                                                     |                                  |                             |                            |
|               | Autonomous Vehicle Data   | Collect data about the involvement of AVs in crashes for future data analysis, and to inform design and policies.                                                                                                                                                                                                            | Wheatland; Yuba County                     |                                        |        |      |                 |             | x                                           |                                                     |                                  |                             |                            |



| Core Element    | Category              | Benchmark                                                                                                                                                                                                                                                                                                                                                                                                                                          | Jurisdictional Responsibility              | State of Current Practice in Wheatland                     | Source                                                                                                                                                                                                                          | Link | Chapter/<br>Section | Page<br>Number | Assessed Level of Commitment/Implementation |                                                     |                                  |                             |                            |
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|                 |                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                            |                                                            |                                                                                                                                                                                                                                 |      |                     |                | Not a Current Practice                      | Codified in Standard or Policy, but Not in Practice | Codified and Occasional Practice | Codified and Usual Practice | Institutionalized Practice |
| Safe Speeds     | Design and operations | Adopt roadway design standards that are focused on speed management, such as target speed-based design, for residential and arterial roadways. Adjust roadway geometries for context-appropriate speeds.                                                                                                                                                                                                                                           | Wheatland; Yuba County                     | Wheatland has street design criteria, last revised in 2011 | <a href="https://www.wheatland.ca.gov/wp-content/uploads/Complete-Wheatland-Public-Works-Standards-8-12-2011R.pdf">https://www.wheatland.ca.gov/wp-content/uploads/Complete-Wheatland-Public-Works-Standards-8-12-2011R.pdf</a> |      |                     |                | x                                           |                                                     |                                  |                             |                            |
|                 | Enforcement           | Deploy speed safety cameras, with a focus on equitable fee structures. Where not permitted, monitor changes in state legislation that may allow for this in the future.                                                                                                                                                                                                                                                                            | Wheatland; Yuba County                     |                                                            |                                                                                                                                                                                                                                 |      |                     |                | x                                           |                                                     |                                  |                             |                            |
|                 | Policy and training   | Follow speed limit setting methodologies that determine appropriate or target speeds based on land use context, roadway context, and/or modal priority - accounting for the human body's ability to tolerate crash forces rather than the historic behavior of road users. Consider utilizing innovative data sources to systemically assess prevailing versus target speeds and develop a plan to lower speeds in areas with a large discrepancy. | Wheatland; Yuba County                     |                                                            |                                                                                                                                                                                                                                 |      |                     |                | x                                           |                                                     |                                  |                             |                            |
|                 |                       | Provide speed management training to staff focused on fatality and serious injury minimization.                                                                                                                                                                                                                                                                                                                                                    | Wheatland; Yuba-Sutter Region              |                                                            |                                                                                                                                                                                                                                 |      |                     |                | x                                           |                                                     |                                  |                             |                            |
| Post Crash Care | Crash investigation   | Employ collision reporting practices that promote complete and accurate data collection and documentation of road user behavior and infrastructure.                                                                                                                                                                                                                                                                                                | Wheatland; Yuba-Sutter Region              |                                                            |                                                                                                                                                                                                                                 |      |                     |                | x                                           |                                                     |                                  |                             |                            |
|                 |                       | Establish a feedback loop such that key insights from crash investigations are shared with roadway designers and/or influence outreach and education. Consider the creation of an inter-agency rapid response team to immediately investigate the sites of collisions and make recommendations for near-term safety enhancements.                                                                                                                  | Wheatland; Yuba County; Yuba-Sutter Region |                                                            |                                                                                                                                                                                                                                 |      |                     |                | x                                           |                                                     |                                  |                             |                            |
|                 | Partnerships          | Share data across agencies and organizations, including first responders and hospitals, to develop a holistic understanding of the safety landscape and improve accuracy.                                                                                                                                                                                                                                                                          | Yuba County; Yuba-Sutter Region            |                                                            |                                                                                                                                                                                                                                 |      |                     |                | x                                           |                                                     |                                  |                             |                            |
|                 |                       | Connect with victims' families and the advocacy community to offer support and resources, and encourage partnerships with outreach and education.                                                                                                                                                                                                                                                                                                  | Wheatland; Yuba-Sutter Region              |                                                            |                                                                                                                                                                                                                                 |      |                     |                | x                                           |                                                     |                                  |                             |                            |

Sutter County Policy Benchmarking

| Core Element                | Category                  | Benchmark                                                                                                                                                                                                                                                                                                                                                                                                                           | Jurisdictional Responsibility                       | State of Current Practice | Source, Chapter/Section, Page Number | Link | Assessed Level of Commitment/Implementation |                                                     |                                  |                             |                            |
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|                             |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                     |                           |                                      |      | Not a Current Practice                      | Codified in Standard or Policy, but Not in Practice | Codified and Occasional Practice | Codified and Usual Practice | Institutionalized Practice |
| Safety Planning and Culture | Leadership and commitment | Leaders publicly commit to a “Zero” goal for traffic fatalities and serious injuries within a specific timeframe, and exhibit buy-in for the Safe System approach through media, public events, and support for related policies and programs.                                                                                                                                                                                      | Sutter County; Yuba-Sutter Region                   | Current effort with RSAP  |                                      |      | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Develop a safety plan aligned with the Safe System approach that establishes a "Zero" goal for traffic fatalities and serious injuries and identifies concrete actions to help Yuba/Sutter achieve zero including designation of lead agency, timeline, and funding. Safety plan should include an assessment of the local challenges that have hindered safety interventions in the past and create a roadmap for addressing them. | Yuba-Sutter Region                                  | Current effort with RSAP  |                                      |      | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Establish key safety performance indicators and implement a monitoring process to evaluate progress and intervene if jurisdiction is not on track.                                                                                                                                                                                                                                                                                  | Yuba-Sutter Region                                  | Current effort with RSAP  |                                      |      | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Convene and/or participate in an inter-agency committee, task force, implementation group, or working group that is charged with a Safety Action Plan’s development, implementation, and monitoring. The group should include a representative from every agency or department that plays a critical role in advancing each Safe System element.                                                                                    | Sutter County; Yuba-Sutter Region                   | Current effort with RSAP  |                                      |      | x                                           |                                                     |                                  |                             |                            |
|                             |                           | It may be desirable to identify a staff coordinator to manage the agency's safety program.                                                                                                                                                                                                                                                                                                                                          |                                                     |                           |                                      |      |                                             |                                                     |                                  |                             |                            |
|                             |                           | Provide training to Yuba/Sutter staff, directors, elected officials, and community stakeholders on the Safe System approach.                                                                                                                                                                                                                                                                                                        | Sutter County; Yuba-Sutter Region                   | Current effort with RSAP  |                                      |      | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Establish an ongoing Safe Routes to Schools program and funding mechanism.                                                                                                                                                                                                                                                                                                                                                          | Sutter County; Yuba-Sutter Region; School Districts |                           |                                      |      | x                                           |                                                     |                                  |                             |                            |
|                             | Meaningful Engagement     | Engage with the public and relevant stakeholders, including the private sector and community groups. Incorporate information received from the engagement and collaboration into the safety plan.                                                                                                                                                                                                                                   | Sutter County; Yuba-Sutter Region                   | Current effort with RSAP  |                                      |      | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Establish a website to inform the public about Yuba/Sutter's safety program goals and progress and the effectiveness of implemented safety projects.                                                                                                                                                                                                                                                                                | Sutter County; Yuba-Sutter Region                   | Current effort with RSAP  |                                      |      | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Provide public safety materials in common languages spoken by Yuba/Sutter residents whose first language is not English.                                                                                                                                                                                                                                                                                                            | Sutter County; Yuba-Sutter Region                   |                           |                                      |      | x                                           |                                                     |                                  |                             |                            |
|                             | Data and analysis         | Apply a proactive and transparent approach to data-driven safety analysis, including the use of systemic profiles, emphasis areas based on roadway or contextual contributing factors, mode-specific conditions assessments (e.g., bicycle network stress or distance between marked crossings), and equity considerations.                                                                                                         | Yuba-Sutter Region                                  | Current effort with RSAP  |                                      |      | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Establish a process for residents to report safety hazards or request safety interventions and a data-driven approach for evaluating the reports/requests.                                                                                                                                                                                                                                                                          | Sutter County; Yuba-Sutter Region                   |                           |                                      |      | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Focus network screening and benefit/cost calculations on fatal and serious injuries, instead of all collisions, to identify the core safety issues for human vulnerability.                                                                                                                                                                                                                                                         | Sutter County; Yuba-Sutter Region                   | Current effort with RSAP  |                                      |      | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Maintain a GIS inventory and actively work to improve accuracy of crash data and roadway data such as missing sidewalks, bikeways, intersection controls, etc.                                                                                                                                                                                                                                                                      | Sutter County; Yuba-Sutter Region                   |                           |                                      |      | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Use innovative data collection and analysis approaches, such as crowdsourcing or video detection data, to identify emphasis areas related to near misses or crashes previously unreported by vulnerable communities.                                                                                                                                                                                                                | Sutter County; Yuba-Sutter Region                   |                           |                                      |      | x                                           |                                                     |                                  |                             |                            |
|                             | Funding                   | Develop a project evaluation framework that prioritizes funding based on fatal and serious injury crash reduction opportunities, especially for equity populations. Audit the region's Transportation Improvement Program (TIP) for opportunities to enhance safety benefits and remove safety risks of funded projects.                                                                                                            | Sutter County; Yuba-Sutter Region                   | Current effort with RSAP  |                                      |      | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Apply for grant programs to fund safety projects.                                                                                                                                                                                                                                                                                                                                                                                   | Sutter County; Yuba-Sutter Region                   |                           |                                      |      | x                                           |                                                     |                                  |                             |                            |
|                             |                           | Institutionalize safety considerations in all project types to systematically fund projects through operations and maintenance efforts (such as repaving projects).                                                                                                                                                                                                                                                                 | Sutter County; Yuba-Sutter Region                   |                           |                                      |      | x                                           |                                                     |                                  |                             |                            |

| Core Element  | Category                 | Benchmark                                                                                                                                                                                                                                                                                                                  | Jurisdictional Responsibility     | State of Current Practice                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Source, Chapter/Section, Page Number       | Link                                                                                                                                                                                                                                        | Assessed Level of Commitment/Implementation |                                                     |                                  |                             |                            |
|---------------|--------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|-----------------------------------------------------|----------------------------------|-----------------------------|----------------------------|
|               |                          |                                                                                                                                                                                                                                                                                                                            |                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                            |                                                                                                                                                                                                                                             | Not a Current Practice                      | Codified in Standard or Policy, but Not in Practice | Codified and Occasional Practice | Codified and Usual Practice | Institutionalized Practice |
|               | Development review       | Conduct safety impact assessments of new developments to identify mitigation and cost sharing opportunities.                                                                                                                                                                                                               | Sutter County                     | Policy "M 1.2. Consider all transportation improvements as opportunities to enhance safety, access, and mobility for all travelers including people with special needs, recognizing bicycle, pedestrian, and transit modes as integral elements of the transportation system."<br>Implementation: "M 2-E Condition new development to finance and construct appropriate circulation improvements necessary to mitigate a project's transportation impacts including pedestrian and bicycle mobility, safety, and level of service-related impacts. Collect the fair share cost of required circulation improvements through established fees, and/or construction estimates of needed improvements, as appropriate, where construction is not practical at the time of development." | Sutter County General Plan, Chapter 6 pg 9 | <a href="https://www.suttercounty.org/government/county-departments/development-services/planning-services/general-plan">https://www.suttercounty.org/government/county-departments/development-services/planning-services/general-plan</a> |                                             | ?                                                   |                                  |                             |                            |
|               | Equity first             | Identify underserved communities through data. This should include data that identifies underserved communities and/or reflects the impact of crashes on underserved communities, prioritization criteria that consider equity, or a description of meaningful engagement and collaboration with appropriate stakeholders. | Sutter County; Yuba-Sutter Region | Current effort with RSAP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                            |                                                                                                                                                                                                                                             | x                                           |                                                     |                                  |                             |                            |
|               |                          | Incorporate equity considerations in implementation and assessment plans, such as goals related to safety improvements for populations that are traditionally underserved.                                                                                                                                                 | Sutter County; Yuba-Sutter Region | Current effort with RSAP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                            |                                                                                                                                                                                                                                             | x                                           |                                                     |                                  |                             |                            |
|               |                          | Meaningfully engage populations that are traditionally underserved in shared decision-making for safety efforts.                                                                                                                                                                                                           | Sutter County; Yuba-Sutter Region | Current effort with RSAP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                            |                                                                                                                                                                                                                                             | x                                           |                                                     |                                  |                             |                            |
| Safe Users    | Education                | Perform outreach through educational programs, with a focus on the behaviors and target audiences most linked to death and serious injuries. Utilize partnerships with community-based organizations and advocacy groups.                                                                                                  | Sutter County; Yuba-Sutter Region | Current effort with RSAP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                            |                                                                                                                                                                                                                                             | x                                           |                                                     |                                  |                             |                            |
|               |                          | Use demonstration projects to raise awareness of new designs, encourage support among stakeholders for safety projects requiring capacity trade-offs, and solicit feedback from the public. Demonstration projects also provide opportunity to measure safety effects and encourage innovation and design flexibility.     | Sutter County; Yuba-Sutter Region |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                            |                                                                                                                                                                                                                                             | x                                           |                                                     |                                  |                             |                            |
|               | Enforcement              | Investigate and document the impacts of traffic safety enforcement and traffic safety surveillance on minority communities. Take steps to mitigate disproportionate impact of enforcement on disadvantaged populations.                                                                                                    | Sutter County                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                            |                                                                                                                                                                                                                                             | x                                           |                                                     |                                  |                             |                            |
|               |                          | Reallocate enforcement activities to target those behaviors and locations most linked to death and serious injury.                                                                                                                                                                                                         | Sutter County                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                            |                                                                                                                                                                                                                                             | x                                           |                                                     |                                  |                             |                            |
|               | Research                 | Develop and implement strategies for robust demographic data collection in crash reporting.                                                                                                                                                                                                                                | Sutter County; Yuba-Sutter Region |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                            |                                                                                                                                                                                                                                             | x                                           |                                                     |                                  |                             |                            |
| Safe Roadways | Collision avoidance      | Systemically install proven countermeasures to separate users in space, separate users in time, and increase attentiveness and awareness, such as: protected signal phases, clear zones, and vertical and horizontal separation for pedestrians and bicyclists.                                                            | Sutter County; Yuba-Sutter Region |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                            |                                                                                                                                                                                                                                             | x                                           |                                                     |                                  |                             |                            |
|               |                          | Complete infrastructure connectivity for pedestrians and bicyclists and make progress toward providing separation where needed based on crash exposure, crash history, characteristics of the roadway, and adjacent land uses associated with higher levels of use.                                                        | Sutter County; Yuba-Sutter Region |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                            |                                                                                                                                                                                                                                             | x                                           |                                                     |                                  |                             |                            |
|               | Kinetic energy reduction | Systemically install proven countermeasures to manage motor vehicle speed and collision angles, such as roadside appurtenances, roundabouts, refuge islands, hardened center lines, and road diets.                                                                                                                        | Sutter County; Yuba-Sutter Region |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                            |                                                                                                                                                                                                                                             | x                                           |                                                     |                                  |                             |                            |
|               |                          | Evaluate intersection design and control decisions in the planning or scoping stage for opportunities to better prioritize reducing kinetic energy transfer, following new FHWA guidance.                                                                                                                                  | Sutter County                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                            |                                                                                                                                                                                                                                             | x                                           |                                                     |                                  |                             |                            |
|               | Policies and tradeoffs   | Use functional class and modal priority for roadways to pinpoint the most effective safety countermeasures and streamline tradeoff decisions (evaluated at a network scale for network-based prioritization).                                                                                                              | Sutter County; Yuba-Sutter Region |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                            |                                                                                                                                                                                                                                             | x                                           |                                                     |                                  |                             |                            |
|               |                          | Ensure safety for all users is prioritized, and accessibility maintained, during construction and road maintenance projects.                                                                                                                                                                                               | Sutter County                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                            |                                                                                                                                                                                                                                             | x                                           |                                                     |                                  |                             |                            |
|               | Innovation               | Provide infrastructure for smarter roadways and intelligent transportation systems (ITS) in support of data collection and analysis, as well as proactive system management. Consider long-term network priorities and immediate pedestrian and bicyclist safety and mobility needs when citing EV charging stations.      | Sutter County; Yuba-Sutter Region |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                            |                                                                                                                                                                                                                                             | x                                           |                                                     |                                  |                             |                            |



| Core Element    | Category                  | Benchmark                                                                                                                                                                                                                                                                                                                                                                                                                                          | Jurisdictional Responsibility     | State of Current Practice                                                                            | Source, Chapter/Section, Page Number                    | Link                                                                                                                                                                          | Assessed Level of Commitment/Implementation |                                                     |                                  |                             |                            |
|-----------------|---------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|------------------------------------------------------------------------------------------------------|---------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|-----------------------------------------------------|----------------------------------|-----------------------------|----------------------------|
|                 |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                   |                                                                                                      |                                                         |                                                                                                                                                                               | Not a Current Practice                      | Codified in Standard or Policy, but Not in Practice | Codified and Occasional Practice | Codified and Usual Practice | Institutionalized Practice |
| Safe Vehicles   | Supportive infrastructure | Enable infrastructure-to-vehicle communication to provide warnings to drivers that support safer driving behavior.                                                                                                                                                                                                                                                                                                                                 | Sutter County                     |                                                                                                      |                                                         |                                                                                                                                                                               | x                                           |                                                     |                                  |                             |                            |
|                 |                           | Provide supportive infrastructure for dynamic curbside management and autonomous vehicles to enable active safety technology.                                                                                                                                                                                                                                                                                                                      | Sutter County                     |                                                                                                      |                                                         |                                                                                                                                                                               | x                                           |                                                     |                                  |                             |                            |
|                 | Fleet Management          | Support safer operations of county and commercial vehicles through a transition plan of county's vehicle fleet to lower-mass and safety feature enhanced vehicles; heavy vehicle route restrictions to avoid high-pedestrian areas; and curbside management programs to limit user conflicts around stopped or loading vehicles.                                                                                                                   | Sutter County                     |                                                                                                      |                                                         |                                                                                                                                                                               | x                                           |                                                     |                                  |                             |                            |
|                 | Autonomous Vehicle Data   | Collect data about the involvement of AVs in crashes for future data analysis, and to inform design and policies.                                                                                                                                                                                                                                                                                                                                  | Sutter County                     |                                                                                                      |                                                         |                                                                                                                                                                               | x                                           |                                                     |                                  |                             |                            |
| Safe Speeds     | Design and operations     | Adopt roadway design standards that are focused on speed management, such as target speed-based design, for residential and arterial roadways. Adjust roadway geometries for context-appropriate speeds.                                                                                                                                                                                                                                           | Sutter County                     | Sutter County Improvement Standards last revised in 2010. Could update to focus on speed management. | Sutter County Improvement Standards, Chapter 4: Streets | <a href="https://www.suttercounty.org/home/showpublisheddocument/2598/637554856376670000">https://www.suttercounty.org/home/showpublisheddocument/2598/637554856376670000</a> | x                                           |                                                     |                                  |                             |                            |
|                 | Enforcement               | Deploy speed safety cameras, with a focus on equitable fee structures. Where not permitted, monitor changes in state legislation that may allow for this in the future.                                                                                                                                                                                                                                                                            | Sutter County; Yuba-Sutter Region |                                                                                                      |                                                         |                                                                                                                                                                               | x                                           |                                                     |                                  |                             |                            |
|                 | Policy and training       | Follow speed limit setting methodologies that determine appropriate or target speeds based on land use context, roadway context, and/or modal priority - accounting for the human body's ability to tolerate crash forces rather than the historic behavior of road users. Consider utilizing innovative data sources to systemically assess prevailing versus target speeds and develop a plan to lower speeds in areas with a large discrepancy. | Sutter County; Yuba-Sutter Region |                                                                                                      |                                                         |                                                                                                                                                                               | x                                           |                                                     |                                  |                             |                            |
|                 |                           | Provide speed management training to staff focused on fatality and serious injury minimization.                                                                                                                                                                                                                                                                                                                                                    | Sutter County; Yuba-Sutter Region |                                                                                                      |                                                         |                                                                                                                                                                               | x                                           |                                                     |                                  |                             |                            |
| Post Crash Care | Crash investigation       | Employ collision reporting practices that promote complete and accurate data collection and documentation of road user behavior and infrastructure.                                                                                                                                                                                                                                                                                                | Sutter County; Yuba-Sutter Region |                                                                                                      |                                                         |                                                                                                                                                                               | x                                           |                                                     |                                  |                             |                            |
|                 |                           | Establish a feedback loop such that key insights from crash investigations are shared with roadway designers and/or influence outreach and education. Consider the creation of an inter-agency rapid response team to immediately investigate the sites of collisions and make recommendations for near-term safety enhancements.                                                                                                                  | Sutter County; Yuba-Sutter Region |                                                                                                      |                                                         |                                                                                                                                                                               | x                                           |                                                     |                                  |                             |                            |
|                 | Partnerships              | Share data across agencies and organizations, including first responders and hospitals, to develop a holistic understanding of the safety landscape and improve accuracy.                                                                                                                                                                                                                                                                          | Yuba-Sutter Region                |                                                                                                      |                                                         |                                                                                                                                                                               | x                                           |                                                     |                                  |                             |                            |
|                 |                           | Connect with victims' families and the advocacy community to offer support and resources, and encourage partnerships with outreach and education.                                                                                                                                                                                                                                                                                                  | Sutter County; Yuba-Sutter Region |                                                                                                      |                                                         |                                                                                                                                                                               | x                                           |                                                     |                                  |                             |                            |

# Yuba City Policy Benchmarking

| Core Element                | Category                  | Benchmark                                                                                                                                                                                                                                                                                                                                                                                                                           | Jurisdictional Responsibility | State of Current Practice in Yuba City                                                                                                                          | Source                              | Link | Chapter/<br>Section | Page<br>Number | Assessed Level of Commitment/Implementation |                                                     |                                  |                             |                            |
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|                             |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                     |                               |                                                                                                                                                                 |                                     |      |                     |                | Not a Current Practice                      | Codified in Standard or Policy, but Not in Practice | Codified and Occasional Practice | Codified and Usual Practice | Institutionalized Practice |
| Safety Planning and Culture | Leadership and commitment | Leaders publicly commit to a “Zero” goal for traffic fatalities and serious injuries within a specific timeframe, and exhibit buy-in for the Safe System approach through media, public events, and support for related policies and programs.                                                                                                                                                                                      | Yuba City; Yuba-Sutter Region | Commitment through City LRSP.<br><i>Current effort with RSAP.</i>                                                                                               |                                     |      |                     |                |                                             |                                                     |                                  | X                           |                            |
|                             |                           | Develop a safety plan aligned with the Safe System approach that establishes a “Zero” goal for traffic fatalities and serious injuries and identifies concrete actions to help Yuba Sutter achieve zero including designation of lead agency, timeline, and funding. Safety plan should include an assessment of the local challenges that have hindered safety interventions in the past and create a roadmap for addressing them. | Yuba-Sutter Region            | LRSP was finalized in October 2023, and integrates the Safe System Approach concepts into the development of the plan.<br><i>Also current effort with RSAP.</i> | Yuba City Local Roadway Safety Plan |      |                     |                |                                             |                                                     |                                  |                             |                            |

| Core Element | Category     | Benchmark                                                                                                                                                                  | Jurisdictional Responsibility | State of Current Practice in Yuba City | Source | Link | Chapter/<br>Section | Page<br>Number | Assessed Level of Commitment/Implementation |                                                     |                                  |                             |                            |
|--------------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|----------------------------------------|--------|------|---------------------|----------------|---------------------------------------------|-----------------------------------------------------|----------------------------------|-----------------------------|----------------------------|
|              |              |                                                                                                                                                                            |                               |                                        |        |      |                     |                | Not a Current Practice                      | Codified in Standard or Policy, but Not in Practice | Codified and Occasional Practice | Codified and Usual Practice | Institutionalized Practice |
|              | Equity first | Clearly define equity in the safety plan and include equity considerations throughout the emphasis areas and strategies.                                                   | Yuba City; Yuba-Sutter Region | Current effort with RSAP               |        |      |                     |                | x                                           |                                                     |                                  |                             |                            |
|              |              | Incorporate equity considerations in implementation and assessment plans, such as goals related to safety improvements for populations that are traditionally underserved. | Yuba City; Yuba-Sutter Region | Current effort with RSAP               |        |      |                     |                | x                                           |                                                     |                                  |                             |                            |
|              |              | Meaningfully engage populations that are traditionally underserved in shared decision-making for safety efforts.                                                           | Yuba City; Yuba-Sutter Region | Current effort with RSAP               |        |      |                     |                | x                                           |                                                     |                                  |                             |                            |



| Core Element  | Category                  | Benchmark                                                                                                                                                                                                                                                                                                                    | Jurisdictional Responsibility | State of Current Practice in Yuba City                                                                                                                                                                                                                        | Source                                            | Link                                                                                                                                                                | Chapter/<br>Section | Page<br>Number | Assessed Level of Commitment/Implementation |                                                     |                                  |                             |                            |
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|               |                           |                                                                                                                                                                                                                                                                                                                              |                               |                                                                                                                                                                                                                                                               |                                                   |                                                                                                                                                                     |                     |                | Not a Current Practice                      | Codified in Standard or Policy, but Not in Practice | Codified and Occasional Practice | Codified and Usual Practice | Institutionalized Practice |
| Safe Users    | Education                 | Perform outreach through educational programs, with a focus on the behaviors and target audiences most linked to death and serious injuries. Utilize partnerships with community-based organizations and advocacy groups.                                                                                                    | Yuba City; Yuba-Sutter Region | LRSP Countermeasure: Establish and enforce communications and outreach supporting enforcement.<br><i>Also current effort with RSAP.</i>                                                                                                                       | Yuba City Local Roadway Safety Plan               |                                                                                                                                                                     | Ch. 5               | 74             |                                             |                                                     |                                  | X                           |                            |
|               |                           | Use demonstration projects to raise awareness of new designs, encourage support among stakeholders for safety projects requiring capacity trade-offs, and solicit feedback from the public. Demonstration projects also provide opportunity to measure safety effects and encourage innovation and design flexibility.       | Yuba City; Yuba-Sutter Region | Implementation Action: "Rolling out safety projects as pilots presents the opportunity for the City to gather valuable public and stakeholder feedback to make improvements and adjustments before moving on with similar projects."                          | Yuba City Local Roadway Safety Plan               |                                                                                                                                                                     | Ch. 7               | 96             |                                             |                                                     |                                  | X                           |                            |
|               | Enforcement               | Investigate and document the impacts of traffic safety enforcement and traffic safety surveillance on minority communities. Take steps to mitigate disproportionate impact of enforcement on disadvantaged populations.                                                                                                      | Yuba City                     |                                                                                                                                                                                                                                                               |                                                   |                                                                                                                                                                     |                     |                | X                                           |                                                     |                                  |                             |                            |
|               |                           | Reallocate enforcement activities to target those behaviors and locations most linked to death and serious injury.                                                                                                                                                                                                           | Yuba City                     | LRSP suggested countermeasures focused on deterrence through enforcement for alcohol and drug-impaired driving.                                                                                                                                               |                                                   |                                                                                                                                                                     | Ch. 5               | 74             |                                             |                                                     |                                  | X                           |                            |
|               | Research                  | Develop and implement strategies for robust demographic data collection in crash reporting.                                                                                                                                                                                                                                  | Yuba City; Yuba-Sutter Region |                                                                                                                                                                                                                                                               |                                                   |                                                                                                                                                                     |                     |                | X                                           |                                                     |                                  |                             |                            |
| Safe Roadways | Collision avoidance       | Systemically install proven countermeasures to separate users in space, separate users in time, and increase attentiveness and awareness, such as: protected signal phases, clear zones, and vertical and horizontal separation for pedestrians and bicyclists.                                                              | Yuba City; Yuba-Sutter Region | 1. City of Yuba City General Plan contains policies regarding bicycle safety, and calls out specific projects such as the provision of bicycle paths or lanes on bridges and overpasses<br>2. Planned installation of over 190 sharrows per Yuba City website | City of Yuba City General Plan; Yuba City website | <a href="https://www.yubacity.net/city_hall/departments/parks_recreation/recreation">https://www.yubacity.net/city_hall/departments/parks_recreation/recreation</a> |                     |                |                                             |                                                     |                                  |                             | X                          |
|               |                           | Complete infrastructure connectivity for pedestrians and bicyclists and make progress toward providing separation where needed based on crash exposure, crash history, characteristics of the roadway, and adjacent land uses associated with higher levels of use.                                                          | Yuba City; Yuba-Sutter Region | LRSP makes countermeasure recommendations based on common collision sites and other variables<br>Yuba City also completed a Bicycle Master Plan in 2011.                                                                                                      | Yuba City Bicycle Master Plan                     | <a href="https://cms3.revize.com/revize/yubacity/Document%20Cent">https://cms3.revize.com/revize/yubacity/Document%20Cent</a>                                       |                     |                |                                             |                                                     | X                                |                             |                            |
|               | Kinetic energy reduction  | Systemically install proven countermeasures to manage motor vehicle speed and collision angles, such as roadside appurtenances, roundabouts, refuge islands, hardened center lines, and road diets.                                                                                                                          | Yuba City; Yuba-Sutter Region | Yuba City LRSP identified that unsafe speed was a common primary collision factor, and suggested road diets among other proven countermeasures.                                                                                                               | Yuba City Local Roadway Safety Plan               |                                                                                                                                                                     | Ch. 6               | 72             |                                             |                                                     |                                  | X                           |                            |
|               |                           | Evaluate intersection design and control decisions in the planning or scoping stage for opportunities to better prioritize reducing kinetic energy transfer, following new FHWA guidance.                                                                                                                                    | Yuba City                     |                                                                                                                                                                                                                                                               |                                                   |                                                                                                                                                                     |                     |                | X                                           |                                                     |                                  |                             |                            |
|               | Policies and tradeoffs    | Designate functional class and modal priority for roadways to pinpoint the most effective safety countermeasures and streamline tradeoff decisions - evaluated at a network scale for network-based priorities.                                                                                                              | Yuba City; Yuba-Sutter Region |                                                                                                                                                                                                                                                               |                                                   |                                                                                                                                                                     |                     |                | X                                           |                                                     |                                  |                             |                            |
|               |                           | Ensure safety for all users is prioritized, and accessibility maintained, during construction and road maintenance projects.                                                                                                                                                                                                 | Yuba City                     |                                                                                                                                                                                                                                                               |                                                   |                                                                                                                                                                     |                     |                | X                                           |                                                     |                                  |                             |                            |
|               | Innovation                | Provide infrastructure for smarter roadways and intelligent transportation systems (ITS) in support of data collection and analysis, as well as proactive system management. Consider long-term network priorities and immediate pedestrian and bicyclist safety and mobility needs when citing EV charging stations.        | Yuba City; Yuba-Sutter Region |                                                                                                                                                                                                                                                               |                                                   |                                                                                                                                                                     |                     |                | X                                           |                                                     |                                  |                             |                            |
| Safe Vehicles | Supportive infrastructure | Enable infrastructure-to-vehicle communication to provide warnings to drivers that support safer driving behavior.                                                                                                                                                                                                           | Yuba-Sutter Region            |                                                                                                                                                                                                                                                               |                                                   |                                                                                                                                                                     |                     |                | X                                           |                                                     |                                  |                             |                            |
|               |                           | Provide supportive infrastructure for dynamic curbside management and autonomous vehicles to enable active safety technology.                                                                                                                                                                                                | Yuba City                     |                                                                                                                                                                                                                                                               |                                                   |                                                                                                                                                                     |                     |                | X                                           |                                                     |                                  |                             |                            |
|               | Fleet Management          | Support safer operations of city and commercial vehicles through a transition plan of city's vehicle fleet to lower-mass and safety feature enhanced vehicles; heavy vehicle route restrictions to avoid high-pedestrian areas; and curbside management programs to limit user conflicts around stopped or loading vehicles. | Yuba City                     |                                                                                                                                                                                                                                                               |                                                   |                                                                                                                                                                     |                     |                | X                                           |                                                     |                                  |                             |                            |
|               | Data                      | Collect data about the involvement of AVs in crashes for future data analysis, and to inform design and policies.                                                                                                                                                                                                            | Yuba City                     |                                                                                                                                                                                                                                                               |                                                   |                                                                                                                                                                     |                     |                | X                                           |                                                     |                                  |                             |                            |

| Core Element    | Category              | Benchmark                                                                                                                                                                                                                                                                                                                                                                                                                                          | Jurisdictional Responsibility | State of Current Practice in Yuba City                                                                      | Source                              | Link | Chapter/<br>Section | Page<br>Number | Assessed Level of Commitment/Implementation |                                                     |                                  |                             |                            |
|-----------------|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|-------------------------------------------------------------------------------------------------------------|-------------------------------------|------|---------------------|----------------|---------------------------------------------|-----------------------------------------------------|----------------------------------|-----------------------------|----------------------------|
|                 |                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                               |                                                                                                             |                                     |      |                     |                | Not a Current Practice                      | Codified in Standard or Policy, but Not in Practice | Codified and Occasional Practice | Codified and Usual Practice | Institutionalized Practice |
| Safe Speeds     | Design and operations | Adopt roadway design standards that are focused on speed management, such as target speed-based design, for residential and arterial roadways. Adjust roadway geometries for context-appropriate speeds.                                                                                                                                                                                                                                           | Yuba City                     | LRSP Implementation Action: "Create new standards for typical maintenance that reflect LRSP project goals." | Yuba City Local Roadway Safety Plan |      | Ch. 7               | 96             |                                             |                                                     |                                  | X                           |                            |
|                 | Enforcement           | Deploy speed safety cameras, with a focus on equitable fee structures. Where not permitted, monitor changes in state legislation that may allow for this in the future.                                                                                                                                                                                                                                                                            | Yuba City; Yuba-Sutter Region |                                                                                                             |                                     |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                 | Policy and training   | Follow speed limit setting methodologies that determine appropriate or target speeds based on land use context, roadway context, and/or modal priority - accounting for the human body's ability to tolerate crash forces rather than the historic behavior of road users. Consider utilizing innovative data sources to systemically assess prevailing versus target speeds and develop a plan to lower speeds in areas with a large discrepancy. | Yuba City; Yuba-Sutter Region | Is Yuba City doing anything on this front?                                                                  |                                     |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                 |                       | Provide speed management training to staff focused on fatality and serious injury minimization.                                                                                                                                                                                                                                                                                                                                                    | Yuba City; Yuba-Sutter Region |                                                                                                             |                                     |      |                     |                | X                                           |                                                     |                                  |                             |                            |
| Post Crash Care | Crash investigation   | Employ collision reporting practices that promote complete and accurate data collection and documentation of road user behavior and infrastructure.                                                                                                                                                                                                                                                                                                | Yuba City; Yuba-Sutter Region |                                                                                                             |                                     |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                 |                       | Establish a feedback loop such that key insights from crash investigations are shared with roadway designers and/or influence outreach and education. Consider the creation of an inter-agency rapid response team to immediately investigate the sites of collisions and make recommendations for near-term safety enhancements.                                                                                                                  | Yuba City; Yuba-Sutter Region |                                                                                                             |                                     |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                 | Partnerships          | Share data across agencies and organizations, including first responders and hospitals, to develop a holistic understanding of the safety landscape and improve accuracy.                                                                                                                                                                                                                                                                          | Yuba City; Yuba-Sutter Region |                                                                                                             |                                     |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                 |                       | Connect with victims' families and the advocacy community to offer support and resources, and encourage partnerships with outreach and education.                                                                                                                                                                                                                                                                                                  | Yuba City; Yuba-Sutter Region |                                                                                                             |                                     |      |                     |                | X                                           |                                                     |                                  |                             |                            |

Live Oak Policy Benchmarking

| Core Element                | Category                  | Benchmark                                                                                                                                                                                                                                                                                                                                                                                                                           | Jurisdictional Responsibility                  | State of Current Practice in Live Oak | Source | Link | Chapter/<br>Section | Page<br>Number | Assessed Level of Commitment/Implementation |                                                     |                                  |                             |                            |
|-----------------------------|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|---------------------------------------|--------|------|---------------------|----------------|---------------------------------------------|-----------------------------------------------------|----------------------------------|-----------------------------|----------------------------|
|                             |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                |                                       |        |      |                     |                | Not a Current Practice                      | Codified in Standard or Policy, but Not in Practice | Codified and Occasional Practice | Codified and Usual Practice | Institutionalized Practice |
| Safety Planning and Culture | Leadership and commitment | Leaders publicly commit to a “Zero” goal for traffic fatalities and serious injuries within a specific timeframe, and exhibit buy-in for the Safe System approach through media, public events, and support for related policies and programs.                                                                                                                                                                                      | Live Oak; Yuba-Sutter Region                   | Current effort with RSAP              |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                             |                           | Develop a safety plan aligned with the Safe System approach that establishes a "Zero" goal for traffic fatalities and serious injuries and identifies concrete actions to help Yuba Sutter achieve zero including designation of lead agency, timeline, and funding. Safety plan should include an assessment of the local challenges that have hindered safety interventions in the past and create a roadmap for addressing them. | Yuba-Sutter Region                             | Current effort with RSAP              |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                             |                           | Establish key safety performance indicators and implement a monitoring process to evaluate progress and intervene if city is not on track.                                                                                                                                                                                                                                                                                          | Yuba-Sutter Region                             | Current effort with RSAP              |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                             |                           | Convene and/or participate in an inter-agency committee, task force, implementation group, or working group that is charged with a Safety Action Plan’s development, implementation, and monitoring. The group should include a representative from every agency or department that plays a critical role in advancing each Safe System element.                                                                                    | Live Oak; Yuba-Sutter Region                   | Current effort with RSAP              |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                             |                           | It may be desireable to identify a staff coordinator to manage the agency’s safety program.                                                                                                                                                                                                                                                                                                                                         |                                                |                                       |        |      |                     |                |                                             |                                                     |                                  |                             |                            |
|                             |                           | Provide training to Yuba Sutter staff, directors, elected officials, and community stakeholders on the Safe System approach.                                                                                                                                                                                                                                                                                                        | Live Oak; Yuba-Sutter Region                   | Current effort with RSAP              |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                             |                           | Establish an ongoing Safe Routes to Schools program and funding mechanism.                                                                                                                                                                                                                                                                                                                                                          | Live Oak; Yuba-Sutter Region; School Districts | No current SRTS program.              |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                             | Meaningful Engagement     | Engage with the public and relevant stakeholders, including the private sector and community groups. Incorporate information received from the engagement and collaboration into the safety plan.                                                                                                                                                                                                                                   | Live Oak; Yuba-Sutter Region                   | Current effort with RSAP              |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                             |                           | Establish a website to inform the public about Yuba Sutter’s safety program goals and progress and the effectiveness of implemented safety projects.                                                                                                                                                                                                                                                                                | Yuba-Sutter Region                             | Current effort with RSAP              |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                             |                           | Provide public safety materials in common languages spoken by Yuba Sutter residents whose first language is not English.                                                                                                                                                                                                                                                                                                            | Live Oak; Yuba-Sutter Region                   |                                       |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                             | Data and analysis         | Apply a proactive and transparent approach to data-driven safety analysis, including the use of systemic profiles, emphasis areas based on roadway or contextual contributing factors, mode-specific conditions assessments (e.g., bicycle network stress or distance between marked crossings), and equity considerations.                                                                                                         | Yuba-Sutter Region                             | Current effort with RSAP              |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                             |                           | Establish a process for citizens to report safety hazards or request safety interventions and a data-driven approach for evaluating the reports/requests.                                                                                                                                                                                                                                                                           | Live Oak; Yuba-Sutter Region                   |                                       |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                             |                           | Focus network screening and benefit/cost calculations on fatal and serious injuries, instead of all collisions, to identify the core safety issues for human vulnerability.                                                                                                                                                                                                                                                         | Yuba-Sutter Region                             | Current effort with RSAP              |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                             |                           | Maintain a GIS inventory and actively work to improve accuracy of crash data and roadway data such as missing sidewalks, bikeways, intersection controls, etc.                                                                                                                                                                                                                                                                      | Live Oak; Yuba-Sutter Region                   |                                       |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                             |                           | Use innovative data collection and analysis approaches, such as crowdsourcing or video detection data, to identify emphasis areas related to near misses or crashes previously unreported by vulnerable communities.                                                                                                                                                                                                                | Live Oak; Yuba-Sutter Region                   |                                       |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                             |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                |                                       |        |      |                     |                |                                             |                                                     |                                  |                             |                            |
|                             | Funding                   | Develop a project evaluation framework that prioritizes funding based on fatal and serious injury crash reduction opportunities, especially for equity populations. Audit the region’s Transportation Improvement Program (TIP) for opportunities to enhance safety benefits and remove safety risks of funded projects.                                                                                                            | Live Oak; Yuba-Sutter Region                   | Current effort with RSAP              |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                             |                           | Apply for grant programs to fund safety projects.                                                                                                                                                                                                                                                                                                                                                                                   | Live Oak; Yuba-Sutter Region                   |                                       |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                             |                           | Institutionalize safety considerations in all project types to systematically fund projects through operations and maintenance efforts (such as repaving projects).                                                                                                                                                                                                                                                                 | Live Oak; Yuba-Sutter Region                   |                                       |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                             | Development review        | Conduct safety impact assessments of new developments to identify mitigation and cost sharing opportunities.                                                                                                                                                                                                                                                                                                                        | Live Oak; Sutter County                        |                                       |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                             | Equity first              | Identify underserved communities through data. This should include data that identifies underserved communities and/or reflects the impact of crashes on underserved communities, prioritization criteria that consider equity, or a description of meaningful engagement and collaboration with appropriate stakeholders.                                                                                                          | Live Oak; Yuba-Sutter Region                   | Current effort with RSAP              |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                             |                           | Incorporate equity considerations in implementation and assessment plans, such as goals related to safety improvements for populations that are traditionally underserved.                                                                                                                                                                                                                                                          | Live Oak; Yuba-Sutter Region                   | Current effort with RSAP              |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                             |                           | Meaningfully engage populations that are traditionally underserved in shared decision-making for safety efforts.                                                                                                                                                                                                                                                                                                                    | Live Oak; Yuba-Sutter Region                   | Current effort with RSAP              |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |



| Core Element  | Category                  | Benchmark                                                                                                                                                                                                                                                                                                                                                                                                                                          | Jurisdictional Responsibility               | State of Current Practice in Live Oak                                                                                                              | Source                     | Link                                                                                 | Chapter/<br>Section | Page<br>Number | Assessed Level of Commitment/Implementation |                                                     |                                  |                             |                            |
|---------------|---------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|--------------------------------------------------------------------------------------|---------------------|----------------|---------------------------------------------|-----------------------------------------------------|----------------------------------|-----------------------------|----------------------------|
|               |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                             |                                                                                                                                                    |                            |                                                                                      |                     |                | Not a Current Practice                      | Codified in Standard or Policy, but Not in Practice | Codified and Occasional Practice | Codified and Usual Practice | Institutionalized Practice |
| Safe Users    | Education                 | Perform outreach through educational programs, with a focus on the behaviors and target audiences most linked to death and serious injuries. Utilize partnerships with community-based organizations and advocacy groups.                                                                                                                                                                                                                          | Live Oak; Yuba-Sutter Region                | Current effort with RSAP                                                                                                                           |                            |                                                                                      |                     |                | X                                           |                                                     |                                  |                             |                            |
|               |                           | Use demonstration projects to raise awareness of new designs, encourage support among stakeholders for safety projects requiring capacity trade-offs, and solicit feedback from the public. Demonstration projects also provide opportunity to measure safety effects and encourage innovation and design flexibility.                                                                                                                             | Live Oak; Yuba-Sutter Region                |                                                                                                                                                    |                            |                                                                                      |                     |                | X                                           |                                                     |                                  |                             |                            |
|               | Enforcement               | Investigate and document the impacts of traffic safety enforcement and traffic safety surveillance on minority communities. Take steps to mitigate disproportionate impact of enforcement on disadvantaged populations.                                                                                                                                                                                                                            | Live Oak; Sutter County                     |                                                                                                                                                    |                            |                                                                                      |                     |                | X                                           |                                                     |                                  |                             |                            |
|               |                           | Reallocate enforcement activities to target those behaviors and locations most linked to death and serious injury.                                                                                                                                                                                                                                                                                                                                 | Live Oak; Sutter County                     |                                                                                                                                                    |                            |                                                                                      |                     |                | X                                           |                                                     |                                  |                             |                            |
|               | Research                  | Develop and implement strategies for robust demographic data collection in crash reporting.                                                                                                                                                                                                                                                                                                                                                        | Live Oak; Sutter County; Yuba-Sutter Region |                                                                                                                                                    |                            |                                                                                      |                     |                | X                                           |                                                     |                                  |                             |                            |
| Safe Roadways | Collision avoidance       | Systemically install proven countermeasures to separate users in space, separate users in time, and increase attentiveness and awareness, such as: protected signal phases, clear zones, and vertical and horizontal separation for pedestrians and bicyclists.                                                                                                                                                                                    | Live Oak; Yuba-Sutter Region                |                                                                                                                                                    |                            |                                                                                      |                     |                | X                                           |                                                     |                                  |                             |                            |
|               |                           | Complete infrastructure connectivity for pedestrians and bicyclists and make progress toward providing separation where needed based on crash exposure, crash history, characteristics of the roadway, and adjacent land uses associated with higher levels of use.                                                                                                                                                                                | Live Oak; Yuba-Sutter Region                | "Policy CIRC-2.1: The City will seek funding for, and include pedestrian and bicycle improvements in Capital Improvements Planning, as feasible. " | Live Oak 2030 General Plan | <a href="https://www.liveoakcity.org/home">https://www.liveoakcity.org/home</a> CIRC |                     | 26             | X                                           |                                                     |                                  |                             |                            |
|               | Kinetic energy reduction  | Systemically install proven countermeasures to manage motor vehicle speed and collision angles, such as roadside appurtenances, roundabouts, refuge islands, hardened center lines, and road diets.                                                                                                                                                                                                                                                | Live Oak; Yuba-Sutter Region                |                                                                                                                                                    |                            |                                                                                      |                     |                | X                                           |                                                     |                                  |                             |                            |
|               |                           | Evaluate intersection design and control decisions in the planning or scoping stage for opportunities to better prioritize reducing kinetic energy transfer, following new FHWA guidance.                                                                                                                                                                                                                                                          | Live Oak; Yuba-Sutter Region                |                                                                                                                                                    |                            |                                                                                      |                     |                | X                                           |                                                     |                                  |                             |                            |
|               | Policies and tradeoffs    | Designate functional class and modal priority for roadways to pinpoint the most effective safety countermeasures and streamline tradeoff decisions - evaluated at a network scale for network-based priorities.                                                                                                                                                                                                                                    | Live Oak; Yuba-Sutter Region                |                                                                                                                                                    |                            |                                                                                      |                     |                | X                                           |                                                     |                                  |                             |                            |
|               |                           | Ensure safety for all users is prioritized, and accessibility maintained, during construction and road maintenance projects.                                                                                                                                                                                                                                                                                                                       | Live Oak; Yuba-Sutter Region                |                                                                                                                                                    |                            |                                                                                      |                     |                | X                                           |                                                     |                                  |                             |                            |
|               | Innovation                | Provide infrastructure for smarter roadways and intelligent transportation systems (ITS) in support of data collection and analysis, as well as proactive system management. Consider long-term network priorities and immediate pedestrian and bicyclist safety and mobility needs when citing EV charging stations.                                                                                                                              | Live Oak; Yuba-Sutter Region                |                                                                                                                                                    |                            |                                                                                      |                     |                | X                                           |                                                     |                                  |                             |                            |
|               |                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                             |                                                                                                                                                    |                            |                                                                                      |                     |                |                                             |                                                     |                                  |                             |                            |
| Safe Vehicles | Supportive infrastructure | Enable infrastructure-to-vehicle communication to provide warnings to drivers that support safer driving behavior.                                                                                                                                                                                                                                                                                                                                 | Yuba-Sutter Region                          |                                                                                                                                                    |                            |                                                                                      |                     |                | X                                           |                                                     |                                  |                             |                            |
|               |                           | Provide supportive infrastructure for dynamic curbside management and autonomous vehicles to enable active safety technology.                                                                                                                                                                                                                                                                                                                      | Live Oak; Sutter County                     |                                                                                                                                                    |                            |                                                                                      |                     |                | X                                           |                                                     |                                  |                             |                            |
|               | Fleet Management          | Support safer operations of city and commercial vehicles through a transition plan of city's vehicle fleet to lower-mass and safety feature enhanced vehicles; heavy vehicle route restrictions to avoid high-pedestrian areas; and curbside management programs to limit user conflicts around stopped or loading vehicles.                                                                                                                       | Live Oak; Sutter County                     |                                                                                                                                                    |                            |                                                                                      |                     |                | X                                           |                                                     |                                  |                             |                            |
|               | Autonomous Vehicle Data   | Collect data about the involvement of AVs in crashes for future data analysis, and to inform design and policies.                                                                                                                                                                                                                                                                                                                                  | Live Oak; Sutter County                     |                                                                                                                                                    |                            |                                                                                      |                     |                | X                                           |                                                     |                                  |                             |                            |
| Safe Speeds   | Design and operations     | Adopt roadway design standards that are focused on speed management, such as target speed-based design, for residential and arterial roadways. Adjust roadway geometries for context-appropriate speeds.                                                                                                                                                                                                                                           | Live Oak; Sutter County                     |                                                                                                                                                    |                            |                                                                                      |                     |                | X                                           |                                                     |                                  |                             |                            |
|               | Enforcement               | Deploy speed safety cameras, with a focus on equitable fee structures. Where not permitted, monitor changes in state legislation that may allow for this in the future.                                                                                                                                                                                                                                                                            | Live Oak; Sutter County                     |                                                                                                                                                    |                            |                                                                                      |                     |                | X                                           |                                                     |                                  |                             |                            |
|               | Policy and training       | Follow speed limit setting methodologies that determine appropriate or target speeds based on land use context, roadway context, and/or modal priority - accounting for the human body's ability to tolerate crash forces rather than the historic behavior of road users. Consider utilizing innovative data sources to systemically assess prevailing versus target speeds and develop a plan to lower speeds in areas with a large discrepancy. | Live Oak; Sutter County                     |                                                                                                                                                    |                            |                                                                                      |                     |                | X                                           |                                                     |                                  |                             |                            |
|               |                           | Provide speed management training to staff focused on fatality and serious injury minimization.                                                                                                                                                                                                                                                                                                                                                    | Live Oak; Yuba-Sutter Region                |                                                                                                                                                    |                            |                                                                                      |                     |                | X                                           |                                                     |                                  |                             |                            |

| Core Element    | Category            | Benchmark                                                                                                                                                                                                                                                                                                                         | Jurisdictional Responsibility               | State of Current Practice in Live Oak | Source | Link | Chapter/<br>Section | Page<br>Number | Assessed Level of Commitment/Implementation |                                                     |                                  |                             |                            |
|-----------------|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|---------------------------------------|--------|------|---------------------|----------------|---------------------------------------------|-----------------------------------------------------|----------------------------------|-----------------------------|----------------------------|
|                 |                     |                                                                                                                                                                                                                                                                                                                                   |                                             |                                       |        |      |                     |                | Not a Current Practice                      | Codified in Standard or Policy, but Not in Practice | Codified and Occasional Practice | Codified and Usual Practice | Institutionalized Practice |
| Post Crash Care | Crash investigation | Employ collision reporting practices that promote complete and accurate data collection and documentation of road user behavior and infrastructure.                                                                                                                                                                               | Live Oak; Yuba-Sutter Region                |                                       |        |      |                     |                | X                                           |                                                     |                                  |                             |                            |
|                 |                     | Establish a feedback loop such that key insights from crash investigations are shared with roadway designers and/or influence outreach and education. Consider the creation of an inter-agency rapid response team to immediately investigate the sites of collisions and make recommendations for near-term safety enhancements. | Live Oak; Sutter County; Yuba-Sutter Region |                                       |        |      |                     | X              |                                             |                                                     |                                  |                             |                            |
|                 | Partnerships        | Share data across agencies and organizations, including first responders and hospitals, to develop a holistic understanding of the safety landscape and improve accuracy.                                                                                                                                                         | Sutter County; Yuba-Sutter Region           |                                       |        |      |                     | X              |                                             |                                                     |                                  |                             |                            |
|                 |                     | Connect with victims' families and the advocacy community to offer support and resources, and encourage partnerships with outreach and education.                                                                                                                                                                                 | Live Oak; Yuba-Sutter Region                |                                       |        |      |                     | X              |                                             |                                                     |                                  |                             |                            |

# Additional Local Policy Considerations

Beyond the policies considered in the Safe System Policy Benchmarking assessment, there are a range of transportation, land use, and housing policies in the Yuba-Sutter region partner agencies' General Plans they may, directly or indirectly, influence roadway safety outcomes. The following goals and policies bolster a Safe System by addressing the built environment or socioeconomic factors that have an impact on roadway safety, such as influencing types and amounts of vehicle travel, thus reducing exposure.

## Yuba County 2030 General Plan

### RELEVANT CIRCULATION ELEMENT POLICIES:

*Policy CD19.6: New developments shall provide attractive streetscapes with street trees and sidewalks, planting strips, transit shelters, benches, and pedestrian-scale lighting, as required by County standards, as well as safe and frequent crosswalks along roadways, particularly in areas expected to have higher pedestrian traffic.*

*Policy CD19.8: The County will seek funding for and, as feasible, install traffic-calming measures, such as planted medians, landscaped planter strips, landscaped traffic circles, and other designs in areas with excessive or high-speed traffic, as appropriate. The County will not support street closures, half closures, or other measures that limit connectivity as a way to calm traffic.*

### RELEVANT LAND USE ELEMENT GOALS:

*Goal CD1: Provide for efficient valley development patterns*

*Goal CD2: Promote growth and reinvestment in existing developed unincorporated communities*

*Goal CD4: Accessible, convenient, and successful community retail, service, and employment centers*

*Goal CD5: Valley Neighborhoods provide a long-term, high quality of life for the County's existing and future residents*

*Goal CD6: Provide higher-density housing, neighborhood services, and retail in pedestrian- friendly Neighborhood Centers*

*Goal CD7: Revitalize Yuba County's Mixed-Use Corridors to better serve existing Valley Neighborhoods*

*Goal CD8: Promote high-quality neighborhood design that ensures pedestrian comfort and convenience*

### RELEVANT HOUSING ELEMENT GOALS:

*Goal H-1: Provide adequate sites to meet housing needs among all income groups.*



*Goal H-2: Assist in the provision of affordable housing for extremely low-, very low-, low-, and moderate-income households.*

*Goal H-3: Remove constraints to the availability and affordability of housing for all income groups.*

*Goal H-5: Preserve affordable housing.*

*Goal H-6: Ensure equal housing opportunity for all county residents.*

## Marysville 2050 General Plan

**Draft not available online as of June 2025.**

## Live Oak 2030 General Plan

### RELEVANT CIRCULATION ELEMENT POLICIES:

*Policy CIRC-2.1: The City will seek funding for and include pedestrian and bicycle improvements in Capital Improvements Planning, as feasible.*

*Policy CIRC-2.2: The City and Redevelopment Agency will prioritize transportation investments that better connect neighborhoods to major destinations, with safer and more convenient pedestrian, bicycle, and transit stops and routes.*

*Policy CIRC-2.4: The City will seek funding for and, as feasible, install traffic-calming measures, such as planted medians, landscaped planter strips, landscaped traffic circles, and other designs in areas with excessive traffic, as appropriate.*

*Policy CIRC-3.5: In areas with high pedestrian activity, streets should be relatively narrow and curb radii should be designed to promote pedestrian safety and convenience, while also ensuring adequate emergency access.*

## Sutter County 2030 General Plan

### RELEVANT MOBILITY ELEMENT POLICIES:

*Policy M 1.2: Consider all transportation improvements as opportunities to enhance safety, access, and mobility for all travelers including people with special needs, recognizing bicycle, pedestrian, and transit modes as integral elements of the transportation system.*

*Policy M 1.3: Rights-of-Way. Secure adequate right-of-way to allow for the planning, design, and operation of transportation systems that provide safe access for all users.*

*Policy M 5.1: Prepare a Bicycle and Pedestrian Master Plan that supports implementation of a comprehensive, safe, and convenient system of commuter and recreational routes for pedestrians and cyclists.*

## RELEVANT LAND USE ELEMENT GOALS:

*Goal LU 1: Promote the efficient and sensitive use of lands to protect and enhance Sutter County's quality of life and meet the needs of existing and future residents and businesses.*

*Goal LU 4: Facilitate orderly, well-planned, sustainable, and efficient growth that balances aesthetic, considerations.*

*Goal LU 8: Facilitate well planned large-scale mixed-use residential, industrial, and commercial development, bringing housing and jobs to South Sutter County consistent with the terms of advisory Measure M.*

## RELEVANT HOUSING ELEMENT GOALS & POLICIES:

*Goal H 1: Provide for an adequate supply of new housing to meet the needs of present and future Sutter County residents incorporating a variety of housing types and densities that accommodate all income groups.*

*Policy H 1.1: Adequate Supply of Land Suitable for Housing. Identify and maintain an adequate supply of residential land with appropriate zoning classifications, land use designations, development standards, infrastructure, and public services to accommodate the County's fair share of regional housing needs, including housing for extremely low-, very low-, low-, and moderate-income households.*

*Goal H 2: Facilitate the development of affordable housing to meet the housing needs of lower-income households in the County.*

*Goal H 3: Remove governmental constraints, address accessibility needs, and provide a regulatory framework to encourage a variety of housing types that accommodate all income groups.*

*Goal H 4: Provide housing for special needs groups, including persons with disabilities, seniors, farmworkers, persons experiencing homelessness, and extremely low-income households.*

*Goal H 6: Promote equal housing opportunities and affirmatively further fair housing for all residents of Sutter County.*

# Wheatland General Plan

## RELEVANT CIRCULATION ELEMENT POLICIES:

*Policy 2.A.10: The City shall give priority to street and highway improvements that increase safety, minimize maintenance costs, and increase the efficiency of the street system.*

*Policy 2.A.6: The City shall require an analysis of the effects of traffic from proposed major development projects. Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project. Such improvements may include a fair share of improvements that provide benefits to others.*

## RELEVANT LAND USE ELEMENT GOALS:

*Goal 1.B: To provide adequate land in a range of residential densities to accommodate the housing needs of all income groups expected to reside in Wheatland.*

*Goal 1.C: To provide for new residential development in planned neighborhoods that are designed to promote walking, bicycling, and transit use.*

*Goal 1.G: To support development of employment uses to meet the present and future needs of Wheatland residents for jobs and to maintain Wheatland's economic vitality.*

*Goal 4.A: Provide for the city's regional share of new housing for all income groups*

*Goal 4.C: Meet the special housing needs of homeless persons, seniors, large families, disabled persons, and farmworkers.*

# Yuba City General Plan

## RELEVANT CIRCULATION ELEMENT POLICIES:

*Policy 5.2-I-7: When constructing or modifying roadways, plan for usage of the roadway space by all users, including motor vehicles, transit vehicles, bicyclists, and pedestrians.*

*Policy 5.2-I-21: Implement traffic calming measures to slow traffic on local and collector residential streets and prioritize these measures over congestion management. Include roundabouts, traffic circles, and other traffic calming devices among these measures.*

*Policy 5.4-I-1: Establish a network of on- and off-roadway bicycle routes and encourage their use for commute, recreational, and other trips. Design bike routes with the safety of cyclists as a priority.*

*Policy 5.4-I-4: Provide bicycle lanes with a minimum width of five feet (six feet along all parkways) on new streets and existing streets whenever they are widened to more than two travel lanes.*

*Policy 5.4-I-7: Increase bicycle safety by:*

- *Sweeping and repairing bicycle lanes and paths on a regular basis;*
- *Ensuring that bikeways are delineated and signed in accordance with Caltrans' standards, and lighting is provided, where needed;*
- *Providing bicycle paths or lanes on bridges and overpasses;*
- *Ensuring that all new and improved streets have bicycle-safe drainage grates and are free of hazards such as uneven pavement and gravel;*
- *Provide adequate signage and markings warning vehicular traffic of the existence of merging or crossing bicycle traffic where bike routes and paths make transitions into or across roadways; and*
- *Work with the Yuba City Unified School District to promote classes on bicycle safety in the schools.*

*Policy 5.4-I-8: Give bikes equal treatment in terms of provisions for safety and comfort on arterials and collectors as motor vehicles.*



*Policy 5.4-I-10 Provide for pedestrian-friendly zones in conjunction with the development, redevelopment, and design of mixed-use neighborhood core areas, the Downtown area, schools, parks, and other high use areas by:*

- *Providing intersection "bump outs" to reduce walking distances across streets in the Downtown and other high use areas;*
- *Providing pedestrian facilities at all signalized intersections;*
- *Providing landscaping that encourages pedestrian use;*
- *Constructing adequately lit and safe access through subdivision sites.*
- *The following land use policies bolster a Safe System by addressing the built environment or socioeconomic factors that have an impact on roadway safety:*

#### **RELEVANT LAND USE ELEMENT POLICIES:**

*Policy 3.4-G-1: Maintain a well-defined compact urban form, with a defined urban growth boundary and urban development intensities on land designated for urban uses.*

*Policy 3.4-G-2: Promote a balanced land use program that increases the ability of people to live and work in the city.*

*Policy 3.4-G-3: Promote development patterns that maximize residents' accessibility to parks, open space, and shopping areas.*

## **Live Oak 2030 General Plan**

#### **RELEVANT CIRCULATION ELEMENT POLICIES:**

*Policy CIRC-2.1: The City will seek funding for and include pedestrian and bicycle improvements in Capital Improvements Planning, as feasible.*

*Policy CIRC-2.2: The City and Redevelopment Agency will prioritize transportation investments that better connect neighborhoods to major destinations, with safer and more convenient pedestrian, bicycle, and transit stops and routes.*

*Policy CIRC-2.4: The City will seek funding for and, as feasible, install traffic-calming measures, such as planted medians, landscaped planter strips, landscaped traffic circles, and other designs in areas with excessive traffic, as appropriate.*

*Policy CIRC-3.5: In areas with high pedestrian activity, streets should be relatively narrow and curb radii should be designed to promote pedestrian safety and convenience, while also ensuring adequate emergency access.*

# Federal and State Safety Policies and Guidelines

## Federal Policy Considerations

The United States Department of Transportation (US DOT) incorporated the Safe System Approach as part of its most recent *National Roadway Safety Strategy* (NRSS), adopted in January 2022. This NRSS is the first national commitment to the goal of zero fatalities on America's roadways, and names the Safe System Approach as the way to accomplish that goal. Federal transportation officials have since unveiled a number of policies and programs geared towards the application and implementation of the Safe System Approach at the state and local levels.

### Safe Streets and Roads for All

The Safe Streets and Roads for All (SS4A) grant program was established by the Bipartisan Infrastructure Law in 2022, centered around the Department of Transportation's National Roadway Safety Strategy and its goal of zero deaths and serious injuries on America's roadways. Over its five-year duration ending in approximately 2026, it will provide \$5 billion in grant funding to develop and implement safety plans and projects.

The SS4A grant program provides funding for local agencies to create Comprehensive Safety Action Plans (CSAPs). It also provides funding to implement safety projects, but only to those agencies that have an adopted CSAP or an equivalent. In order to qualify as a CSAP (and allow an agency to be eligible for implementation planning grant funding), a plan must meet a nine-point criteria as set forth by the Department of Transportation. They include an official commitment and goal to eliminate roadway fatalities and serious injuries; the creation of a standing task force or working group that will lead and monitor the implementation of the plan; data-driven safety analysis; public engagement and inter-governmental collaboration; consideration of equity in the planning process; assessment of current policies and guidelines to identify changes that will better prioritize safety; identification of a comprehensive set of projects and strategies that address safety issues; posting of the plan online along with description of how future progress will be measured; and that the plan would be updated every five years.

### Safe System Roadway Design Hierarchy

The *Safe System Roadway Design Hierarchy*, created by the Federal Highway Administration (FHWA) in 2024, provides guidance in contextualizing and assessing infrastructure-based countermeasures and strategies on their alignment with the principles of the Safe System Approach.

The *Hierarchy* classifies countermeasures into four tiers, from most to least aligned with Safe System principles. These tiers are:

1. **Removing severe conflicts**, which can act to eliminate high-risk conditions that involve users with different speeds or moving in different directions sharing space. This tier can include countermeasures that remove potential points of conflicts (for example, removing conflicting turning movements), and those that separate vulnerable users from vehicles in space (for example, protecting people biking through a separated bike lane).
2. **Reducing vehicle speeds**, which reduces the kinetic energy present within systems and thereby reduces the severity of crashes that do occur. As driver behavior, especially when it comes to speed, is highly influenced by roadway features, countermeasures that reduce prevailing speeds can include lane narrowing and features that channelize vehicle traffic such as median islands.
3. **Managing conflicts in time**, which covers instances (such as intersections) where space needs to be shared between different users, but where they can be separated in time. An example is the Leading Pedestrian Interval, which allows people walking to have a “head start” interval at a signalized intersection before conflicting vehicle traffic enters the crosswalk.
4. **Increasing attentiveness and awareness**, which involves alerting users to conflicts and potential risks, can involve such countermeasures as intersection daylighting and warning signage.

Crucially, the *Hierarchy* prioritizes improvements and countermeasures that make physical changes to the system for the whole population as more effective than measures that rely on roadway users and individual decisions. This is consistent with the Safe System Approach’s central premise that humans make mistakes, and that the roadway system should be designed to accommodate them through redundant and proactive interventions.

In addition to presenting this tiered hierarchy as a framework for understanding countermeasures as they relate to the principles of the Safe System Approach, the guidance also presents examples of both common and novel countermeasures that fall under each tier.

## Safe System Approach for Speed Management

Speeding continues to be one of the leading causes of collisions across the country, especially those causing fatalities and severe injuries, and the relationship between higher speeds and increased collision severity is well-documented. The FHWA’s 2023 report on the *Safe System Approach for Speed Management* provides targeted recommendations around speed management. The report notes the need for agencies to place safety and the prevention of injury collisions (as opposed to throughput or travel times) as the highest priority when it comes to speed setting on roadways, and highlights the need to change the physical design and context of the roadway beyond merely changing regulatory speed limits in order to achieve target speeds.

The report outlines a five-stage framework to speed management that is consistent with the Safe System Approach. The process begins with establishing a vision and building consensus within the community to manage speeds; the creation of a strategic safety plan, such as a Vision Zero plan or Local Roadway Safety Plan, can serve this purpose. Second, speed data should be collected and analyzed, which can help both guide the rest of the process and provide the backing to build public support. Third, locations for speed management should be prioritized proactively, taking into account both collision and speeding history as



well as contextual factors (such as the presence of vulnerable users or traffic generators like schools and commercial areas). Countermeasures can then be selected for prioritized locations. Finally, ongoing monitoring and evaluation should be conducted to ensure efficacy and allow for flexibility and adjustment. The report also provides real-world case studies of how these principles were applied in practice.

## **Primer on Safe System Approach for Pedestrians and Bicyclists**

The *Primer on Safe System Approach for Pedestrians and Bicyclists*, released by the FHWA in 2021, emphasizes the importance of protecting pedestrians and bicyclists, as vulnerable users, under the Safe System Approach. The Primer details the considerations surrounding pedestrians and bicyclists under each of the five elements of the Safe System Approach – Safe Speeds, Safe Roads, Safe Vehicles, Safe Road Users, and Post-Crash Care. It also provides strategies and actions that can be taken at the Federal, state, and local levels towards implementing the Safe System Approach. Also included is an appendix on benchmarking policies, programs, and practices for Safe System consistency. The benchmarking used for City of Sacramento is based on this benchmarking tool.

## **Other National Guidance**

In addition to policy and guidance from Federal agencies, other national-level documents provide additional guidance towards applying and implementing the Safe System Approach for local agencies.

## **The Safe Systems Pyramid**

The Safe Systems Pyramid is a new framework for traffic safety proposed in a 2023 paper which adapts the Health Impact Pyramid framework into the Safe Systems Pyramid for roadway safety practitioners. Building on established public health practice, the Safe Systems Pyramid illustrates how interventions that have the largest reach and require the least personal effort will be the most impactful.

In addition to identifying the kinetic energy transfer as the cause of injury, the Safe Systems Pyramid also relates energy to exposure. It explains how the many possible safety interventions differ in their effectiveness at reducing risk in the transportation system by prioritizing interventions that reduce exposure to kinetic energy transfer at the system level. Those that require more individual effort, such as driver education programs, have the least impact on improving system-wide safety. Meanwhile, those that change the quality of people's lives and the built environment in which they travel more broadly, such as affordable housing near transit, zoning reform, traffic calming, and limiting crossing distances at intersections, have the largest impacts on safety.



Source: David Ederer, Rachael Thompson Panik, Nisha Botchwey, and Kari Watkins. The Safe Systems Pyramid: A new framework for traffic safety, <https://doi.org/10.1016/j.trip.2023.100905>. Graphic from Vision Zero Network, <https://visionzeronetwork.org/applying-the-health-impact-pyramid-to-roadway-safety/>

At the top of the Safe System Pyramid is education, which generally correspond to Tier 4 of the Safe System Hierarchy, and encompasses driver education programs and campaigns – for example, asking drivers to slow down and obey the speed limit. As the authors of the paper note, “the need to urge behavioral change is symptomatic of failure to establish contexts in which healthy choices are default actions,” and education programs are thus considered to be most reliant on individual behavior and least effective in producing improvements.

Below education on the Pyramid are active and latent safety measures, which generally correspond to Tier 3 of the Hierarchy. Active safety measures encompass such countermeasures as warning signals and signs, as well as in-vehicle devices such as seatbelts and collision warnings. These safety measures are effective when used, but rely on individual opt-in (for example, for a driver to react to signage or to a collision warning) to function. Latent safety measures encompass countermeasures such as signal timing modifications such as leading pedestrian intervals (LPIs) that create redundancy, as well as vehicle features such as lane departure prevention and automated emergency braking. Latent measures are considered more effective than active measures, as they require less individual opt-in, but their efficacy is still limited by the fact that they are applied individually. For example, while automated braking is superior to a warning signal that warns the driver to manually brake, only those who choose and have the means to drive a vehicle with the feature will have access to this technology.

Further down on the pyramid is the built environment level, which corresponds to Tiers 1 and 2 of the Hierarchy, and refers to physical alterations to the roadway that promotes slower speeds, physically separate vulnerable users, and reduce the number of high-risk conflicts. Such interventions can also improve the experience for walking and biking, and reduce the number of vehicle trips by encouraging mode shift. Unlike the higher levels of the pyramid, changes to the environment creates contexts that

encourage safer user behaviors (for example, narrower lanes that induce lower speeds) and are thus less dependent on active user participation and are more effective.

Finally, the socioeconomic factors level lies at the base of the pyramid. Typically, roadway safety interventions do not go beyond the roadway infrastructure, but today's safety outcomes are inexorably linked by socioeconomic factors of the places that our roadways serve. Across the country, communities of color and low-income communities are disproportionately exposed to the most dangerous roadways that feature high speeds, high traffic volumes, and outdated design and safety features. Moreover, many communities across the country also trapped by a lack of viable alternative transportation options as a result of car dependency, a crisis that is likely going to persist as the national phenomenon of the suburbanization of poverty continues. These are overarching socioeconomic factors that dictate urban form and the built environment, which in turn dictate safety outcomes. This category of interventions is often considered outside the traditional purview of transportation professionals, as they must come in the form of policy around land use, zoning, and economics that go beyond (but work in tandem with) transportation policy. However, they also must be considered when attempting to address roadway safety, as these socioeconomic factors form the root causes of roadway safety issues.

The pyramid should be seen as a structure for prioritizing the roadway design and operations tools that will have the most impact for safety while also collaborating outside the safety silo with other agency and community stakeholders to engage in upstream and more wide-ranging root cause topics.

### **NCHRP 1036: Roadway Cross-Section Reallocation Guide**

The National Cooperative Highway Research Program (NCHRP)'s Report 1036, the Roadway Cross-Section Reallocation Guide, was developed in 2023 as a tool for practitioners to use in the development of roadway cross-sections that better assess the tradeoffs that are involved in the allocation of the limited width of a roadway. The guide begins with the premise that roadway space is scarce, and trade-offs are inevitable, and provides guidance for planning roadway cross-sections that center community priorities for that limited space. The guidelines also infuse Safe System considerations by establishing minimum floors for safety standards, such as the provisions of pedestrian and bike facilities and minimum widths for sidewalks and bike lanes. Finally, the guide discusses approaches for community engagement and operational analysis to facilitate the decision-making process consistent with the goals and minimum standards outlined in the guide. The guide also includes a companion Excel spreadsheet that can be used for new roadway and retrofit planning.

## **California Policy Considerations**

The California Department of Transportation (Caltrans), like Federal authorities, has also adopted the Safe System Approach and committed to Vision Zero. Similarly, recently legislation at the State level has supported prioritization and cross-department collaboration consistent with the Safe Systems Pyramid strategies and hierarchy. Several State Senate and Assembly Bills and Caltrans Directors' Policies (DPs) have been essential policy building blocks to support the ongoing Safe System pivot in California.



## AB 43

California Assembly Bill (AB) 43 was passed in 2021 to provide additional flexibility to local jurisdictions to set speed limits on their roadways. Specifically, it offers them a means to lower speed limits on additional corridors. Cities now have increasing flexibility to enforce context-sensitive speed limits.

AB 43 features the following five major components, focused on giving local jurisdictions more flexibility in setting speed limits, especially regarding vulnerable road users:

- **Engineering & Traffic Survey (E&TS):** An option to extend enforceable time period
- **Post E&TS:** An agency can elect to retain current or immediately prior speed limit
- **Speed Limit Reduction:** Reduction of additional 5 mph based on several factors, including designation of local *"Safety Corridors"*
- **Prima Facie Speed Limits:** Options for 15 and 25 mph in certain areas depending on context
- **Business Activity Districts:** Option for 20 or 25 mph

In particular, in this Regional Safety Action Plan, the designation of "Safety Corridors" is applied to roadways where the highest number of serious injury and fatality crashes occur, identifying specific locations or corridor-level segments with high crash occurrences and stratified by mode. AB 43 stipulates that a jurisdiction's set of safety corridors must account for at least 25 percent of all killed or seriously injured (KSI) crashes and must comprise 20 percent of its streets or less.

If a jurisdiction, after completing an engineering and traffic survey, finds that the speed limit on a roadway segment is higher than reasonable or safe, they may declare a default speed limit that has been reduced an additional five miles per hour if that segment is designated as a safety corridor.

## DP 36

In Caltrans Director's Policy (DP) 36, made effective in 2022, the agency committed to eliminating fatal and serious injury crashes by the year 2050, and committed to achieving this goal through the application of the Safe System Approach.

## DP 37

DP 37, issued in 2021, establishes creating complete streets that support people walking, biking, taking transit, and accessing passenger rail. It recognizes these priorities as a means of advancing state goals in climate and the environment, in public health, and in equity and repairing harm to underserved communities. It also recognizes complete streets as valuable community spaces that can boost economic vitality and resiliency. To these ends, it directs that "all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved."

# Caltrans Intersection Safety and Operations Assessment Process (ISOAP)

## What is ISOAP?

The Intersection Safety and Operational Assessment Process (ISOAP) is a performance-based, data-driven framework developed by Caltrans to evaluate and select intersection improvement alternatives. It incorporates the Safe System Approach to improve safety and operations for all road users. ISOAP's purpose is to screen and identify the most viable intersection control and geometric design alternatives, ensuring they fit within the surrounding land use context and available resources. It replaces the prior Intersection Control Evaluation (ICE) process, aiming to reduce severe crashes and support Caltrans' long-term goal of eliminating traffic fatalities and serious injuries.

Note: ISOAP applications can differ between land development and infrastructure projects (e.g., interchanges, corridor improvements) processed through Caltrans' standard project development phases (PID and PA/ED).

## Safe System Approach

The Safe System Approach is a safety framework used in ISOAP to reduce fatalities and serious injuries. It accepts that human errors are inevitable and designs road systems to minimize harm.

## CORE PRINCIPLES

- Zero Fatalities Goal – Safety is prioritized above all.
- Human Error Is Expected – Roads must be forgiving.
- Human Vulnerability – Designs account for physical limits.
- Shared Responsibility – Safety is a collective effort.
- Redundancy – Multiple safety layers protect users.
- Proactive & Reactive Safety – Prevent crashes and reduce severity.

## KEY ELEMENTS

- Safe Road Users – Education and enforcement.
- Safe Vehicles – Crash avoidance technologies.
- Safe Speeds – Lower speeds reduce crash impact.
- Safe Roads – Infrastructure that reduces conflict points.
- Post-Crash Care – Emergency response and trauma care.

In ISOAP, this approach guides intersection design by emphasizing conflict reduction, speed management, and multimodal safety.

## When is ISOAP Required?

ISOAP is required if a land development project proposes the following improvements to the State Highway System (SHS):

- Connecting a new public road, private road, or high-volume (average daily traffic volumes of 1,000 or greater) driveway to a state highway or a new interchange to a freeway.
- Changing the type of traffic control, such as from stop-control to signal-control or from a two-way stop to all-way stop.
- Installing a pedestrian hybrid beacon at an intersection.
- Making major physical changes to intersection approaches, including at ramp terminals, such as adding a leg to an intersection or widening to provide an additional through or turn lane.

Note that development projects entitled prior to ISOAP adoption are not exempt from the process, unless an ICE evaluation was previously prepared and approved by Caltrans.

Development projects often propose right-turn in/right-turn out driveways on state highways. ISOAP is not required for these driveways if the driveway approach volume is less than 1,000 vehicles per day.

## ISOAP Process Summary

### STAGE 1: SCREENING AND INITIAL ASSESSMENT

This stage identifies viable intersection strategies early in the project development process, typically during the Project Initiation Document (PID) phase.

- **Determine ISOAP Applicability:** ISOAP is required for new intersections or major modifications (e.g., traffic control changes, new legs, pedestrian hybrid beacons). Exceptions must be approved by Caltrans HQ.
- **Define Project Outcomes, Place Type, and Design Vehicle**
  - Outcomes may include safety improvements, multimodal access, or traffic calming.
  - Place types (urban, suburban, rural) influence design.
  - Design vehicle selection depends on truck access needs.
- **Pedestrian and Bicycle Assessment:** Evaluate current and future needs using Complete Streets guidance. Consider accessibility, school zones, and senior housing.
- **Right-of-Way and Operational Feasibility:** Use tools like CAP-X and VJust to assess footprint and multimodal capacity. LOS is no longer a primary metric; use Daily Person Hours of Delay (DPHD) or other MOEs.
- **Transit and Freight Assessment:** Ensure intersection accommodates transit stops, queuing, and turning movements for large vehicles.
- **Initial Safety Assessment:** Use tools like SPICE, SSI methodology, and crash modification factors to compare strategies.
- **Eliminate Infeasible Strategies:** Remove options with insurmountable environmental, safety, or cost barriers.
- **Document Findings:** Complete the Stage 1 ISOAP form/documentation. If only one viable strategy remains, it becomes the recommendation. Otherwise, proceed to Stage 2.

### STAGE 2: DETAILED ANALYSIS

- **Detailed Safety Analysis:** Use the Highway Safety Manual (HSM) to predict crash frequency/severity and calculate safety-related costs.
- **Detailed Operational Analysis:** Use tools like Synchro, SIDRA, VISSIM, and Highway Capacity Software. Include multimodal data and forecast volumes.
- **Functional Sketches and Performance Checks:** Prepare conceptual layouts showing lanes, pedestrian/bike facilities, and transit stops. Conduct geometric checks (e.g., sight distance, roundabout fastest path).
- **Cost Estimate and Right-of-Way Impacts:** Include construction, maintenance, and crash costs. Consider drainage, utilities, and staging impacts.
- **Performance-Based Analysis Matrix:** Compare strategies using safety, operations, cost, and benefit-cost ratio. Consider equity and Safe System principles.
- **Document Final Recommendation:** Submit the Stage 2 ISOAP form/documentation. The selected strategy may not be the cheapest but must align with safety and community goals.



# Appendix B: Community Engagement Materials & Feedback

## Community Listening Sessions Summary

### Introduction

In close collaboration with local communities, the Yuba-Sutter Regional Safety Action Plan (YSRSAP) was launched with the primary goal of improving roadway safety throughout the region. This comprehensive initiative is designed to evaluate existing transportation conditions and identify critical safety concerns that affect all road users, including pedestrians, bicyclists, motorists, and public transit riders. By thoroughly assessing the locations and causes of traffic-related hazards, the plan seeks to implement targeted interventions that will lead to safer streets, a reduction in traffic-related injuries and fatalities, and an overall improvement in quality of life for residents.

The development of the YSRSAP was made possible through an \$800,000 grant awarded in 2023 to the Yuba County Department of Public Works by the U.S. Department of Transportation. This funding supports a collaborative planning process that includes Yuba County, Sutter County, and the incorporated cities of Marysville, Wheatland, Yuba City, and Live Oak. Central to the planning effort is the commitment to transparency, community involvement, and data-driven decision-making.

To ensure that the plan reflects the perspectives and needs of those who live and travel within the region, the project team organized a series of public listening sessions. These sessions served as a vital platform for community members to engage directly with the planning process, learn about proposed safety strategies, and provide meaningful input that will shape the final recommendations.

### Listening Session Overview

From May 1 through May 14, 2025, the YSRSAP project team hosted a total of four in-person community listening sessions across the Yuba-Sutter region. Each session ran from 5:30 to 7:00 p.m. and was strategically scheduled and located to maximize accessibility and encourage participation from a diverse cross-section of residents.



Community Meeting Directional Sign



Marysville Health & Human Services Center, May 1st



Yuba City Gauche Aquatic Park Meeting Room, May 7th

These listening sessions provided an open and welcoming environment where attendees could learn more about the safety action plan, meet with members of the project team, and voice their observations, concerns, and ideas about local transportation safety. The input gathered during these sessions plays an essential role in shaping the priorities of the plan and ensuring that the solutions developed are responsive to the specific needs of the communities involved.

The sessions took place at the following locations:

- **Thursday, May 1:** Marysville Health & Human Services Building
- **Wednesday, May 7:** Yuba City Gauche Aquatic Park Meeting Room
- **Tuesday, May 13:** Live Oak Community Center
- **Wednesday, May 14:** Wheatland Community Center

Each event was promoted through multiple channels, including flyers, local news outlets, social media, and direct outreach to community groups, with the goal of ensuring broad awareness and encouraging robust attendance.

## Event Format and Engagement

Each listening session followed a relaxed, open-house format that encouraged free movement and informal dialogue. Upon arrival, attendees were greeted by project team members and offered complimentary items such as bottled water, bicycle safety accessories, and small treats like candy to create a friendly and inclusive atmosphere.

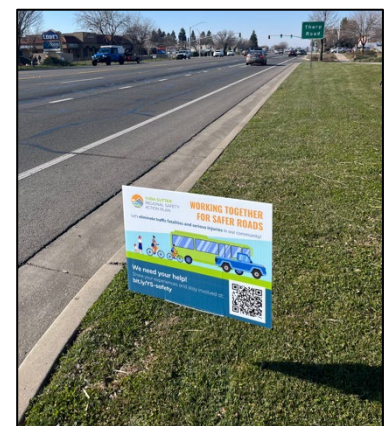
The venue layout included a series of display boards arranged throughout the room, each highlighting different components of the safety action plan. These exhibits covered a wide range of topics, including key goals of the plan, data on current roadway conditions, maps of high-priority safety areas, and preliminary recommendations for improvement. The visual displays were designed to be easy to understand and accessible to a general audience, encouraging thoughtful discussion and feedback.



Live Oak Community Center, May 13th



Wheatland Community Center, May 14th



Awareness Lawn Sign

Project team members were stationed at each board to answer questions, explain technical details, and engage in one-on-one conversations. This personal interaction helped foster trust and allowed participants to share firsthand experiences and local insights, which are critical to developing solutions that are both effective and community-centered.

## Stations and Board Exhibits

The listening sessions featured several themed stations and informational boards, each addressing a unique aspect of the Yuba-Sutter Regional Safety Action Plan. The following section provides a detailed overview of the content presented at these stations.

### Information Board:



## YUBA-SUTTER REGIONAL SAFETY ACTION PLAN

## PLAN DE ACCIÓN DE SEGURIDAD DE YUBA-SUTTER

### OUR VISION & GOAL

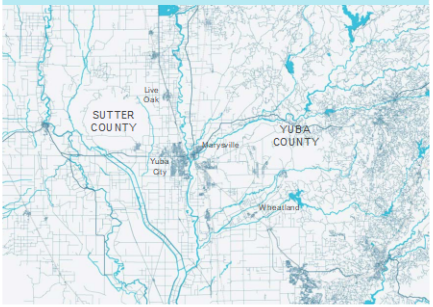
### NUESTRA VISIÓN Y OBJETIVO

Our vision: The Yuba-Sutter Region will have a transportation system where people of all ages and abilities can travel conveniently, reliably, and free from harm.

Our goal: Work collaboratively to eliminate traffic fatalities and serious injuries by 2050.

*Nuestra visión: la región de Yuba-Sutter tendrá un sistema de transporte donde personas de todas las edades y habilidades puedan viajar de manera conveniente, confiable y libre de daños.*

*Nuestro objetivo: trabajar en colaboración para eliminar las muertes por accidentes de tránsito y las lesiones graves para 2050.*



### GET INVOLVED: TELL US YOUR ROADWAY SAFETY CONCERNS!

### ¡INVOLUCRATE AHORA: IDENTIFIQUE SUS PREOCUPACIONES DE SEGURIDAD!

Where do you feel it's unsafe to walk, bike, or drive?

Scan the QR code to get involved!  
¡Escanee el código QR para participar!




Project website: <https://billy/YS-safety>

*¿Dónde cree que no es seguro caminar, andar en bicicleta o conducir?*

### WHAT'S COMING NEXT?

### ¿QUÉ VIENE A CONTINUACIÓN?

| WINTER 2024<br>2024 INVERNO                                                                                                                                                                                                            | SPRING 2025<br>2025 PRIMAVERA                                                                                                                                                                                                                                    | SUMMER 2025<br>2025 VERANO                                                                                                                                                                                                                                                                                                   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Data Collection &amp; Analysis</b> <ul style="list-style-type: none"> <li>Review crash data and identify trends</li> <li>Get input from the community on traffic safety concerns</li> </ul>                                         | <b>Transportation Safety Recommendations</b> <ul style="list-style-type: none"> <li>Propose traffic safety improvement projects and policies</li> <li>Identify funding opportunities for traffic safety enhancements</li> </ul>                                  | <b>Approve Safety Action Plan</b> <ul style="list-style-type: none"> <li>Create a prioritized list of traffic safety improvement projects</li> <li>Draft Regional Safety Action Plan</li> <li>Get approval from City Councils and County Boards of Supervisors</li> </ul>                                                    |
| <b>Recopilación y análisis de datos</b> <ul style="list-style-type: none"> <li>Revisar los datos de accidentes e identificar tendencias</li> <li>Obtener comentarios de la comunidad sobre preocupaciones de seguridad vial</li> </ul> | <b>Recomendaciones de seguridad en el transporte</b> <ul style="list-style-type: none"> <li>Proponer proyectos y políticas de mejora de la seguridad vial</li> <li>Identificar oportunidades de financiación para mejoras en la seguridad del tráfico</li> </ul> | <b>Aprobar el Plan de Acción de Seguridad</b> <ul style="list-style-type: none"> <li>Crear una lista priorizada de proyectos de mejora de la seguridad del tráfico</li> <li>Borrador del Plan de acción de seguridad</li> <li>Obtenga la aprobación de los ayuntamientos y las juntas de supervisores del condado</li> </ul> |



## Plan Voting Board & Feedback:

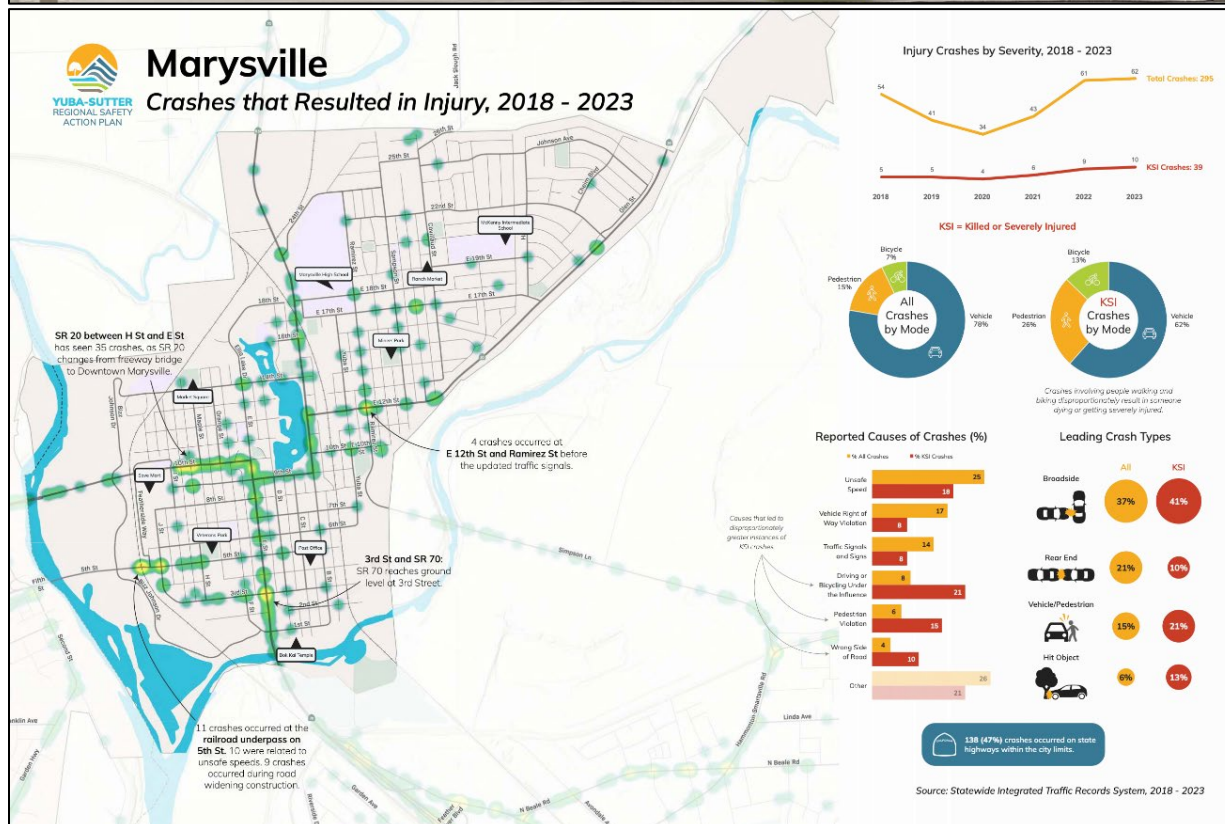
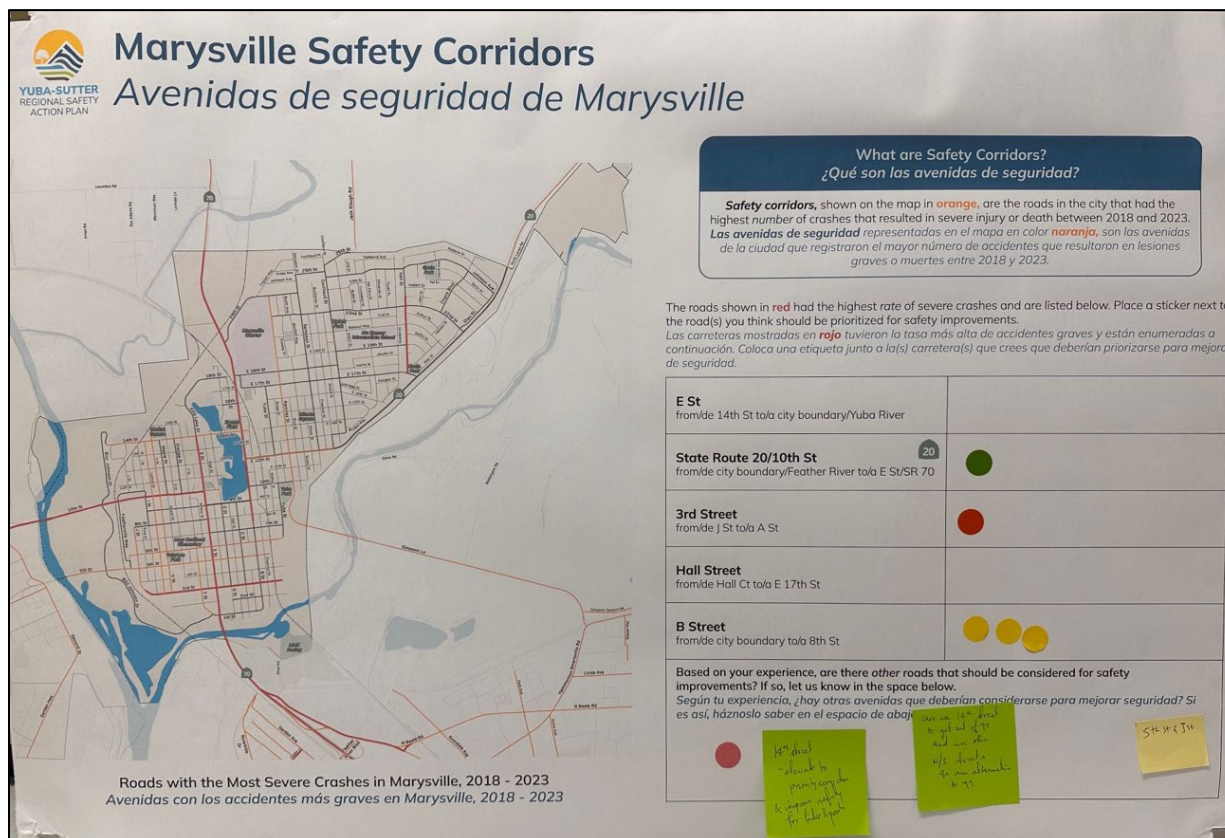
### WHAT SHOULD WE PRIORITIZE? ¿QUÉ DEBEMOS PRIORIZAR?

**Put stickers next to the three you most agree with.**  
**Pon pegatinas junto a las tres con las que más estés de acuerdo.**

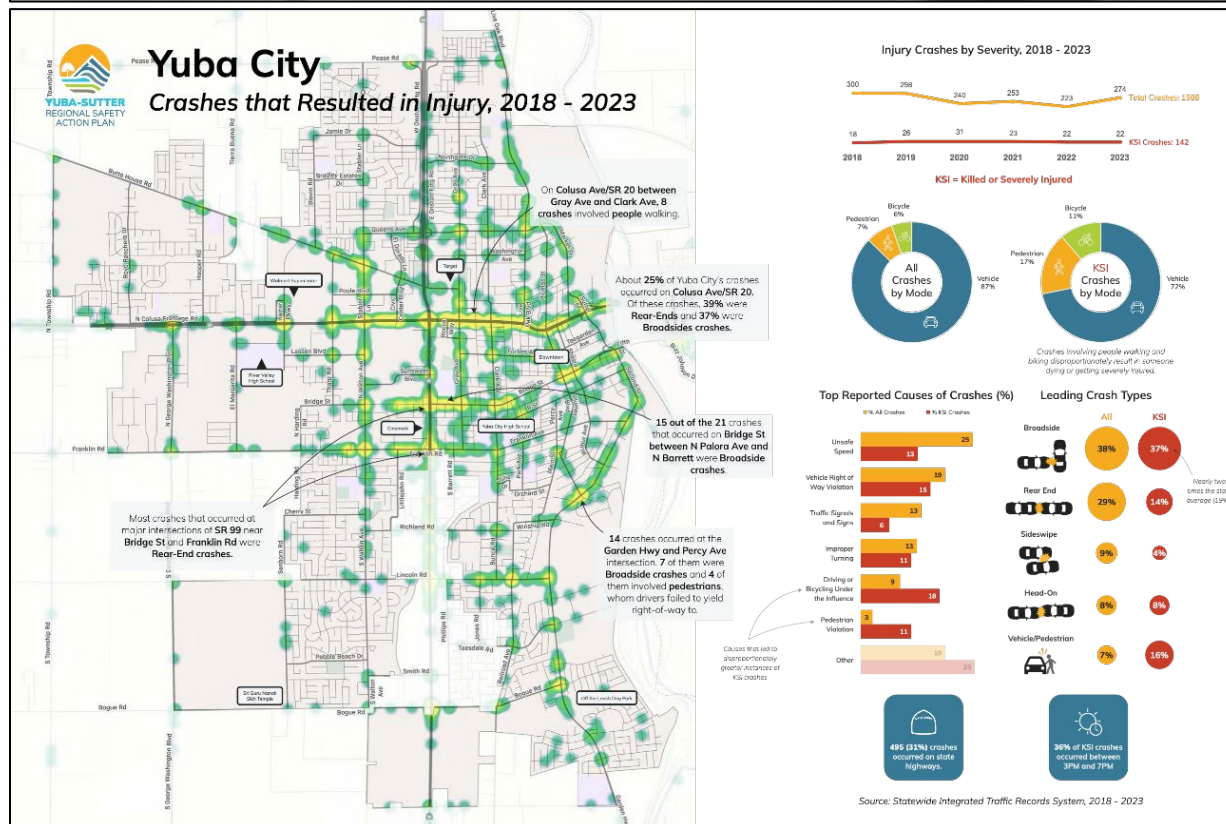


|                                                                                     | We should prioritize...<br>Debemos priorizar...                                                                                                     | Mark your top three<br>Marca tus tres mejores |
|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|
|    | making our streets accessible for everyone<br><i>hacer que nuestras calles sean accesibles para todos</i>                                           |                                               |
|    | children being able to safely walk or bike to school<br><i>seguridad para que los niños puedan caminar o ir en bicicleta a la escuela</i>           | ●                                             |
|    | providing transportation services for the elderly<br><i>brindar servicios de transporte para personas mayores</i>                                   |                                               |
|    | creating safer and more frequent pedestrian crossings<br><i>creación de pasos de peatones más seguros y frecuentes</i>                              | ●                                             |
|    | putting sidewalks in places there aren't any now<br><i>poner aceras en lugares donde ahora no las hay</i>                                           |                                               |
|    | creating more dedicated bicycle facilities<br><i>creación de más instalaciones dedicadas a las bicicletas</i>                                       | ●                                             |
|    | consistent roadway maintenance<br><i>mantenimiento constante de la carretera</i>                                                                    | ●                                             |
|    | easily and safely moving farm equipment on rural roads<br><i>mover equipos agrícolas de forma fácil y segura en caminos rurales</i>                 |                                               |
|   | slowing down cars in neighborhoods and downtown areas<br><i>reducir la velocidad de los automóviles en los vecindarios y el centro de la ciudad</i> | ● ●                                           |
|  | new safety programs (like drunk driving prevention)<br><i>nuevos programas de seguridad (como prevención de bebida y conducción)</i>                |                                               |

## Marysville Boards & Feedback:

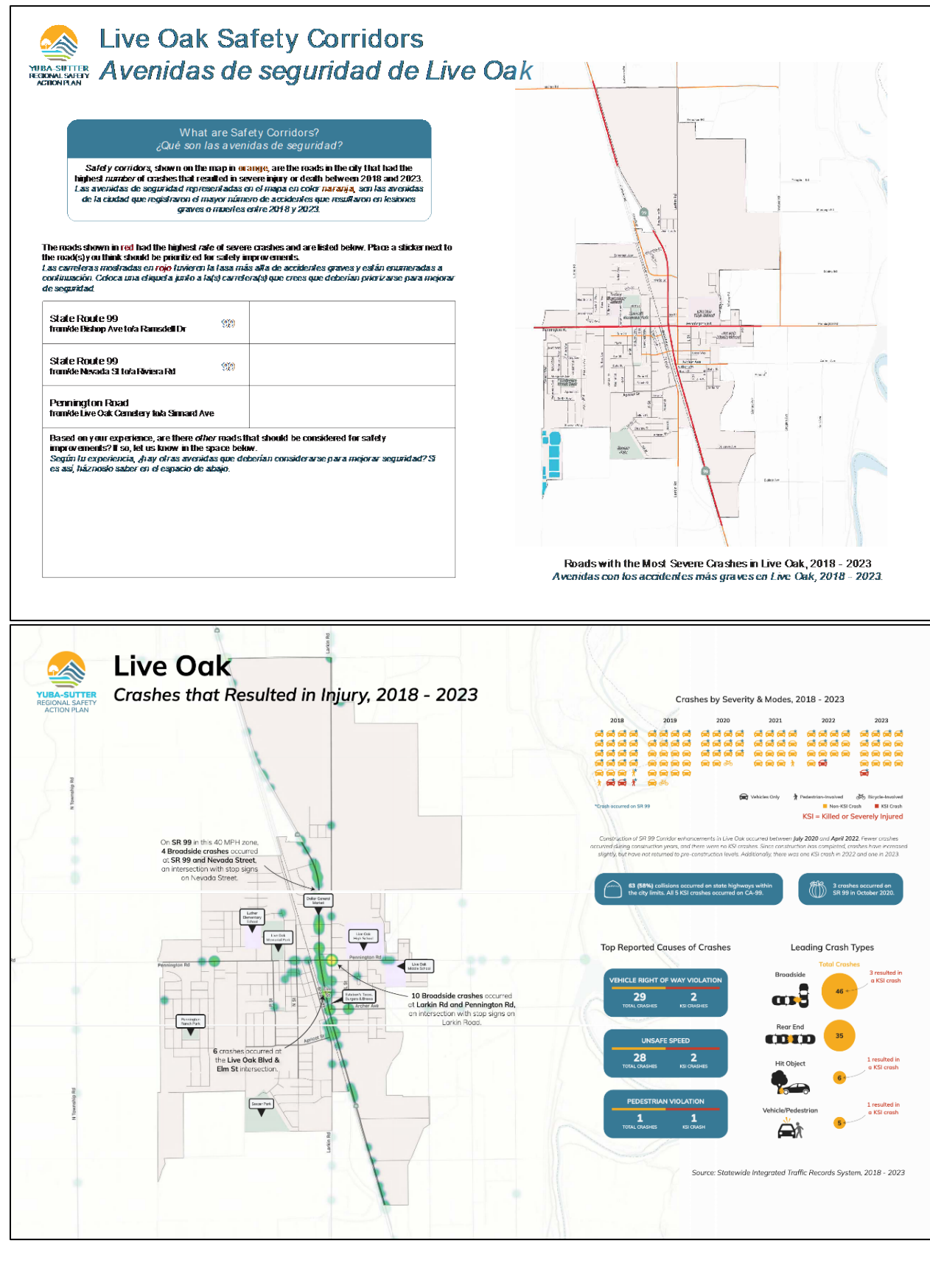




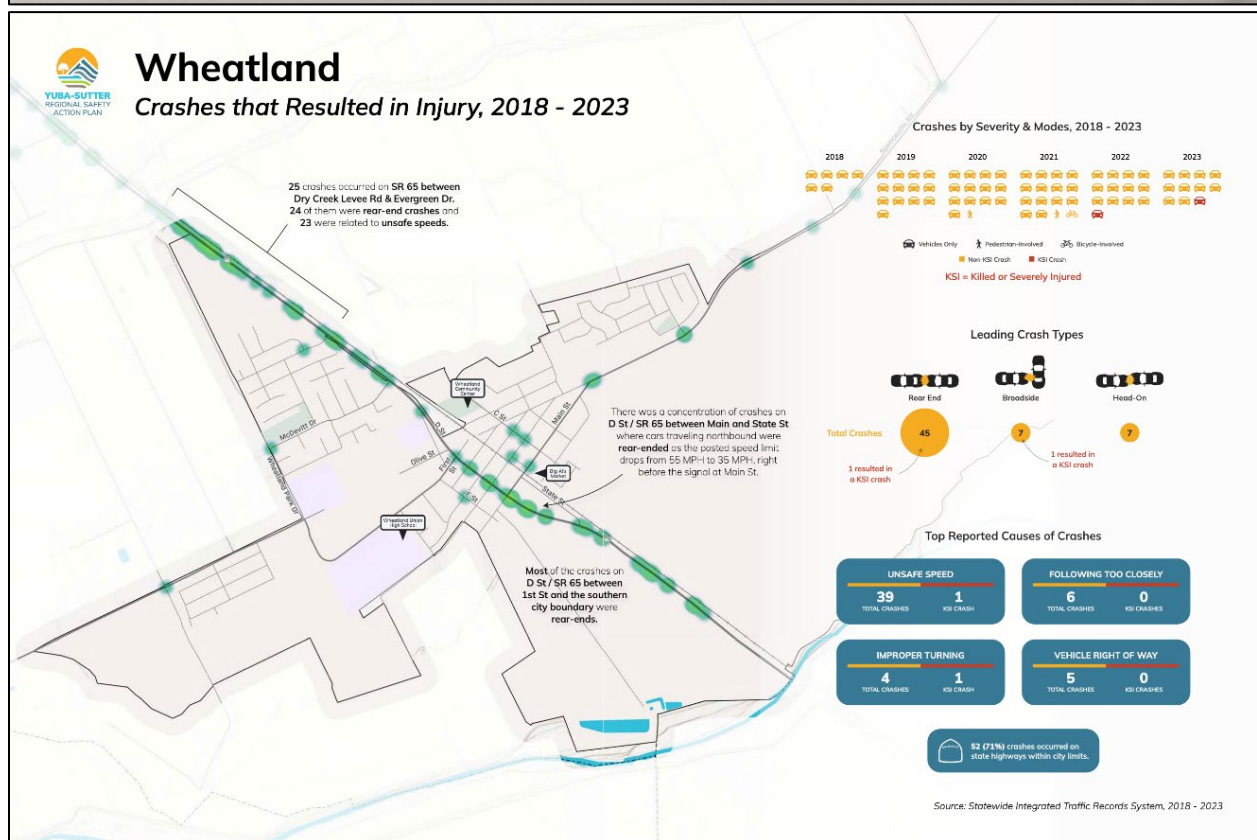
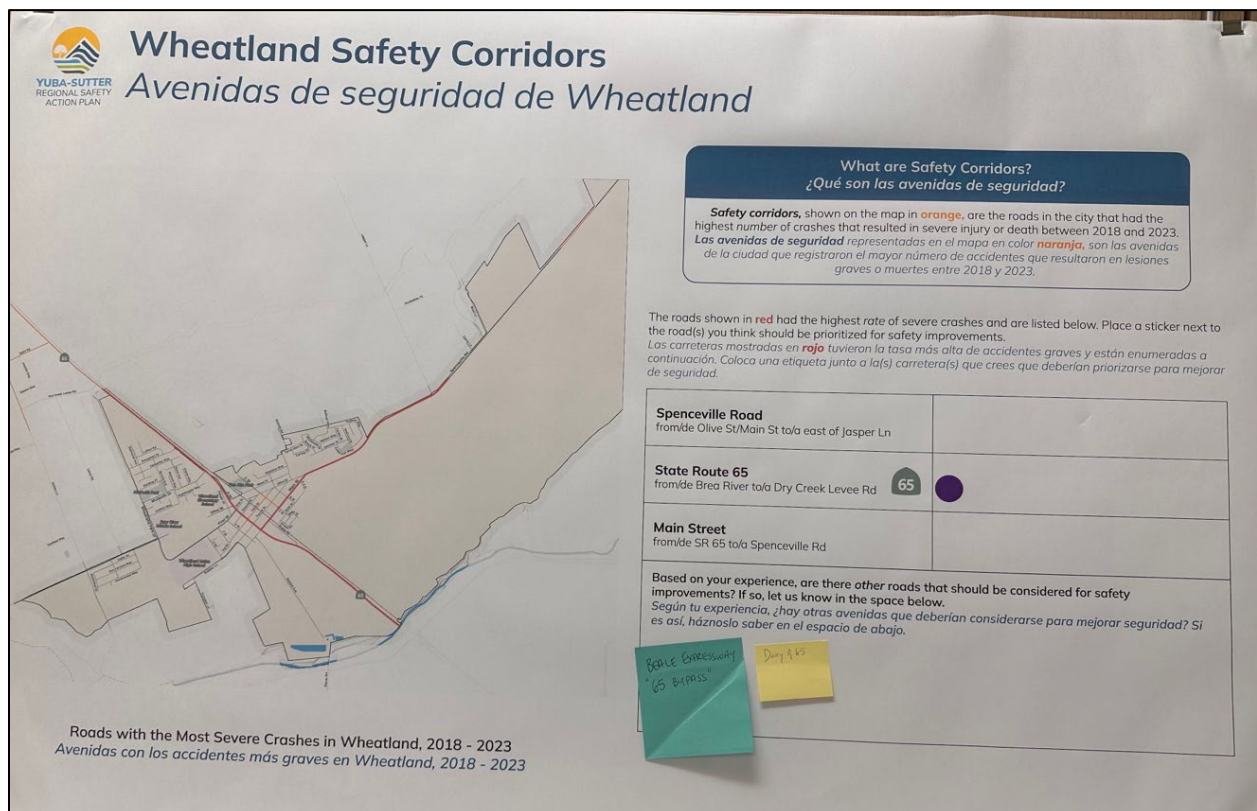


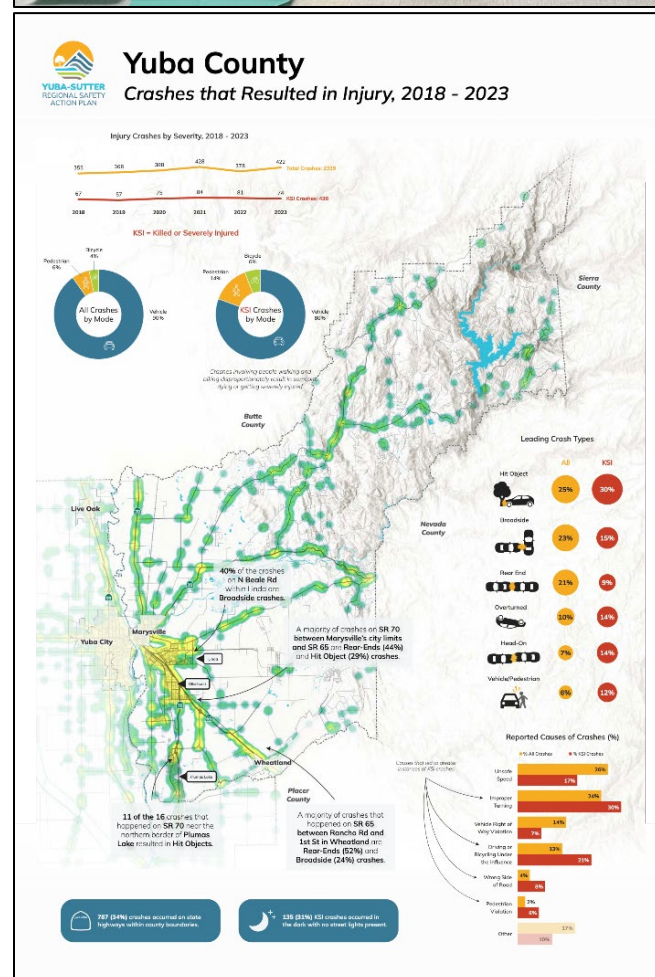


## Live Oak Boards:



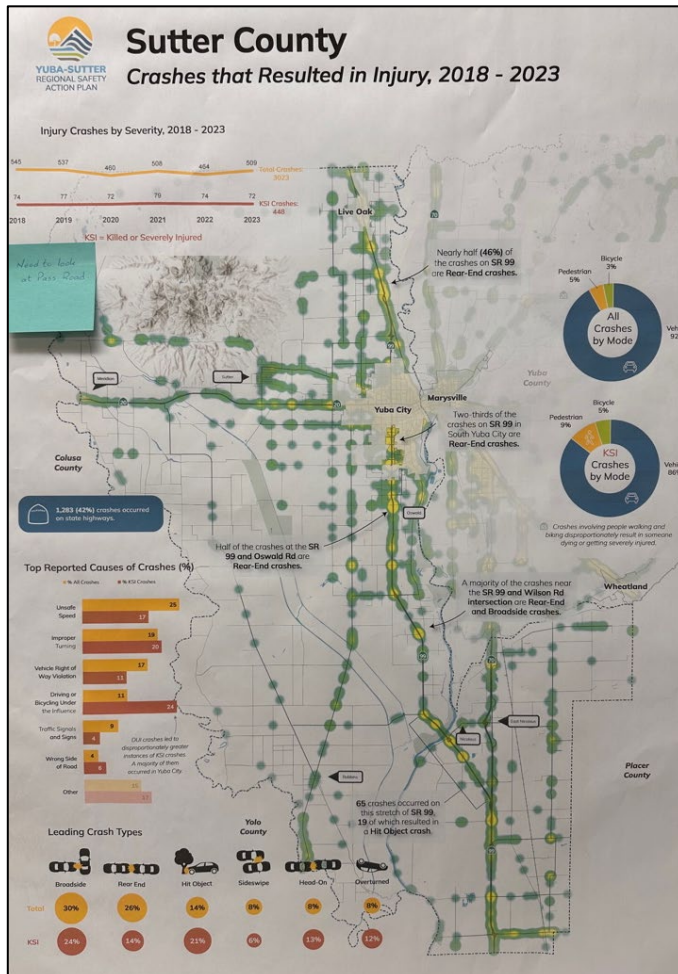
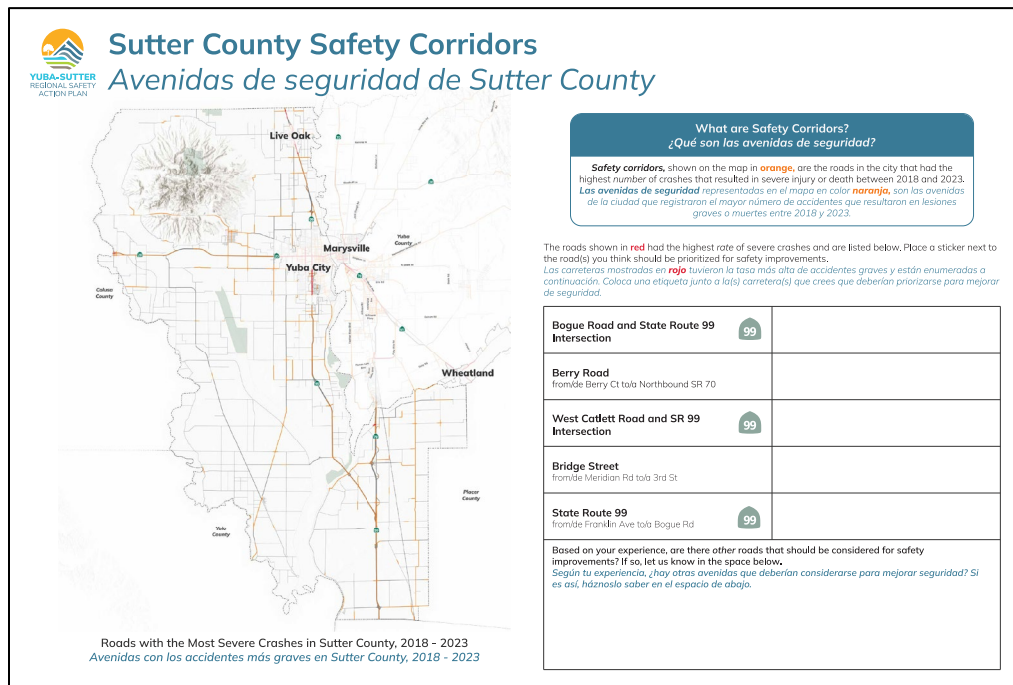
## Wheatland Boards & Feedback:





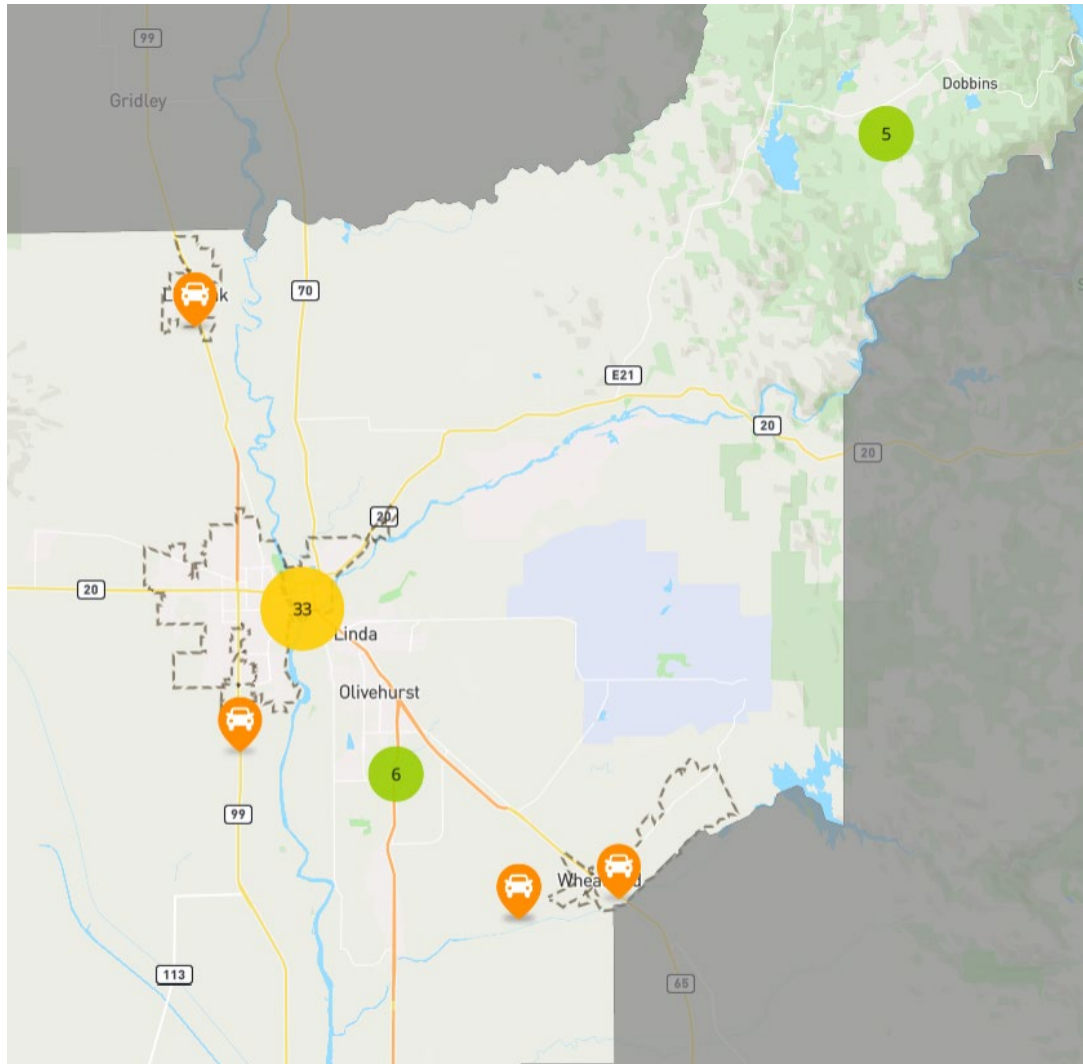


## Sutter County Boards & Feedback:



# Interactive Web Map

## SOCIAL PINPOINT



### Add Marker



#### Category Required

Select a category

Select a category

Biking Safety

Walking Safety

Driving Safety

### Add Marker



#### Category Required

Biking Safety

### Comment on Biking Safety

#### Comment Required

Do you feel unsafe travelling at this location?  
Have you seen a crash or near-miss?

PUBLIC

You have 1,000 characters left

#### Screen name

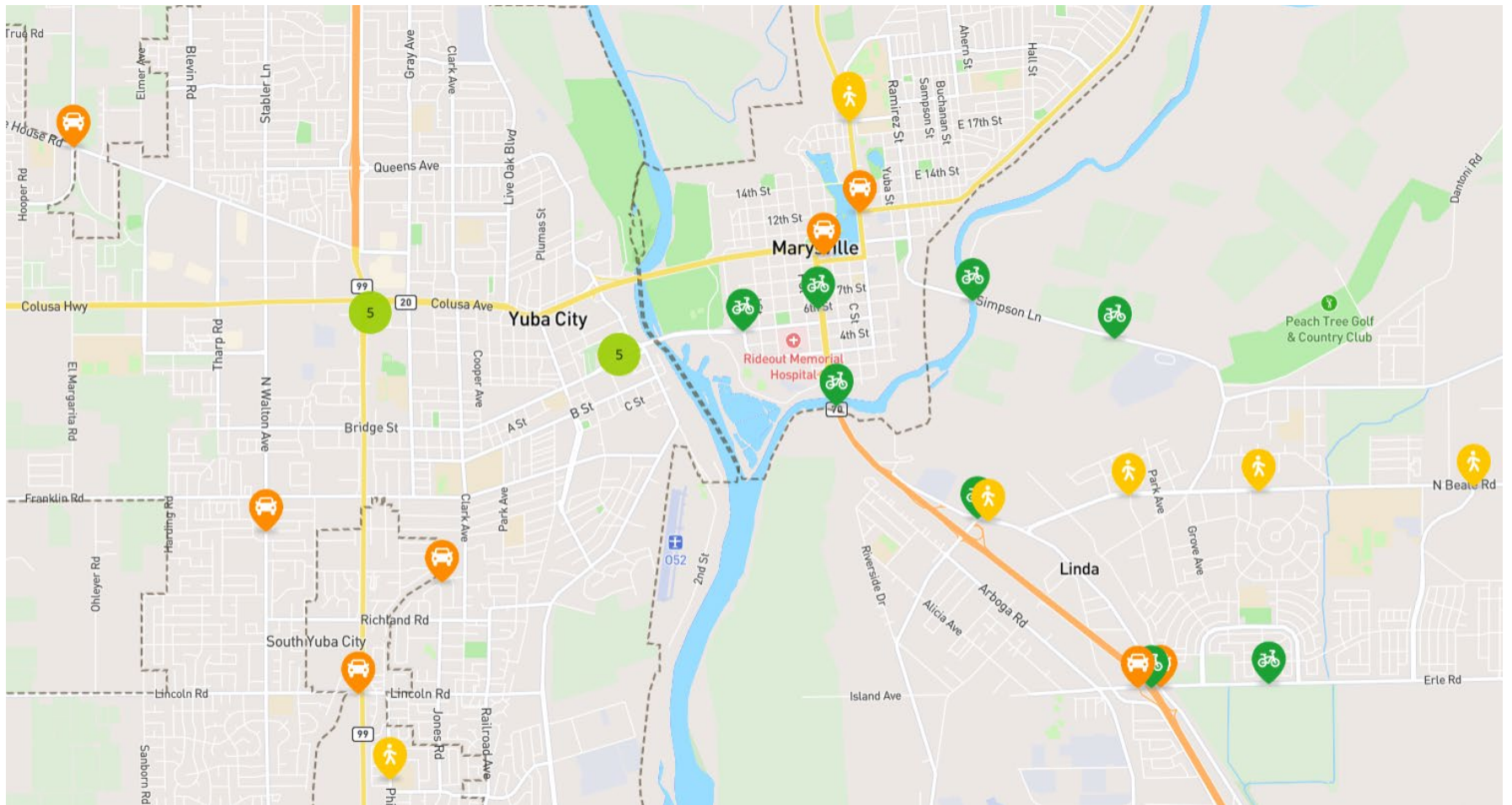
PUBLIC

#### Email (optional)

PRIVATE

Cancel

Submit





## Biking Safety Comments

| Nearest Address              | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Screen name |
|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 1130 North Beale Road, Linda | This entire area is unsafe for bikes and peds. Bike infrastructure is unprotected and poorly delineated. Signal crossings are poorly marked, timed, poor lighting, and poor beg buttons. The traffic is heavy here and there needs to be much more signs, beacons, and protected intersections.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | YABA        |
| 1800 Erle Road, Linda        | Erle Road is unsafe for bicycles and pedestrians due to the 55mph+ speeds and commercial truck traffic traveling at 55mph+. There is no clear recovery zone for the established speed and the bike lane is undesignated and has no clear delineation, protection, or buffer zone.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | YABA        |
| 1548 Erle Road, Linda        | Bicycles traveling between the retail center near Walmart and the Edgewater subdivision along Erle Road face several problems and risks. Erle Road does not have bi-directional bike lanes but instead routes all bike traffic along the north side of the road. The speed limit on Erle Rd is 55+ mph and a designated commercial truck route. The bike lane has no delineation as a bike lane, no safety features such as barriers or buffers. It is actually a shoulder all the way to the Erle Rd overcrossing where it ends. Vehicles use the shoulder as a turn lane onto Lindhurst Avenue northbound. Coming Southbound from Lindhurst, cyclists must share the left turn lane with motorists to go eastbound on Erle Rd from the overcrossing. This keeps cyclists going with the flow of traffic but there are no bicycle delineations, markings, designated areas, or guidance to help motorists understand the road is shared. | YABA        |
| 1012 5th Street, Marysville  | Bicycles traveling in both directions are forced onto the sidewalk here. This is unsafe for several reasons due to lack of markings, signs, space, and speed differentials. Eastbound cyclists are dumped into J Street going the wrong way off of a sidewalk into right turning southbound traffic, which results in collisions between right turning vehicles and eastbound bicycles.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | YABA        |
| 468 Bridge Street, Yuba City | Eastbound and westbound traffic at Plumas St are traveling at a higher rate of speed than the 85th percentile because of the perceived speed of the facility over the 5th Street bridge. There have been KSI's at this intersection to include a serious (SI) of a minor child who was walking her bicycle. There is no traffic calming coming off the bridge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | YABA        |
| 248 Bridge Street, Yuba City | I was eastbound (against traffic) on my bike because this is the only bike lane connecting to an eastbound crossing of the 5th St bridge. At this curve I was nearly hit head-on by a Yuba City Fire Engine that was driving over the limit line in the bicycle lane. Had I not been paying attention and not moved to the curb I would have been (probably) fatally hit. The driver was not paying attention. The fire engine was not speeding or driving to an emergency. It was simply in the bike lane. There are no barriers for this bike lane but there should be.                                                                                                                                                                                                                                                                                                                                                                 |             |
| 635 Sutter Street, Yuba City | Southbound Sutter St after coming off of the 5th Street Bridge is an unsafe merge into traffic without a bicycle lane on Sutter Street.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | YABA        |

| Nearest Address               | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Screen name |
|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 641 Sutter Street, Yuba City  | This intersection is an unsafe cluster/diversion for cyclists after being routed off the bridge. Cyclists changing direction to northbound from an westbound crossing are forced to cross traffic on the wrong side, against the flow of vehicle traffic where there is no designated bike lane northbound on Sutter Street. To continue westbound, cyclists must transition to an unprotected bike lane on 5th street that ends at Shasta Street.                                                                                                                                             |             |
| 639 Sutter Street, Yuba City  | 5th Street Bridge forces bicycles off of 5th Street and relegates them to one side of the bridge for both directions without a safe protected way to continue on 5th Street even though there is a designated bike lane.                                                                                                                                                                                                                                                                                                                                                                       | YABA        |
| 1112 Simpson Lane, Linda      | Simpson Lane overcrossing is the only "local (county)" connecting road to Marysville from Linda and the residential areas south of the Yuba River. The only other crossing is at E Street Bridge where Caltrans has provided no safe route. Simpson Lane is a high speed (55 mph +) two-lane commercial truck route facility with inadequate clear recovery, zero traffic controls, zero designated bike or ped facility, and zero lighting or passive speed control signs. This facility is dangerous for all users, especially bicycle and pedestrians trying to access Marysville services. | YABA        |
| 505 6th Street, Marysville    | 6th Street between Yuba Street and J Street is a designated bicycle boulevard. The entire road is shared with bicycles. There are not enough signs and sharrows telling motorists to slow down and to share this road.                                                                                                                                                                                                                                                                                                                                                                         | YABA        |
| California Highway 70, Linda  | There is no designated bicycle lane into Marysville from Linda/Olivehurst. SR70 crossing is completely deficient in bike/ped facilities. Many many bike/ped crossings per day, including motorized wheelchairs within 1-2 feet proximity of high speed semi truck and vehicle traffic on one side and a 30" high rail barrier over the side of the bridge. No lighting, no connectivity for bike/ped/rolling users. No ADA, no signs, no beacons, no safety barriers. Bridge walkway is only 38" wide.                                                                                         | YABA        |
| 1277 Simpson Lane, Linda      | Very unsafe due to high speed truck and vehicle traffic 60mph and no barrier protection in the clear recovery zone which serves as unofficial bike and ped lane, no lighting, no signs, no delineation, no beacons or traffic calming, no ped crossings, and highway speeds in very close proximity to bicycle traffic. Simpson Lane is the only river crossing into Marysville beside the State Highway at E Street. I ride Simpson Lane and have had several very close calls.                                                                                                               | zerovmt     |
| 1222 Colusa Avenue, Yuba City | No hay suficiente espacio en las calles principales para bicicletas, hace falta un carril específico para ciclistas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Lisa        |

## Walking Safety Comments

| Nearest Address                         | Comment                                                                                                                                                                                                                                                                                                                                                                                                               | Screen name           |
|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| 1526 McGowan Parkway, Arboga            | I propose to build a sidewalk to be able to walk from the gas station to the Mac Gowan park so people who needs to take the public bus at the bus station can walk safely.                                                                                                                                                                                                                                            | Walking safely        |
| Arboga Road, Olivehurst                 | Speed Limit on Arboga Rd between McGowan Pkwy and Ella Ave is currently 55 mph. There is a stop sign at McGowan and a stop sign at Ella. There are six crosswalks and four left turn options in this stretch of road. Speed limit is excessive (but may have been appropriate in the past before housing developments were built). Many drivers seem to drive about 45 mph. Suggestion: reduce speed limit to 45 mph. | Michael Scully-Linder |
| 1148 North Beale Road, Linda            | Bike and Peds are at risk in this entire area. Poor lighting, poor signalized intersections, poor delineated markings, lack of signage and beaconized crossings, etc. Very high risk area.                                                                                                                                                                                                                            | YABA                  |
| 1830 B Street, Marysville               | There have been KSI's here involving students due to the amount and high speeds of state highway traffic. There are not enough traffic calming measures in the school zone. Caltrans Binny Junction project build alternative did not adequately address the KSI's and preventative measures. Caltrans proposes to increase the speed limit to 45mph here.                                                            | YABA                  |
| 12913 Rices Crossing Road, Oregon House | I propose to build a sidewalk to be able to walk from the gas station to the Mac Gowan park so people who needs to take the public bus at the bus station can walk safely.                                                                                                                                                                                                                                            | Walking safely        |
| 13857 Phoenix Ave, Oregon House         | Concerning the section of Rices Crossing Road south of Rices Texas Hill Road: There is no pedestrian lane, nor space for pedestrians, on this section. Could there be better signage to warn drivers, and/or post a speed limit?                                                                                                                                                                                      | Rodney Carter         |
| 9872 Texas Hill Road, Oregon House      | Need an oval walking track so the community has some where safe to walk.<br><br>We have the space - 5 acres of community space available                                                                                                                                                                                                                                                                              | Margaret Fowler       |
| 1429 Phillips Road, Yuba City           | This is a public K-10 school it needs a well established walking path                                                                                                                                                                                                                                                                                                                                                 | Margaret Fowler       |
| 1830 B Street, Marysville               | Crosswalk for children in front of elementary                                                                                                                                                                                                                                                                                                                                                                         | Bshackle              |
| 1222 Colusa Avenue, Yuba City           | Marysville Charter kids cross this intersection of a busy highway to go to the center across the street to use as a gym since their school does not have one. I worry how fast people drive on this highway that a kid may get hit. Is there anyway we can make this safer for kids who cross multiple times a day.                                                                                                   | Sal                   |
| 1830 North Beale Road, Linda            | The neighborhood is not well lit at all. Very unsafe for walks in the evening. In addition there has been several car break in as well as thefts and with proper lighting some of these crimes would not occur as lighting would be a deterrent.                                                                                                                                                                      | E.McKnight            |
| 1500 North Beale Road, Linda            | A flashing beacon here will really help getting vehicles to stop and allow me to cross and get to nearby stores across the street.                                                                                                                                                                                                                                                                                    | JG                    |



| Nearest Address                   | Comment                                                                                                                                                                                                                                                                                           | Screen name |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 2371 North Beale Road, Marysville | I feel a flashing beacon here will help me and others cross N. Beale Rd from the apartments and other homes to the nearby plaza.                                                                                                                                                                  | Resident X  |
| 3120 Forty Mile Road, Wheatland   | The intersection of N. Beale Rd and Goldfields Pkwy is really dark. I feel unsafe walking when its dark out. I would like to suggest lighting at the intersection and along N. Beale Rd.                                                                                                          | Resident X  |
| 1526 McGowan Parkway, Arboga      | I have often seen pedestrians walking on the east side of Forty Mile Rd when there is a concert at the Toyota Amphitheatre. To avoid parking at the Amphitheatre, concert-goers will park at the Hard Rock Cafe and walk. After the concert seems really unsafe considering the lack of lighting. | Mr. W       |

## Walking Safety Comments

| Nearest Address                                              | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Screen name                   |
|--------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
| 9201c Larkin Road, Live Oak, California 95953, United States | Cars often drive dangerously beyond the 35 speed limit here, especially when coming northbound into Live Oak on Larkin. There is a speed limit change from 55 to 35mph a little before the River Valley nursing home, but most are going over 55 and continue to go that speed past the nursing home. There is a lot of traffic coming in and out of the nursing home parking lot and speeding on Larkin makes this area very dangerous. I have also seen wreckless speeders crash into the backs of cars that have slowed down or stopped on the road waiting to turn into the homes on Larkin. There are a couple of speed change warning signs and a radar warning, but it seems nobody cares. Maybe a slight speed bump and flashing lights could help? |                               |
| 1764 Tierra Buena Road, Yuba City                            | Drivers do a rolling stop or at times not stop at all.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                               |
| California Highway 65, Wheatland                             | The bottlenecked traffic that has to get through Wheatland is a safety concern. All of the new homes/apartments =more traffic. In the event of an emergency there is NO way to safely get out. There's not even passing lanes. Stop being greedy and find a way to re-route the 65 or add lanes.                                                                                                                                                                                                                                                                                                                                                                                                                                                            | A concerned Wheatland citizen |
| 126 12th Street, Marysville                                  | There is heavy traffic congestion in this area between 07:20 am – 07:45 am. Typically, most people turning left onto B ST, from 12th ST, also need to quickly merge for the upcoming turn on 9th ST. There are merging issues and this contributes to the growing traffic on B ST.                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Brittney                      |
| 3986 Wheatland Road, Wheatland                               | Big dip in the road. This has gotten worse and worse over the last couple years. Even traveling at posted speed limit this dip is cause for concern. Please look into repairing it.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Darren                        |
| 985 Hillcrest Avenue, Yuba City                              | Yuba City Hwy 20 at Shasta St intersection, median divide the visibility is extremely poor and very low height.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Jo                            |
| 1222 Colusa Avenue, Yuba City                                | Queens Ave overpass, 2 stoplights cause bottleneck traffic during peak commute hours. This endangers traffic on northbound West Onstott Rd and also the kids E-Learning access On Queens Ave                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Jo                            |
| 425 9th Street, Marysville                                   | Speed bumps need reflective because they are hard to see                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Mark Hubble                   |
| 13623 Rices Crossing Road, Oregon House                      | There have been several crashes at the intersection of Marysville Road and Rices Crossing Road, some fatal. I was involved in one of them. Visibility is poor on both approaches to the intersection. The traffic can be heavy. Some drivers approach the intersection at speeds in excess of 55 miles per hour. The speed limit isn't posted there, so drivers can assume it is still 55 miles per hour, as it is on both approaches to the intersection. A few seconds of inattention can therefore result in a violent collision at the intersection. Such collisions have occurred a number of times.                                                                                                                                                   | Henry Knapp                   |
| 231 South Walton Avenue, Yuba City                           | There needs to be a turn lane here. Traffic backs up excessively when drivers try to make a left turn into the Berkshire neighborhood. Often times its a full stop in traffic nearly causing collisions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Anonymous                     |

| Nearest Address                         | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Screen name         |
|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| 1289 Lincoln Road, Yuba City            | Left turn lane is not long enough. Cars often miss the signal due to access to the turn lane being blocked. This has resulted in cars using the oncoming traffic lane as a way to bypass traffic that is going straight. I have seen collisions happen here because of this.                                                                                                                                                                                                                                                                                                                                            | Anonymous           |
| Pasado Road, Olivehurst                 | Need to add traffic lights, its almost impossible to turn left on Erle Rd. due to ongoing traffic..                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                     |
| Plumas Arboga Road, Arboga              | So many accidents at this intersection. Needs a light or lighted stop signs immediately                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                     |
| 3992 Wheatland Road, Wheatland          | Seems like a pipe or culvert is broke and the road has settled. Big drop in the road that has continually gotten worse.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Ashley Ferreira     |
| 1649 Broadway Road, Arboga              | Trying to navigate through this area during school drop offs & pickup times. The road gets blocked in several directions. Many local residents can not even leave their homes during school hours.                                                                                                                                                                                                                                                                                                                                                                                                                      | carrway             |
| 12510 Rices Crossing Road, Oregon House | "Rices Crossing is narrow in places, and people have run off the side of the road. The biggest concern, however, is emergency egress in case of a wildfire. As a Director of the Dobbins/Oregon House Fire Protection District, I anticipate that emergency egress issues will severely impact the ability of the Fire district to respond to an emergency. See this link for a compilation of letters sent to Yuba County about Rices Crossing Road: <a href="https://foothillwatercoalition.org/records/links/24-12-30_wf_letters.html">https://foothillwatercoalition.org/records/links/24-12-30_wf_letters.html</a> | Charles Sharp       |
| 1222 Colusa Avenue, Yuba City           | Hay demaciados carros en esta pequeña ciudad. Deberia haber mas transporte publico                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Hilda               |
| 1548 Erle Road, Linda                   | North bound cars here often make their own lane to make a right turn on to Erle Rd. New striping is necessary also see a lot of kids on bikes on the road on Lindhurst Ave                                                                                                                                                                                                                                                                                                                                                                                                                                              | Private             |
| 1222 Colusa Avenue, Yuba City           | Recorrer la pequeña ciudad de Yuba es todo un reto y toma demaciado tiempo. Hay demaciados semaforos, las glorietas creo pueden ser mejor opcion para las calles principales en vez de tanta luz. De igual manera en zonas residenciales puede funcionar mejor Stop signs y detectores de velocidad en diferentes zonas.                                                                                                                                                                                                                                                                                                | Lisa                |
| 1311 Oswald Road, Yuba City             | I have seen many many crash's and also have been a victim of a crash right in the section of the road. People travel way to fast and many have been killed her due to traffic accidents. They're should be a light here.                                                                                                                                                                                                                                                                                                                                                                                                |                     |
| 1991 McGowan Parkway, Olivehurst        | Crash happened on December 25, 2024. unknown cause however it was a two car collision. This is a four way stop intersection and can sometimes be challenging when school ends for the day and traffic piles up with kids walking home after school.                                                                                                                                                                                                                                                                                                                                                                     | Olivehurst Resident |





## Appendix C

# Safety Corridor Background & Technical Methodology



# Appendix C: Safety Corridor Background and Technical Methodology

This section discusses the methodology used for the identification of safety corridors, the roads that had the highest number and risk of crashes resulting in severe injury or death.

## Policy Background: Assembly Bill 43

Assembly Bill (AB) 43 is state traffic safety legislation aimed at reducing road fatalities by giving local governments more flexibility in setting speed limits. AB 43 enables cities to consider pedestrian and cyclist safety, school zones, and accident history when setting speed limits. If a jurisdiction, after completing an engineering and traffic survey, finds that the speed limit on a roadway segment is higher than reasonable or safe, they may declare a default speed limit that has been reduced an additional five miles per hour if that segment is designated as a safety corridor. A safety corridor is a roadway segment within an overall roadway network where the highest number of serious injury and fatality crashes occur.

The Safety Corridor Definition Requirements from the California Traffic Control Devices Committee (CTCDC) proposes the following factors to influence collision weighting:

- Crash severity
- Crash mode
- Disadvantaged Community status
- Vulnerable populations: Seniors (age 65+) and youth (under age 15)
- School proximity (within 0.25 miles)

Additionally, the AB 43 legislation language states that “a local authority shall not deem more than one-fifth of their streets as Safety Corridors.” Safety Corridors should account for at least 25% of KSI collisions. While the Safety Corridors definition can now be used for identifying AB 43 posted speed reduction locations, the State will likely expand use of this definition to additional safety-related programs, policies, and funding sources.

More information is available here: <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ctcdc/ctcdc-agenda-item-21-16-020223-ally.pdf>

## Safety Corridors Data

### Collision Data

The Safety Corridor/High-Injury Network was developed using the 6-year collision dataset for 2018–2023 from the SWITRS database. This dataset only included injury collisions (i.e. excluding Property Damage Only collisions, where an injury was not reported) and included collisions on surface streets, state facilities, at freeway ramp intersections, and on freeways.

## Contextual Data

In addition to collision data, the Safety Corridor methodology used the following contextual datasets:

- Yuba County and Sutter County centerline files merged
- USDOT Equitable Transportation Community (ETC)
- Transit stops locations
- Big data representing observed vehicle speed, aggregated to the segment level, from Wejo

## Collision Severity Weighting

Collision weights are derived based on 2022 California Local Road Safety Manual (LRSM) crash costs for each collision severity. This method is similar to the Highway Safety Manual (HSM) Equivalent Property Damage Only (EPDO) weighting method but uses the “Complaint of Pain” severity level as its baseline, because Property Damage Only (PDO) collisions are not included in the Safety Corridor Network.

Cost assumptions from the 2022 Caltrans LRSM are based on costs included in the HSM First Edition, with costs adjusted to 2022 dollars. The HSM uses “comprehensive” or “societal” crash costs to associate costs with each crash severity level. Comprehensive costs include both economic costs and monetized pain and suffering costs. Economic costs are monetary costs associated with emergency services deployment, medical services, productivity loss due to victim injury, insurance and legal costs, costs as a result of congestion impacts as a result of the collision, and property damage costs. Monetized pain and suffering costs are an assumption of the costs associated with lost quality-of-life (or Quality-Adjusted Life Years [QALY]), accounting for reductions in life expectancy and quality of life changes as a result of a crash.

For this analysis, the square root of the cost assumption was used to lower the collision severity weight to give more weight to the contextual factors.

This methodology uses **all injury collisions** in Safety Corridor development (as opposed to KSI only).

**Table 1: Collision Weights**

| Severity                            | Crash Cost      | Weight |
|-------------------------------------|-----------------|--------|
| Fatal and Severe Injury (KSI)       | \$2,363,666.67* | 5.1    |
| Evident Injury – Other Visible      | \$159,900       | 1.4    |
| Possible Injury – Complaint of Pain | \$90,900        | 1      |

\*The fatal and severe injury (KSI) collision cost is an average of the location type costs (signalized intersections, non-signalized intersections, roadway).

\*\*Rounded to nearest whole number.



# Safety Corridors Development Methodology

## Risk Factor Methodology

This methodology uses a systemic safety analysis methodology to build a network of Safety Corridors that incorporates a proactive approach, rather than relying only on collision history to identify priority locations. Known roadway and contextual risk factors were also scored for both segment and intersection locations, regardless of that location's history of injury collisions. Risk factors are based on recommendations within one or more of the following resources:

- *Prioritization of Highway Safety Manual (HSM) Data Variables Using Random Forest Algorithm*, TRB, 2014
- *Systemic Pedestrian Safety Analysis*, NCHRP, 2018
- *Guide for Quantitative Approaches to Systemic Safety Analysis*, NCHRP, 2020
- *Recommendations for California Statewide Guidance: High Injury Networks*, California Strategic Highway Safety Plan Bicycle and Pedestrian Challenge Area, 2021

Location factors were applied to the segment or intersection, rather than the collision. Under this option, the cumulative score for a single collision can range from 1 to 11.1. The cumulative score for a single intersection or segment, independent of collisions, can range from 0 to 18. Cumulative scores for collisions and locations were summed when collisions are aggregated to segments and intersections (see following section for more detail). A segment with all location-based risk factors and no injury collision history would score a total of 15. **Table 2** presents the variables and their associated scores.

## Associating Collisions to Corridors

The following section outlines the major steps of the methodology for associating collisions with roadway segments and intersections.

- 1) **Associating Collisions to Roadway Segments:** Collisions were associated to roadway segments using a 45-foot roadway segment buffer. Collisions within 45' of multiple roadway segments (e.g. at an intersection) were assigned to each segment and were double counted.
- 2) **Calculate Safety Corridor Index:** A score for each roadway and/or intersection (known as the Safety Corridor Index) was calculated by aggregating the weighted collision and risk factor sums, which was joined to the network in the previous step.
- 3) **Corridor Building:** The top 90<sup>th</sup> percentile scoring segments were identified and connected to form the network of Safety Corridors. Quarter-mile segments are dissolved together based on proximity. If the distance between 95<sup>th</sup> percentile scoring segments is a half mile or less and segments have the same roadway name, they were connected. Additionally, if the distance between a 90<sup>th</sup> percentile scoring segment and the end of the roadway is a half mile or less, the segment was be extended to the end of the roadway. Safety corridors were 0.5 miles and longer as a result of this process.
- 4) **Corridor Check and Refinement:** Verify that the Safety Corridor accurately incorporates the 95<sup>th</sup> percentile scoring segment gap threshold into the final Safety Corridors.

**Table 2: Safety Corridors Scoring**

| Variable                                                                                       | Value                                | Score |
|------------------------------------------------------------------------------------------------|--------------------------------------|-------|
| <b><u>Collision Factors</u></b>                                                                |                                      |       |
| <b><i>Collision Severity (factors are mutually exclusive)* – applied to collision</i></b>      |                                      |       |
| Fatal and Severe Injury (KSI)                                                                  | 0 or 1                               | 5.1   |
| Evident Injury – Other Visible                                                                 | 0 or 1                               | 1.4   |
| Possible Injury – Complaint of Pain                                                            | 0 or 1                               | 1     |
| <b><i>Additional Factors (factors not mutually exclusive) – applied to collision</i></b>       |                                      |       |
| Mode: involves bicyclist or pedestrian                                                         | 0 or 1                               | 3     |
| Vulnerable population: Injury and fatality victims age 65+ or 17 and under                     | 0 or 1                               | 3     |
| <b><u>Contextual Factors</u></b>                                                               |                                      |       |
| <b><i>Location Factors (factors not mutually exclusive) – applied to segment</i></b>           |                                      |       |
| USDOT Equitable Transportation Community (ETC) Disadvantaged Communities Index Percentile Rank | 0 <sup>th</sup> to 65 <sup>th</sup>  | 0     |
|                                                                                                | 65 <sup>th</sup> to 80 <sup>th</sup> | 1     |
|                                                                                                | >80 <sup>th</sup> percentile         | 2     |
| Within 1,000' of a school (public or private)                                                  | 0 or 1                               | 2     |
| Presence of transit stop (within 500')                                                         | 0 or 1                               | 2     |
| <b><i>Roadway Risk Factors (factors not mutually exclusive) – applied to segment</i></b>       |                                      |       |
| High ADT (segments with 30,000+ ADT)**                                                         | 0 – 9,000                            | 0     |
|                                                                                                | 9,001 – 14,999                       | 1     |
|                                                                                                | 15,000 – 29,999                      | 2     |
|                                                                                                | +30,000                              | 3     |
| Observed Speeds***                                                                             | 0 – 20 MPH                           | 0     |
|                                                                                                | 20 – 30 MPH                          | 1     |
|                                                                                                | 30 – 40 MPH                          | 2     |
|                                                                                                | >40 MPH                              | 3     |
| <b><i>Roadway Classification Multiplier for Roadway Risk Factors****</i></b>                   |                                      |       |
| Roadway Classification Multiplier                                                              | Local                                | 2     |
|                                                                                                | Collector                            | 1.5   |
|                                                                                                | Arterial                             | 1     |
|                                                                                                | Expressway                           | 1     |

\*Scores based on square root of ratios of crash cost.

\*\* Data source: SACSIM Model Volumes

\*\*\*Data source: 2022 Wejo connected vehicle data

\*\*\*\*Multiply the combined score of the volume and speed roadway risk factors by its roadway classification. This is used to identify discrepancies or differences between roadway classifications/design and the actual volume or speed of the facility.

\*\*\*\*\*All roadways with no ADT were assigned ADT based on local expertise and roadway engineering judgment.





# Appendix D

## Safety Countermeasure Toolbox



This appendix presents a toolbox of safety countermeasures that can be deployed to address crash trends and the systemic factors behind them. Systemic improvements, both engineering and programmatic/non-engineering related, were identified for implementation.

### What Are Engineering Countermeasures?

Engineering countermeasures are physical, infrastructure-based improvements that can be made to roadways to reduce likelihood of crashes.

Example: Rectangular Rapid Flashing Beacon



### What Are Programmatic/Non-engineering Countermeasures?

Programmatic/Non-engineering countermeasures introduce education, enforcement, and other policy instruments as means of encouraging safer roadways through user behavior, and they can be used to tackle traffic safety problems such as alcohol and drug impaired driving, distracted driving, speeding, and pedestrian and bicyclist safety.

Example: OTS Go Safely California campaign resources





# Engineering Countermeasures

The purpose of this Engineering Countermeasure Toolbox is to establish a shared understanding of key strategies available to address roadway safety issues in the Yuba-Sutter Region that align with the Safe System Approach. The Toolbox describes a variety of countermeasures and how they can be applied to improve safety. It also includes general information about each tool's application, typical placement contexts, estimated costs, and tiers within the FHWA Safety System Hierarchy.

The countermeasure toolbox includes:

Countermeasure title

Countermeasure icon

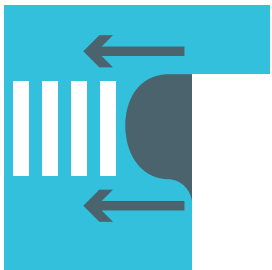
Federal Highway Administration (FHWA) proven countermeasure

Context to implement countermeasure

Local Roadway Safety Manual ID

Cost to implement countermeasure

Curb Extensions



FHWA PROVEN COUNTERMEASURE

Context

Urban

LRSM ID

NS21PB

Cost

\$\$

Low-Cost / Quick-Build Alternative Available

Description

Curb extensions are sidewalk widenings at corners or crosswalks that make it safer and easier for people to cross the street. They shorten the distance pedestrians have to walk and improve visibility between drivers and people crossing—especially when parked cars might block the view. Paint and plastic curb extensions are a quick and low-cost way to try out this safety feature before making it permanent.

Safe System Hierarchy

Tier 1

Remove Severe Conflicts

Tier 2

Reduce Vehicle Speeds

Tier 3

Manage Conflicts in Time

Tier 4

Increase Attentiveness and Awareness

Countermeasure description

Countermeasure type

FHWA Safe System Roadway Design Hierarchy that that helps identify and prioritize strategies to reduce traffic-related injuries and fatalities

4 Yuba-Sutter

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Engineering Countermeasure Toolbox List

A. Bikeways

Bicycle Crossing (Solid Green Paint)  
Bicycle Ramp  
Bicycle Signal/Exclusive Bike Phase  
Bicycles May Use Full Lane Sign  
Bike Box  
Bike Detection  
Bike Lane  
Bike-Friendly Grate  
Buffered Bike Lane  
Door Zone Markings  
Extend Green Time For Bikes  
Floating Transit Island or Bus Boarding Island  
Green Conflict Striping  
Mixing Zone  
Separated Bikeway  
Shared-Use Path  
Through Bike Lane at Intersection  
Two-Stage Turn Queue Bike Box

B. Pedestrian Facilities

Add Sidewalk  
Audible Push Button Upgrade  
Co-Locate Bus Stops and Pedestrian Crossings  
Curb Extensions  
Extend Time Push Button  
High-Visibility Crosswalk  
Install/Upgrade Pedestrian Crossing at Uncontrolled Locations (Signs and Markings Only)  
Landscape Buffer  
Leading Pedestrian Interval and Pedestrian Recall  
Pedestrian Countdown Timer  
Pedestrian Detection  
Pedestrian Hybrid Beacon  
Rectangular Rapid Flashing Beacon  
Remove Crossing Prohibition  
Restripe Crosswalk  
Upgrade Curb Ramp  
Widen Sidewalk

C. Intersections & Roadways

All-Way Stop Control  
Centerline Hardening  
Close Slip Lane  
Directional Median Openings to Restrict Left Turns  
Guardrail  
Improved Pavement Friction  
Intersection Lighting  
Intersection Reconstruction and Tightening  
Lane Narrowing  
Median Barrier  
Median Guardrail  
Neighborhood Traffic Circle  
Partial Closure/Diverter  
Protected Intersection  
Raised Crosswalk  
Raised Intersection  
Raised Median  
Reduced Left-Turn Conflict Intersection  
Refuge Island  
Road Diet  
Roundabout  
Rumble Strips  
Safety Edge  
Slow Turn Wedge  
Speed Hump or Speed Table  
Splitter Island  
Straighten Crosswalk  
Superelevation at Horizontal Curve Locations  
Traffic Signal  
Widen/Pave Shoulder

D. Signals

Advanced Dilemma Zone Detection  
All-Red Signal Time  
Extend Pedestrian Crossing Time  
Flashing Yellow Turn Phase  
Pedestrian Scramble  
Prohibit Left Turn  
Prohibit Right-Turn-on-Red  
Prohibit Turns During Pedestrian Phase (Blank-out Signs)  
Protected Left Turns  
Retroreflective Tape on Signals  
Separate Right-Turn Phasing  
Shorten Cycle Length  
Signal Interconnectivity and Coordination / Green Wave  
Speed Sensitive Rest in Red Signal  
Supplemental Signal Heads  
Upgrade Signal Head

E. Signing & Striping

Advance Stop Bar  
Chevron Signs on Horizontal Curves  
Curve Advance Warning Sign  
Flashing Beacon as Advance Warning  
LED-Enhanced Sign  
Painted Centerline and Raised Pavement Markers at Curves on Residential Streets  
Speed Feedback Sign  
Speed Legends on Pavement at Neighborhood Entries  
Striping Through Intersection  
Time-Based Turn Restriction  
Upgrade Intersection Pavement Markings  
Upgrade Signs with Fluorescent Sheeting  
Upgrade Striping  
Upgrade to Larger Warning Signs  
Wayfinding  
Yield Markings  
Yield To Pedestrians Sign

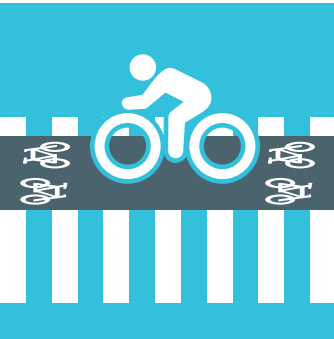
F. Others

Back-In Angled Parking  
Driveway Consolidation  
Street Lighting  
Clear Zone  
Curbside Management  
Far-Side Bus Stop  
Delineators, Reflectors, and/or Object Markers  
Impact Attenuators  
Speed Limit Reduction  
Relocate Hazardous Utility Poles  
Remove Obstructions For Sightlines  
Upgrade Lighting to LED  
Red Light Camera  
Traffic Camera/Closed Circuit TV Camera



Bicycle Crossing (Dashed Green Paint)

BIKEWAYS



Description

Dashed green paint across an intersection that signifies the bicycle crossing. Increases the visibility of bicyclists' anticipated path of travel.



Context Urban  
LRSM ID N/A  
Cost \$

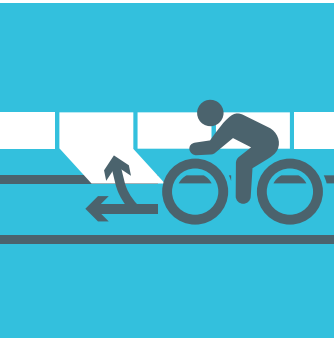
Low-Cost / Quick-Build  
Alternative Available

Safe System Hierarchy

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Bicycle Ramp

BIKEWAYS



Description

A ramp, typically at intersections, that connects on-street bike lanes to a shared-use path or sidewalk-level separated bikeway.

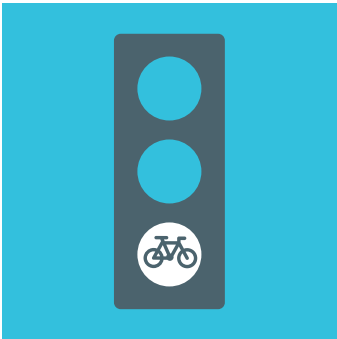
Context Urban/Rural  
LRSM ID N/A  
Cost \$

Safe System Hierarchy

- ☒ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Bicycle Signal/Exclusive Bike Phase

BIKEWAYS



Description

A traffic signal that directs bicycle traffic across an intersection. Separates bicycle movements in time from conflicting motor vehicle, transit, or pedestrian movements. Most applicable for separated bikeway facilities or shared-use paths.



Context Urban/Rural  
LRSM ID N/A  
Cost \$\$\$

Safe System Hierarchy

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☒ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Bicycles May Use Full Lane Sign

BIKEWAYS



Description

A sign placed on roadways categorized as bike routes to indicate that bicyclists may occupy the full travel lane. Intended to encourage motorists to slow and yield to bicyclists until it is safe to pass. Also encourages bicyclists not to ride within the door zone if on-street parking is present.



Context Urban/Rural  
LRSM ID N/A  
Cost \$

Low-Cost / Quick-Build  
Alternative Available

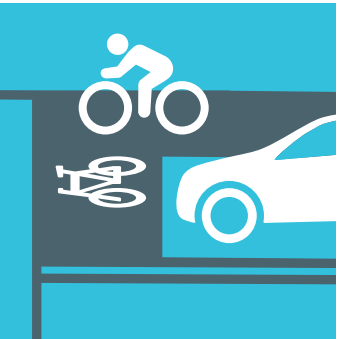
Safe System Hierarchy

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness



Bike Box

BIKEWAYS



**Description**

A bike box is a designated area (often painted green) between the crosswalk and vehicle stop bar at a signalized intersection where bicyclists can wait during a red signal phase. The bike box places bicyclists in a location where they are more visible to motorists and is typically used to facilitate left turn movements.

FHWA PROVEN COUNTERMEASURE

Context

Urban

LRSM ID

S20PB

Cost

\$

Low-Cost / Quick-Build  
Alternative Available

**Safe System Hierarchy**

☐ Tier 1

Remove Severe Conflicts

☐ Tier 2

Reduce Vehicle Speeds

☐ Tier 3

Manage Conflicts in Time

☒ Tier 4

Increase Attentiveness and Awareness

Bike Detection

BIKEWAYS



**Description**

Bike detection is technology used at signalized intersections—in the form of push buttons, in-pavement loops, or video/infrared cameras—to initiate a green light for bicyclists and reduce delay for bicycle travel. Discourages bicyclists from running red lights and increases the convenience of bicycling.

FHWA PROVEN COUNTERMEASURE

Context

Urban/Rural

LRSM ID

N/A

Cost

\$\$

**Safe System Hierarchy**

☐ Tier 1

Remove Severe Conflicts

☐ Tier 2

Reduce Vehicle Speeds

☒ Tier 3

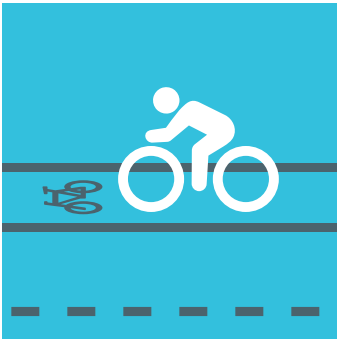
Manage Conflicts in Time

☐ Tier 4

Increase Attentiveness and Awareness

Bike Lane

BIKEWAYS



**Description**

Bike lanes designate an exclusive space for bicyclists using pavement markings and signage. The bike lane is located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge, or parking lane.

FHWA PROVEN COUNTERMEASURE

Context

Urban/Rural

LRSM ID

R32PB

Cost

\$\$

Low-Cost / Quick-Build  
Alternative Available

**Safe System Hierarchy**

☒ Tier 1

Remove Severe Conflicts

☐ Tier 2

Reduce Vehicle Speeds

☐ Tier 3

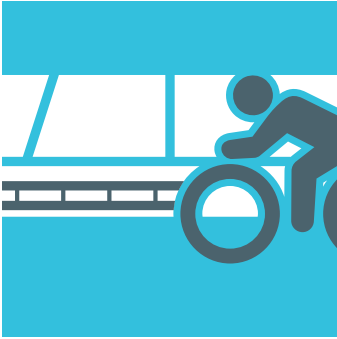
Manage Conflicts in Time

☐ Tier 4

Increase Attentiveness and Awareness

Bike-Friendly Grate

BIKEWAYS



**Description**

Bike-friendly grates are drainage inlets that have transverse or gridded grates to prevent bike tires from falling through the grate and causing a crash.

FHWA PROVEN COUNTERMEASURE

Context

Urban/Rural

LRSM ID

N/A

Cost

\$\$

**Safe System Hierarchy**

☒ Tier 1

Remove Severe Conflicts

☐ Tier 2

Reduce Vehicle Speeds

☐ Tier 3

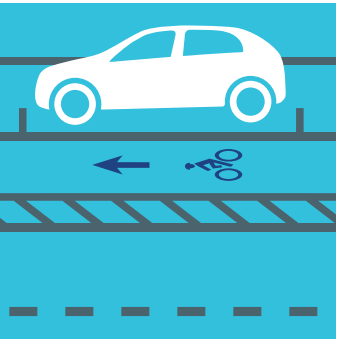
Manage Conflicts in Time

☐ Tier 4

Increase Attentiveness and Awareness

Buffered Bike Lane

BIKEWAYS



Description

Buffered bike lanes have a designated painted buffer space, creating additional horizontal distance from the adjacent motor vehicle travel lane and/or parking lane. Buffers provide greater space for bicycling without making the bike lane appear so wide that it might be mistaken for a travel lane.



**Context** Urban/Rural  
**LRSM ID** R32PB  
**Cost** \$\$

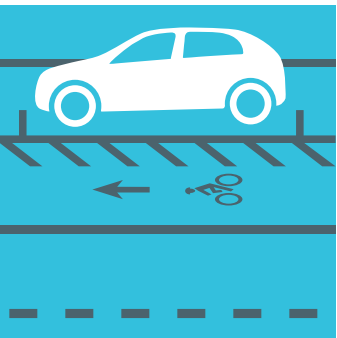
Low-Cost / Quick-Build  
Alternative Available

Safe System Hierarchy

- ☒ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Door Zone Markings

BIKEWAYS



Description

These pavement markings denote the door zone of parked vehicles, to raise awareness for both bicyclists and motorists of the conflict area—in which an open car door could obstruct the path of a passing bicyclist.

**Context** Urban  
**LRSM ID** N/A  
**Cost** \$

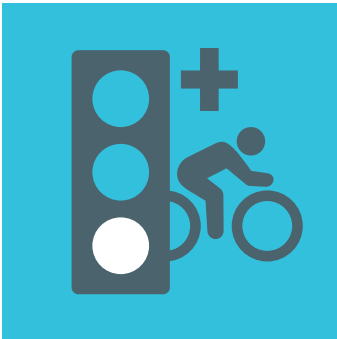
Low-Cost / Quick-Build  
Alternative Available

Safe System Hierarchy

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Extend Green Time For Bikes

BIKEWAYS



Description

A longer green phase when bicyclists are present provides additional time for bicyclists to clear the intersection. It can occur automatically in the signal phasing, or be prompted with bicycle detection. Topography should be considered in clearance time.

**Context** Urban/Rural  
**LRSM ID** S03  
**Cost** \$

Safe System Hierarchy

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☒ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Floating Transit Island or Bus Boarding Island

BIKEWAYS



Description

Transit/boarding islands allow bicycles to pass between the sidewalk and transit boarding area, thereby avoiding bus-bike conflicts at the transit stop. Can be used in combination with a bike lane, buffered bike lane, or separated bikeway. The treatment can also reduce vehicle speeds, as the island itself visually narrows the roadway and can have a traffic calming effect with in-lane bus stops.

**Context** Urban  
**LRSM ID** N/A  
**Cost** \$\$

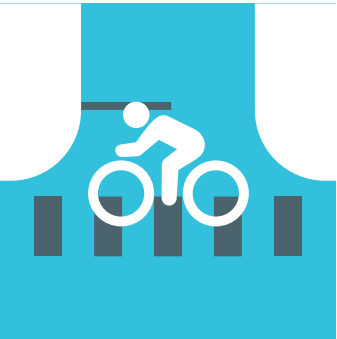
Low-Cost / Quick-Build  
Alternative Available

Safe System Hierarchy

- ☒ Tier 1 Remove Severe Conflicts
- ☒ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Green Conflict Striping

BIKEWAYS



**Description**

Conflict striping is green pavement markings in a dashed pattern that extend across bike lanes, specifically when approaching an intersection and/or going through an intersection or major driveway. Improves awareness bicycle-car conflict points.

FHWA PROVEN COUNTERMEASURE

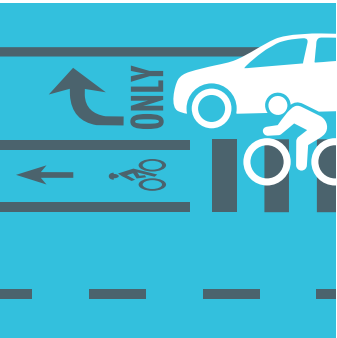
**Context** Urban/Rural  
**LRSM ID** N/A  
**Cost** \$

Low-Cost / Quick-Build  
Alternative Available

- Safe System Hierarchy**
- ☐ Tier 1 Remove Severe Conflicts
  - ☐ Tier 2 Reduce Vehicle Speeds
  - ☐ Tier 3 Manage Conflicts in Time
  - ☒ Tier 4 Increase Attentiveness and Awareness

Mixing Zone

BIKEWAYS



**Description**

A mixing zone is a designated area in an intersection where bicyclists and motorists share the same space, often due to a bike lane transitioning into a shared lane. Lane markings increase awareness for bicyclists and motorists, indicating the intended shared lane.

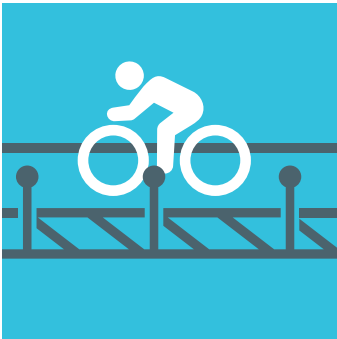
**Context** Urban  
**LRSM ID** N/A  
**Cost** \$

Low-Cost / Quick-Build  
Alternative Available

- Safe System Hierarchy**
- ☐ Tier 1 Remove Severe Conflicts
  - ☐ Tier 2 Reduce Vehicle Speeds
  - ☐ Tier 3 Manage Conflicts in Time
  - ☒ Tier 4 Increase Attentiveness and Awareness

Separated Bikeway

BIKEWAYS



**Description**

A separated bikeway, also called protected bike lanes or cycletrack, provides dedicated street space for bicyclists, typically adjacent to outer vehicle travel lanes, with physical separation from vehicle traffic, designated lane markings and signage. Physical separation may consist of plastic posts, parked vehicles, raised median, or a curb (if the separated bike lane is raised to sidewalk level). The separation reduces the risk of severe conflicts between bicycles and vehicles on the road, and also reduces conflicts between people biking and walking as compared to a shared-use path.

FHWA PROVEN COUNTERMEASURE

**Context** Urban/Rural  
**LRSM ID** R33PB  
**Cost** \$\$\$

Low-Cost / Quick-Build  
Alternative Available

- Safe System Hierarchy**
- ☒ Tier 1 Remove Severe Conflicts
  - ☐ Tier 2 Reduce Vehicle Speeds
  - ☐ Tier 3 Manage Conflicts in Time
  - ☐ Tier 4 Increase Attentiveness and Awareness

Shared-Use Path

BIKEWAYS



**Description**

Shared-use paths or trails are off-street facilities that provide exclusive use for nonmotorized travel, including bicyclists and pedestrians. They can be located alongside a roadway (referred to as a Side Path), or exist in a separate right-of-way.

FHWA PROVEN COUNTERMEASURE

**Context** Urban/Rural  
**LRSM ID** N/A  
**Cost** \$\$\$

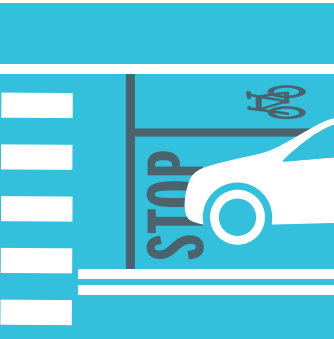
Low-Cost / Quick-Build  
Alternative Available

- Safe System Hierarchy**
- ☒ Tier 1 Remove Severe Conflicts
  - ☐ Tier 2 Reduce Vehicle Speeds
  - ☐ Tier 3 Manage Conflicts in Time
  - ☐ Tier 4 Increase Attentiveness and Awareness



Through Bike Lane at Intersection

BIKEWAYS



Description

A through bike lane is a striping layout for intersections with a dedicated right-turn pocket, designed to allow for space for bicyclists to travel to the left side of right-turning vehicles.



Context Urban/Rural  
LRSM ID N/A  
Cost \$

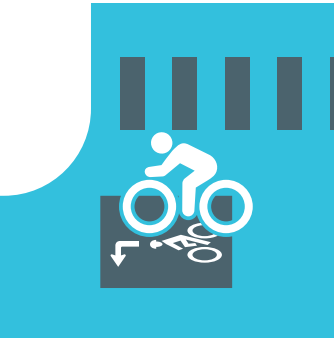
Low-Cost / Quick-Build  
Alternative Available

Safe System Hierarchy

- ☒ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Two-Stage Turn Queue Bike Box

BIKEWAYS



Description

This type of bike box is a designated area painted on the ground on the far side of an intersection. It provides bicyclists with a way to make a left turn at a multi-lane signalized intersection from a bike lane or separated bikeway on the far right side of the roadway. In this way, bicyclists are given the option of not having to mix with left-turning vehicles.



Context Urban/Rural  
LRSM ID N/A  
Cost \$

Low-Cost / Quick-Build  
Alternative Available

Safe System Hierarchy

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☒ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Add Sidewalk

PEDESTRIAN FACILITIES



Description

Sidewalks provide a separated facility for pedestrians, that follows along the roadway but is outside of the traveled way or shoulder.



Context Urban/Rural  
LRSM ID R34PB  
Cost \$\$\$

Safe System Hierarchy

- ☒ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Audible Push Button Upgrade

PEDESTRIAN FACILITIES



Description

Pedestrian push buttons at crosswalks must follow accessibility standards set by the Americans with Disabilities Act (ADA) and the Public Rights of Way Accessibility Guidelines (PROWAG). These buttons should be easy to both see and reach for all pedestrians, including those using wheelchairs or with limited mobility. To support people who are blind or have low vision, accessible pedestrian signals (APS) include features like audible tones, speech messages, and vibrating arrows that indicate when it's safe to cross. These features help make crossing streets safer and more inclusive for everyone

Context Urban/Rural  
LRSM ID N/A  
Cost \$

Safe System Hierarchy

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☒ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Co-Locate Bus Stops and Pedestrian Crossings

PEDESTRIAN FACILITIES



Description

Bus stops should be placed near safe pedestrian crossings so that people using transit can easily and safely cross the street. When crossings are well-designed and close to bus stops, it makes travel more convenient and reduces the risk of crashes involving pedestrians.

Safe System Hierarchy

Context Urban/Rural  
LRSM ID N/A  
Cost \$

Low-Cost / Quick-Build  
Alternative Available

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Curb Extensions

PEDESTRIAN FACILITIES



Description

Curb extensions are sidewalk widenings at corners or crosswalks that make it safer and easier for people to cross the street. They shorten the distance pedestrians have to walk and improve visibility between drivers and people crossing—especially when parked cars might block the view. Paint and plastic curb extensions are a quick and low-cost way to try out this safety feature before making it permanent.



Safe System Hierarchy

Context Urban  
LRSM ID NS21PB  
Cost \$\$

Low-Cost / Quick-Build  
Alternative Available

- ☐ Tier 1 Remove Severe Conflicts
- ☒ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Extend Time Push Button

PEDESTRIAN FACILITIES



Description

Some crosswalks have a special push button that lets people request extra time to cross the street. This is especially helpful for older adults or anyone who may need a bit more time. These buttons are often placed near places like senior centers, medical offices, or assisted living communities.

Safe System Hierarchy

Context Urban  
LRSM ID N/A  
Cost \$

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☒ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

High-Visibility Crosswalk

PEDESTRIAN FACILITIES



Description

High-visibility crosswalks use bold, striped patterns—often called “ladder markings”—made from durable, reflective materials like thermoplastic instead of traffic paint. These markings make crosswalks easier for drivers to see, especially at night or in bad weather, and serve as a clear signal that pedestrians may be present crossing the street.



Safe System Hierarchy

Context Urban/Rural  
LRSM ID S18/NS20  
Cost \$

Low-Cost / Quick-Build  
Alternative Available

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Install/Upgrade Pedestrian Crossing at Uncontrolled Locations (Signs and Markings Only)

PEDESTRIAN FACILITIES



**Description**

Marked pedestrian crossings at intersections or along streets give people a clear, designated place to cross. This helps reduce the risk of crashes by making it more likely that drivers will expect and see pedestrians. Features like crosswalk striping and signs alert drivers to slow down and watch for people crossing.

FHWA PROVEN COUNTERMEASURE

**Context** Urban/Rural  
**LRSM ID** R35PB  
**Cost** \$

*Low-Cost / Quick-Build  
Alternative Available*

- Safe System Hierarchy**
- ☐ Tier 1 Remove Severe Conflicts
  - ☐ Tier 2 Reduce Vehicle Speeds
  - ☐ Tier 3 Manage Conflicts in Time
  - ☒ Tier 4 Increase Attentiveness and Awareness

Landscape Buffer

PEDESTRIAN FACILITIES



**Description**

Adding a landscaped buffer between the road, sidewalks, and/or bikeways creates more space between drivers and people walking or biking. This separation not only makes everyone feel safer, but it also encourages drivers to slow down, which helps reduce the severity of crashes.

**Context** Urban/Rural  
**LRSM ID** N/A  
**Cost** \$\$

- Safe System Hierarchy**
- ☒ Tier 1 Remove Severe Conflicts
  - ☐ Tier 2 Reduce Vehicle Speeds
  - ☐ Tier 3 Manage Conflicts in Time
  - ☐ Tier 4 Increase Attentiveness and Awareness

Leading Pedestrian Interval and Pedestrian Recall

PEDESTRIAN FACILITIES



**Description**

At busy intersections with lots of turning vehicles and pedestrian activity, a leading pedestrian interval (LPI) gives people walking a 3–7 second head start to begin crossing before cars get a green light. This helps pedestrians become more visible in the crosswalk. Pedestrian recall automatically activates the walk signal during every light cycle so pedestrians don't have to press a button to get a walk signal.

FHWA PROVEN COUNTERMEASURE

**Context** Urban  
**LRSM ID** S21PB  
**Cost** \$

- Safe System Hierarchy**
- ☐ Tier 1 Remove Severe Conflicts
  - ☐ Tier 2 Reduce Vehicle Speeds
  - ☒ Tier 3 Manage Conflicts in Time
  - ☐ Tier 4 Increase Attentiveness and Awareness

Pedestrian Countdown Timer

PEDESTRIAN FACILITIES



**Description**

Countdown pedestrian signals show how many seconds are left to finish crossing the street. These timers help people walking make safer decisions about when to cross. These timers are now required on all new traffic signals that include signalized pedestrian crossings.

**Context** Urban  
**LRSM ID** S17PB  
**Cost** \$\$

- Safe System Hierarchy**
- ☐ Tier 1 Remove Severe Conflicts
  - ☐ Tier 2 Reduce Vehicle Speeds
  - ☒ Tier 3 Manage Conflicts in Time
  - ☐ Tier 4 Increase Attentiveness and Awareness



Pedestrian Detection

PEDESTRIAN FACILITIES



**Description**

These sensors can detect when a person is at an intersection waiting to cross, then automatically trigger the “WALK” signal without the person needing to press a button. This helps reduce unsafe crossings and ensures that pedestrians get enough time to cross the street safely.

**Context** Urban

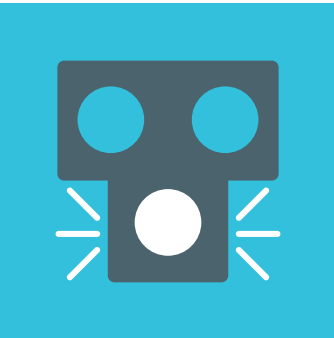
**LRSM ID** N/A

**Cost** \$\$

- Safe System Hierarchy**
- ☐ Tier 1 Remove Severe Conflicts
  - ☐ Tier 2 Reduce Vehicle Speeds
  - ☒ Tier 3 Manage Conflicts in Time
  - ☐ Tier 4 Increase Attentiveness and Awareness

Pedestrian Hybrid Beacon

PEDESTRIAN FACILITIES



**Description**

A Pedestrian Hybrid Beacon (PHB) is a special type of crossing signal used on roadways with higher volumes and speeds at mid-block crosswalks or unsignalized intersections. It stays off (dark) until a person presses a button or is detected waiting to cross. Then, it lights up with a sequence of yellow and red lights to alert drivers to stop and let the pedestrian cross safely.

**FHWA PROVEN COUNTERMEASURE**

**Context** Urban/Rural

**LRSM ID** NS23PB

**Cost** \$\$\$

- Safe System Hierarchy**
- ☐ Tier 1 Remove Severe Conflicts
  - ☐ Tier 2 Reduce Vehicle Speeds
  - ☒ Tier 3 Manage Conflicts in Time
  - ☒ Tier 4 Increase Attentiveness and Awareness

Rectangular Rapid Flashing Beacon

PEDESTRIAN FACILITIES



**Description**

A Rectangular Rapid Flashing Beacon (RRFB) is a special flashing light that pedestrians can activate when they want to cross the street. It’s paired with signs to alert drivers that someone is crossing. The bright, flashing lights make the crosswalk more visible and remind drivers to yield to people walking.

**FHWA PROVEN COUNTERMEASURE**

**Context** Urban/Rural

**LRSM ID** NS22PB

**Cost** \$\$

- Safe System Hierarchy**
- ☐ Tier 1 Remove Severe Conflicts
  - ☐ Tier 2 Reduce Vehicle Speeds
  - ☒ Tier 3 Manage Conflicts in Time
  - ☒ Tier 4 Increase Attentiveness and Awareness

Remove Crossing Prohibition

PEDESTRIAN FACILITIES



**Description**

Removing crossing restrictions and adding marked crosswalks makes it easier and safer for people to cross the street. Instead of forcing pedestrians to take longer, less direct routes—or cross during unsafe traffic movements—this approach provides clear, designated places to cross.

**Context** Urban

**LRSM ID** N/A

**Cost** \$

*Low-Cost / Quick-Build  
Alternative Available*

- Safe System Hierarchy**
- ☐ Tier 1 Remove Severe Conflicts
  - ☐ Tier 2 Reduce Vehicle Speeds
  - ☐ Tier 3 Manage Conflicts in Time
  - ☒ Tier 4 Increase Attentiveness and Awareness

Restripe Crosswalk

PEDESTRIAN FACILITIES



Description

Crosswalks need to be repainted regularly to stay visible to drivers and pedestrians. Over time, markings can fade due to weather and traffic. When repainting, using high-visibility designs—like ladder markings—can make crosswalks easier to see and help improve safety for everyone.



Context Urban/Rural  
LRSM ID N/A  
Cost \$

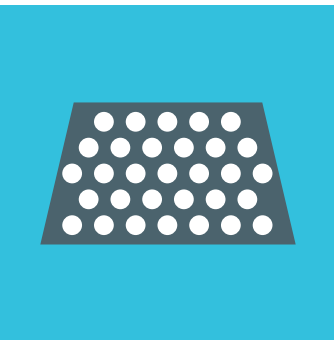
Low-Cost / Quick-Build  
Alternative Available

Safe System Hierarchy

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Upgrade Curb Ramp

PEDESTRIAN FACILITIES



Description

Tactile warning surfaces and properly designed curb ramps are essential for helping people who are blind, have low vision, or are using a mobility device safely navigate street crossings. Curb ramps must meet national standards like the Public Rights-of-Way Accessibility Guidelines (PROWAG) and follow local design rules to ensure they are safe and accessible for everyone.

Context Urban/Rural  
LRSM ID N/A  
Cost \$\$

Safe System Hierarchy

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Widen Sidewalk

PEDESTRIAN FACILITIES



Description

Widening sidewalks creates more comfortable and safer spaces for people walking, especially in busy areas. It also provides enough room for people using wheelchairs or other mobility devices. By giving pedestrians more space, it reduces the chance that they'll need to walk in the street, which helps prevent crashes with vehicles.



Context Urban/Rural  
LRSM ID N/A  
Cost \$\$

Safe System Hierarchy

- ☒ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

All-Way Stop Control

INTERSECTIONS & ROADWAYS



Description

An all-way stop-controlled intersection requires all vehicles to stop before crossing an intersection. This reduces the risk of severe conflicts by eliminating high speed movements through an intersection. The MUTCD (Manual on Uniform Traffic Control Devices) includes information on when and how to implement “All-Way” Or “Multi-Way” stop control intersections.

Context Urban/Rural  
LRSM ID N/A  
Cost \$

Safe System Hierarchy

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☒ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Centerline Hardening

INTERSECTIONS & ROADWAYS



Description

Centerline hardening involves placing plastic bollards and/or rubber curbs along a roadway's centerline. When used at intersections, they can be effective at requiring motorists to make left-turn movements at angles closer to 90-degrees, thereby slowing vehicle turning speeds and improving motorists' visibility of the crosswalks. When used along a roadway segment, they can be effective access control preventing undesirable left-turns and/or U-turns between intersections.

Safe System Hierarchy

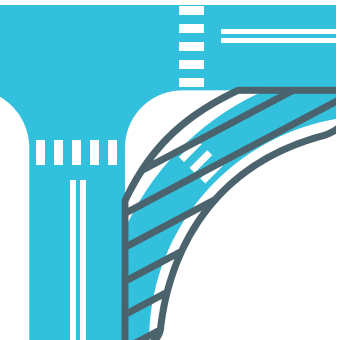
Context Urban/Rural  
LRSM ID N/A  
Cost \$

Low-Cost / Quick-Build  
Alternative Available

- Tier 1 Remove Severe Conflicts
- Tier 2 Reduce Vehicle Speeds
- Tier 3 Manage Conflicts in Time
- Tier 4 Increase Attentiveness and Awareness

Close Slip Lane

INTERSECTIONS & ROADWAYS



Description

A close slip lane modifies the corner of an intersection to remove the sweeping right turn lane for vehicles. This results in shorter crossings for pedestrians, reduced speed for turning vehicles, and better sight lines.

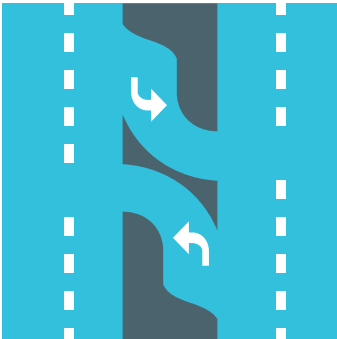
Safe System Hierarchy

Context Urban/Rural  
LRSM ID N/A  
Cost \$\$\$

- Tier 1 Remove Severe Conflicts
- Tier 2 Reduce Vehicle Speeds
- Tier 3 Manage Conflicts in Time
- Tier 4 Increase Attentiveness and Awareness

Directional Median Openings to Restrict Left Turns

INTERSECTIONS & ROADWAYS



Description

A directional median opening restricts specific turning movements, such as allowing a left-turn from a major street but not from a minor street. This improves safety by reducing the number of conflict points.

Safe System Hierarchy

Context Urban/Rural  
LRSM ID N/A  
Cost \$\$

Low-Cost / Quick-Build  
Alternative Available

- Tier 1 Remove Severe Conflicts
- Tier 2 Reduce Vehicle Speeds
- Tier 3 Manage Conflicts in Time
- Tier 4 Increase Attentiveness and Awareness

Guardrail

INTERSECTIONS & ROADWAYS



Description

A guardrail redirects a vehicle away from embankment slopes or fixed objects and dissipates the energy of an errant vehicle. Guardrails are installed to reduce the severity of lane departure crashes when the crash severity of striking the guardrail is less severe than going down an embankment.

Safe System Hierarchy

Context Rural  
LRSM ID N/A  
Cost \$\$

- Tier 1 Remove Severe Conflicts
- Tier 2 Reduce Vehicle Speeds
- Tier 3 Manage Conflicts in Time
- Tier 4 Increase Attentiveness and Awareness



Improved Pavement Friction

INTERSECTIONS & ROADWAYS



Description

High-friction surface treatments improve a vehicle’s ability to stay on the roadway, as well as to stop over a shorter distance. These treatments can be used to help address roadway departure crashes and/or crashes on approaches to unsignalized intersections.

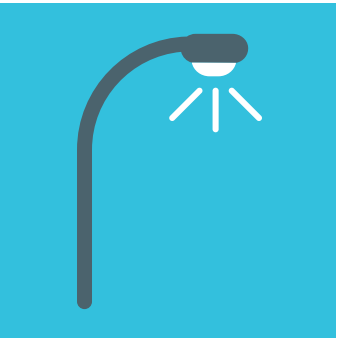
Safe System Hierarchy

Context Rural  
LRSM ID N/A  
Cost \$\$

- ☒ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Intersection Lighting

INTERSECTIONS & ROADWAYS



Description

Extra lighting at intersections and crosswalks makes it easier for drivers to see people walking, biking, or driving—especially at night or in dim conditions. However, it’s important to design the lighting carefully. If it creates glare or lights up pedestrians from behind, it can actually make them harder for drivers to see.

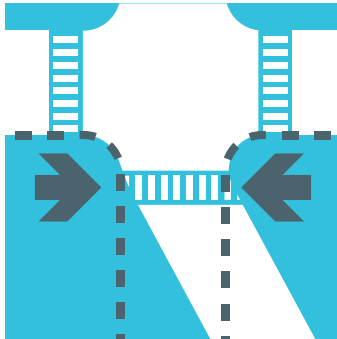
Safe System Hierarchy

Context Urban/Rural  
LRSM ID N/A  
Cost \$\$

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Intersection Reconstruction and Tightening

INTERSECTIONS & ROADWAYS



Description

Skewed intersections have a greater likelihood of collisions due to restricted sight lines and high speed turn movements. “Squaring up” the intersection as close to 90 degrees as possible helps reduce the likelihood of collisions. The process requires intersection reconstruction and approach realignment to provide better visibility for all road users. It also reduces high speed turns, reduces length exposure for vehicles and/or bikes passing through the intersection, and reduces pedestrian crossing length.

Safe System Hierarchy

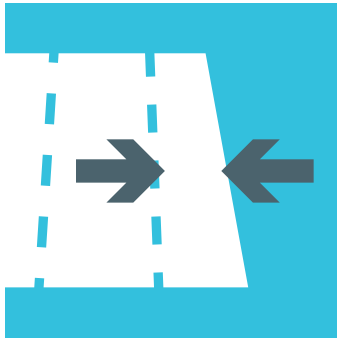
Context Urban/Rural  
LRSM ID N/A  
Cost \$\$\$

Low-Cost / Quick-Build  
Alternative Available

- ☐ Tier 1 Remove Severe Conflicts
- ☒ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Lane Narrowing

INTERSECTIONS & ROADWAYS



Description

Lane narrowing reduces the width of the marked vehicle lanes to encourage motorists to travel at slower speeds. Lane narrowing can also help reallocate existing roadway space to other road users.

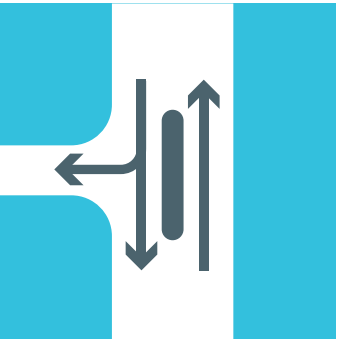
Safe System Hierarchy

Context Urban  
LRSM ID N/A  
Cost \$

- ☐ Tier 1 Remove Severe Conflicts
- ☒ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Median Barrier

INTERSECTIONS & ROADWAYS



Description

A median barrier in the center of the roadway physically separates opposing vehicular traffic. Median barriers can also help control access to and from side streets and driveways, reducing the number of conflict points.

Safe System Hierarchy

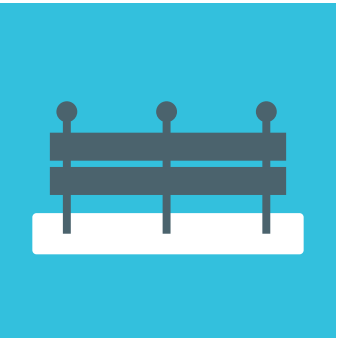
Context Rural  
LRSM ID N/A  
Cost \$\$\$

Low-Cost / Quick-Build  
Alternative Available

- Tier 1 Remove Severe Conflicts
- Tier 2 Reduce Vehicle Speeds
- Tier 3 Manage Conflicts in Time
- Tier 4 Increase Attentiveness and Awareness

Median Guardrail

INTERSECTIONS & ROADWAYS



Description

Median guardrails are safety concrete barriers placed in the middle of roadways. While they might not stop all crashes caused by vehicles leaving the roadway, they can help prevent those crashes from turning into dangerous head-on collisions by keeping vehicles from crossing into oncoming traffic.

Safe System Hierarchy

Context Rural  
LRSM ID N/A  
Cost \$\$

- Tier 1 Remove Severe Conflicts
- Tier 2 Reduce Vehicle Speeds
- Tier 3 Manage Conflicts in Time
- Tier 4 Increase Attentiveness and Awareness

Neighborhood Traffic Circle

INTERSECTIONS & ROADWAYS



Description

Neighborhood traffic circles are similar to roundabouts, but are stop-controlled on some or all approaches. Typically, they supplement existing stop-controlled intersections with a circular island in the center that is designed to slow traffic and reduce conflict points (such as conflicting left-turn movements).

Safe System Hierarchy

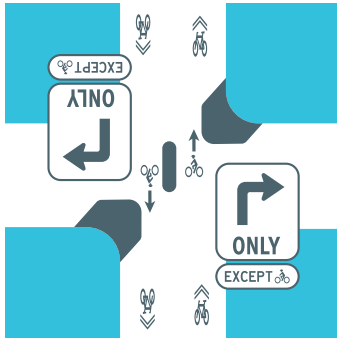
Context Urban  
LRSM ID N/A  
Cost \$

Low-Cost / Quick-Build  
Alternative Available

- Tier 1 Remove Severe Conflicts
- Tier 2 Reduce Vehicle Speeds
- Tier 3 Manage Conflicts in Time
- Tier 4 Increase Attentiveness and Awareness

Partial Closure/Diverter

INTERSECTIONS & ROADWAYS



Description

A partial closure or diverter restricts vehicle through movements, while still allowing bicyclists and pedestrians to proceed through an intersection in all directions.

Safe System Hierarchy

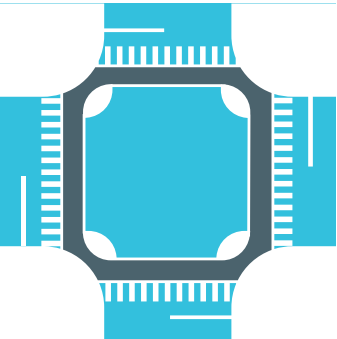
Context Urban  
LRSM ID N/A  
Cost \$

Low-Cost / Quick-Build  
Alternative Available

- Tier 1 Remove Severe Conflicts
- Tier 2 Reduce Vehicle Speeds
- Tier 3 Manage Conflicts in Time
- Tier 4 Increase Attentiveness and Awareness

Protected Intersection

INTERSECTIONS & ROADWAYS



Description

Protected intersections use corner islands, curb extensions, and colored paint to delineate bicycle and pedestrian movements, and physically separate bicycles from pedestrians and moving vehicles. The delineations/separations reduce the likelihood of conflicts, reduce driving speeds and shorten crossing distances for pedestrians.



Context Urban/Rural  
LRSM ID N/A  
Cost \$\$\$

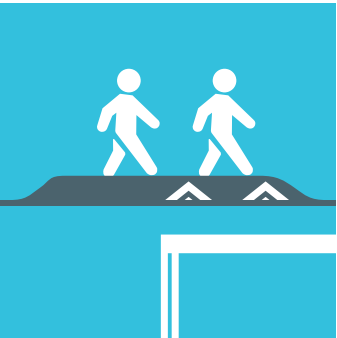
Low-Cost / Quick-Build  
Alternative Available

Safe System Hierarchy

- Tier 1 Remove Severe Conflicts
- Tier 2 Reduce Vehicle Speeds
- Tier 3 Manage Conflicts in Time
- Tier 4 Increase Attentiveness and Awareness

Raised Crosswalk

INTERSECTIONS & ROADWAYS



Description

A raised pedestrian crosswalk is elevated above the road, either by a few inches, or at sidewalk level. This type of crosswalk increases pedestrian visibility and slows motorists.

Context Urban/Rural  
LRSM ID N/A  
Cost \$\$

Safe System Hierarchy

- Tier 1 Remove Severe Conflicts
- Tier 2 Reduce Vehicle Speeds
- Tier 3 Manage Conflicts in Time
- Tier 4 Increase Attentiveness and Awareness

Raised Intersection

INTERSECTIONS & ROADWAYS



Description

A raised intersection brings vehicles up to the sidewalk level. This serves as a traffic calming measure by slowing drivers and increasing awareness of the pedestrian activity.

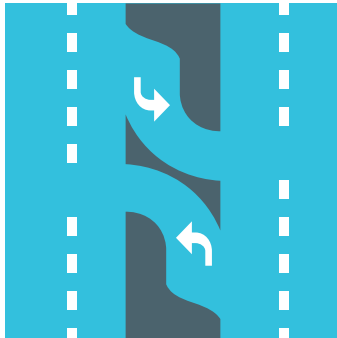
Context Urban  
LRSM ID N/A  
Cost \$\$\$

Safe System Hierarchy

- Tier 1 Remove Severe Conflicts
- Tier 2 Reduce Vehicle Speeds
- Tier 3 Manage Conflicts in Time
- Tier 4 Increase Attentiveness and Awareness

Raised Median

INTERSECTIONS & ROADWAYS



Description

Raised medians are curbed sections in the center of the roadway that create physical separation between opposing vehicular traffic. They can also help control access to and from side streets and driveways, reducing conflict points.



Context Urban/Rural  
LRSM ID N/A  
Cost \$\$

Low-Cost / Quick-Build  
Alternative Available

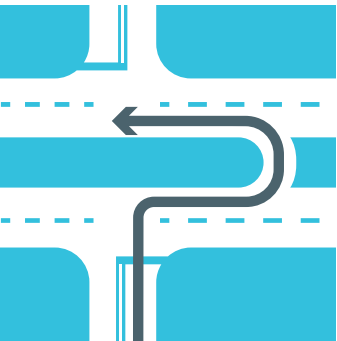
Safe System Hierarchy

- Tier 1 Remove Severe Conflicts
- Tier 2 Reduce Vehicle Speeds
- Tier 3 Manage Conflicts in Time
- Tier 4 Increase Attentiveness and Awareness



Reduced Left-Turn Conflict Intersection

INTERSECTIONS & ROADWAYS



**Description**

These are geometric designs that alter how left-turn movements occur. They can simplify decisions and minimize the potential for left-turn related crashes. Two designs that rely on U-turns to complete certain left-turn movements are known as the restricted crossing U-turn (RCUT) and the median U-turn (MUT) intersections. Both designs require some out-of-direction travel for vehicles.

FHWA PROVEN COUNTERMEASURE

Context

Urban/Rural

LRSM ID

N/A

Cost

\$\$\$

Tier 1

Remove Severe Conflicts

Tier 2

Reduce Vehicle Speeds

Tier 3

Manage Conflicts in Time

Tier 4

Increase Attentiveness and Awareness

Refuge Island

INTERSECTIONS & ROADWAYS



**Description**

A refuge island is a raised, curbed median in the center of the roadway that provides a place for pedestrians to wait until there is a gap in traffic to finish crossing the intersection. This reduces pedestrians' exposure to traffic by allowing them to cross the intersection in multiple stages. Pedestrian refuge areas constructed from paint and plastic may be implemented as part of a low-cost/quick build project.

FHWA PROVEN COUNTERMEASURE

Context

Urban/Rural

LRSM ID

NS19PB

Cost

\$\$

Tier 1

Remove Severe Conflicts

Tier 2

Reduce Vehicle Speeds

Tier 3

Manage Conflicts in Time

Tier 4

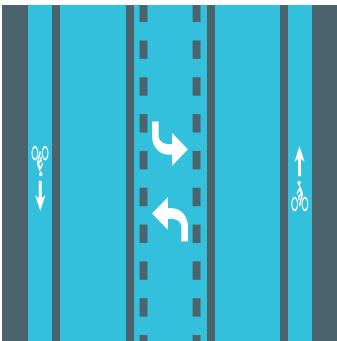
Increase Attentiveness and Awareness

Low-Cost / Quick-Build

Alternative Available

Road Diet

INTERSECTIONS & ROADWAYS



**Description**

A road diet reconfigures roadway space originally dedicated to vehicle travel lanes and creates room for bicycle facilities, wider sidewalks, and/or center turn lanes. This reduces vehicle speeds and creates designated space for all road users.

FHWA PROVEN COUNTERMEASURE

Context

Urban

LRSM ID

R14

Cost

\$\$

Tier 1

Remove Severe Conflicts

Tier 2

Reduce Vehicle Speeds

Tier 3

Manage Conflicts in Time

Tier 4

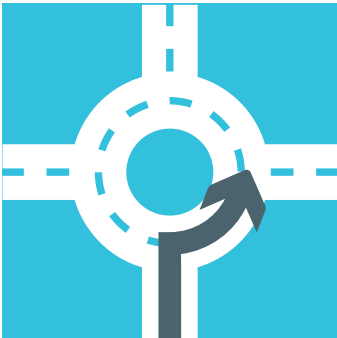
Increase Attentiveness and Awareness

Low-Cost / Quick-Build

Alternative Available

Roundabout

INTERSECTIONS & ROADWAYS



**Description**

A roundabout is a circular intersection where traffic flows in one direction around a central island, and vehicles must yield at entrance lanes. Unlike conventional intersections, roundabouts eliminate severe conflicts from crossing and left-turn movements. The design of a roundabout forces drivers to slow down, which narrows the range of vehicle speeds and reduces the severity of crashes. Additionally, pedestrians only need to cross one direction of traffic at a time, minimizing their exposure to vehicles.

FHWA PROVEN COUNTERMEASURE

Context

Urban/Rural

LRSM ID

S16/NS04

Cost

\$\$\$

Tier 1

Remove Severe Conflicts

Tier 2

Reduce Vehicle Speeds

Tier 3

Manage Conflicts in Time

Tier 4

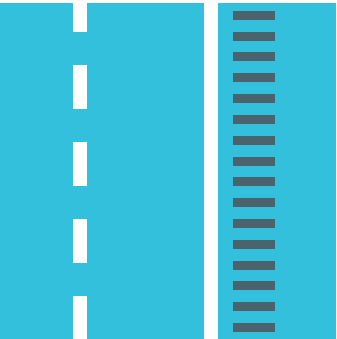
Increase Attentiveness and Awareness

Low-Cost / Quick-Build

Alternative Available

Rumble Strips

INTERSECTIONS & ROADWAYS



Description

Rumble strips are grooves added to the roadway surface that produce noise and vibrations inside a vehicle, alerting drivers when they cross the centerline or edge line. Helps drivers stay in their lane, especially if they are distracted or drowsy. Also warns drivers of lane boundaries in poor visibility conditions like rain, fog, snow, or dust.

Safe System Hierarchy

Context Rural  
LRSM ID R30/R31  
Cost \$

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Safety Edge

INTERSECTIONS & ROADWAYS



Description

A safety edge slopes the shoulder pavement edge at a 30-35 degree angle, making it easier for drivers to reenter the roadway after leaving the paved roadway. It's designed to reduce the severity of crashes when a vehicle veers off the road and encounters a pavement-shoulder drop-off. This treatment can be incorporated as a standard practice in overlay or resurfacing projects.

Safe System Hierarchy

Context Rural  
LRSM ID N/A  
Cost \$

- ☒ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Slow Turn Wedge

INTERSECTIONS & ROADWAYS



Description

A slow turn wedge uses paint and delineators to extend the curb at intersections. This helps slow turns by restricting the turning radii of turning vehicles, expanding the field of vision for drivers, and increasing the visibility of pedestrians.

Safe System Hierarchy

Context Urban  
LRSM ID N/A  
Cost \$

Low-Cost / Quick-Build  
Alternative Available

- ☐ Tier 1 Remove Severe Conflicts
- ☒ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Speed Hump or Speed Table

INTERSECTIONS & ROADWAYS



Description

A speed hump or speed table is a raised area of pavement designed to slow down vehicles. Typically, speed humps and speed tables are wider and less abrupt than speed bumps, providing a gentler way to reduce vehicle speeds in residential areas or near schools. They help improve safety by encouraging drivers to maintain lower speeds.

Safe System Hierarchy

Context Urban  
LRSM ID N/A  
Cost \$

- ☐ Tier 1 Remove Severe Conflicts
- ☒ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Splitter Island

INTERSECTIONS & ROADWAYS



Description

A splitter island is a raised area that separates the two directions of travel on the minor street approach at an unsignalized intersection or roundabout. It helps channelize traffic in opposing directions and improves the visibility of the intersection for approaching drivers. Additionally, it provides a refuge for pedestrians crossing the street.

Safe System Hierarchy

Context Urban/Rural  
LRSM ID N/A  
Cost \$\$

Low-Cost / Quick-Build  
Alternative Available

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Straighten Crosswalk

INTERSECTIONS & ROADWAYS



Description

Straightening crosswalks improves sight lines, making pedestrians more visible to oncoming drivers. It can also shorten the crossing distance, reducing the time pedestrians need to cross an intersection.

Safe System Hierarchy

Context Urban/Rural  
LRSM ID N/A  
Cost \$

Low-Cost / Quick-Build  
Alternative Available

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Superelevation at Horizontal Curve Locations

INTERSECTIONS & ROADWAYS



Description

Superelevation is the banking, or angling, of pavement on the approach to and through a horizontal curve, designed to help drivers negotiate the curve by counteracting lateral forces. However, this design can also inadvertently encourage higher speeds. When selecting appropriate superelevation, consider the target or desired speed for the roadway and relevant design guidance.

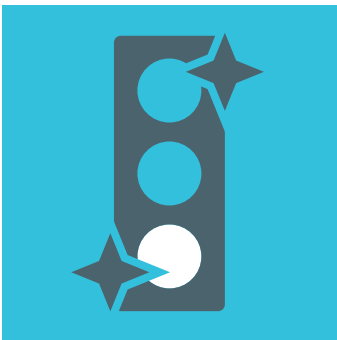
Safe System Hierarchy

Context Rural  
LRSM ID N/A  
Cost \$\$

- ☒ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Traffic Signal

INTERSECTIONS & ROADWAYS



Description

Traffic signals at intersections manage traffic flow by assigning right-of-way to different movements at specific times. For instance, protected left-turn signal phasing is more effective at preventing severe left-turn collisions compared to permitted left-turn signal phasing. Additionally, traffic signals significantly enhance safety for pedestrians crossing large intersections.

FHWA PROVEN COUNTERMEASURE

Safe System Hierarchy

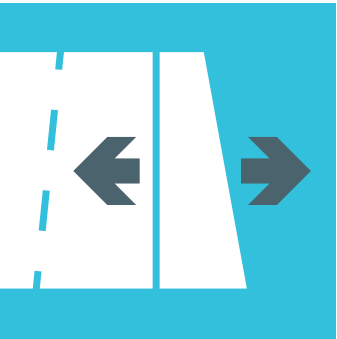
Context Urban/Rural  
LRSM ID N/A  
Cost \$\$\$

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☒ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness



Widen/Pave Shoulder

INTERSECTIONS & ROADWAYS



Description

Widened and paved shoulders create space for pedestrians and bicyclists, allow drivers to safely recover from lane departures, and provide room for inoperable vehicles to pull out of the travel lane. Adding a paved shoulder to an existing road can help reduce run-off-road crashes. This improvement is beneficial for high-risk rural roads without paved shoulders.

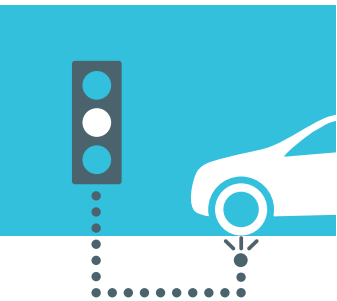
Safe System Hierarchy

Context Rural  
LRSM ID N/A  
Cost \$\$

- ☒ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Advanced Dilemma Zone Detection

SIGNALS



Description

The Advanced Dilemma-Zone Detection system helps make intersections safer by adjusting when the yellow light turns on. It detects where cars are and how fast they're going. Then, the signal controller decides whether to activate or delay the yellow light. This helps drivers avoid the tricky situation where they're not sure if they should stop or keep going when the light changes. The goal is to reduce broadside collisions at signalized intersections.

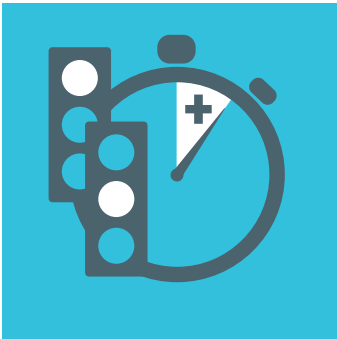
Safe System Hierarchy

Context Urban/Rural  
LRSM ID N/A  
Cost \$\$

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☒ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

All-Red Signal Time

SIGNALS



Description

Including a phase of all-red signals gives drivers and bicyclists a few extra seconds to safely get through an intersection before other traffic is allowed to move. This added time at the end of a signal phase helps reduce the risk of collisions, especially for people who are already in the intersection when the light changes.

Safe System Hierarchy

Context Urban/Rural  
LRSM ID N/A  
Cost \$

Low-Cost / Quick-Build  
Alternative Available

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☒ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Extend Pedestrian Crossing Time

SIGNALS



Description

Extending the pedestrian walk signal time beyond the minimum required by national guidelines gives people more time to cross the street. This is especially helpful for vulnerable groups, like children, older adults, and people with disabilities, who may need extra time to cross safely.

Safe System Hierarchy

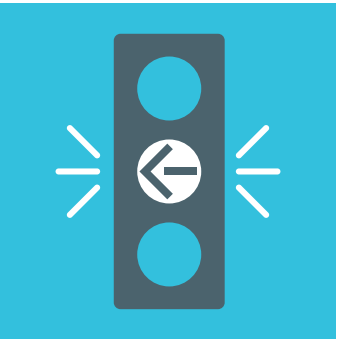
Context Urban  
LRSM ID N/A  
Cost \$

Low-Cost / Quick-Build  
Alternative Available

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☒ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Flashing Yellow Turn Phase

SIGNALS



Description

A flashing yellow turn arrow tells drivers they can make a permissive turn. They must wait for a clear gap in oncoming traffic before turning. This signal is used only when no pedestrians are crossing. When pedestrians are present, the signal should use a protected-only turn phase, where turning vehicles must wait for a green arrow to ensure pedestrian safety.

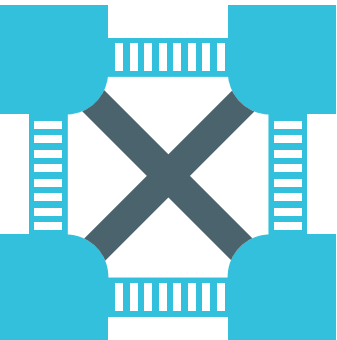
Context Urban  
LRSM ID N/A  
Cost \$\$

Safe System Hierarchy

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Pedestrian Scramble

SIGNALS



Description

A pedestrian “WALK” phase, called a pedestrian scramble or all-way walk, stops all vehicle traffic at an intersection. This gives pedestrians the chance to cross in any direction, including diagonally, all at once. It removes conflicts by completely separating turning cars from crossing pedestrians in time. It can be especially effective in busy areas with lots of foot traffic.

Context Urban  
LRSM ID N/A  
Cost \$\$

Safe System Hierarchy

- ☒ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☒ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Prohibit Left Turn

SIGNALS



Description

Left turns may be restricted at certain intersections to improve safety. This is especially important where turning vehicles might conflict with pedestrians in the crosswalk or where there's heavy oncoming traffic. These restrictions can be enforced using signs or raised center medians that physically prevent the turn.

Context Urban/Rural  
LRSM ID N/A  
Cost \$

Low-Cost / Quick-Build  
Alternative Available

Safe System Hierarchy

- ☒ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Prohibit Right-Turn-on-Red

SIGNALS



Description

Prohibiting right turns on red should be considered at locations with unusual layouts, such as skewed intersections, or where there are pedestrian scrambles or leading pedestrian intervals (LPIs). Preventing right turns on red in these situations can reduce the risk of crashes between turning vehicles and pedestrians, as well as crashes with vehicles traveling through the intersection from the cross street.

Context Urban/Rural  
LRSM ID N/A  
Cost \$

Low-Cost / Quick-Build  
Alternative Available

Safe System Hierarchy

- ☒ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☒ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Prohibit Turns During Pedestrian Phase (Blank-out Signs)

SIGNALS



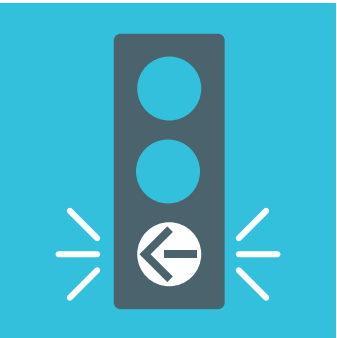
**Description**

Prohibiting left and right turns while pedestrians are crossing helps prevent conflicts between turning vehicles and people in the crosswalk. These turn restrictions are often shown using special electronic signs, called blank-out signs, which light up only when the restriction is active.

| Safe System Hierarchy                       |       |
|---------------------------------------------|-------|
| Context                                     | Urban |
| LRSM ID                                     | N/A   |
| Cost                                        | \$    |
| Tier 1 Remove Severe Conflicts              |       |
| Tier 2 Reduce Vehicle Speeds                |       |
| Tier 3 Manage Conflicts in Time             |       |
| Tier 4 Increase Attentiveness and Awareness |       |

Protected Left Turns

SIGNALS



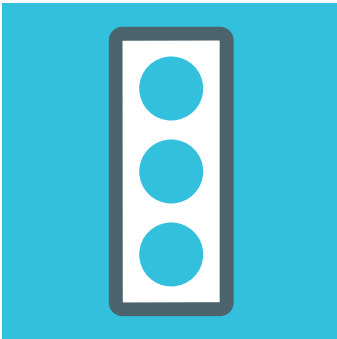
**Description**

Adding protected left-turn phases at intersections reduces broadside crashes and pedestrian crashes. These signals give drivers a dedicated green arrow so they don't have to wait for a gap in oncoming traffic, or worry about people crossing the street at the same time.

| Safe System Hierarchy                       |             |
|---------------------------------------------|-------------|
| Context                                     | Urban/Rural |
| LRSM ID                                     | N/A         |
| Cost                                        | \$\$        |
| Tier 1 Remove Severe Conflicts              |             |
| Tier 2 Reduce Vehicle Speeds                |             |
| Tier 3 Manage Conflicts in Time             |             |
| Tier 4 Increase Attentiveness and Awareness |             |

Retroreflective Tape on Signals

SIGNALS



**Description**

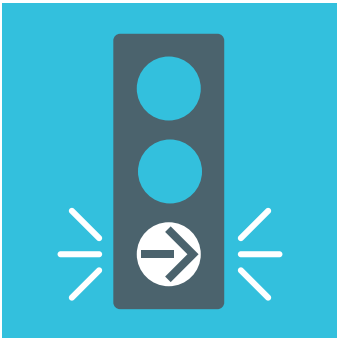
Retroreflective borders are bright, reflective outlines added around traffic signals to make them easier to see—especially for older drivers or those with color vision difficulties. These borders help drivers quickly recognize which light is on. They're also useful during power outages, because they reflect headlights and make the signal visible even when it's not working.

| Safe System Hierarchy                       |             |
|---------------------------------------------|-------------|
| Context                                     | Urban/Rural |
| LRSM ID                                     | N/A         |
| Cost                                        | \$          |
| Tier 1 Remove Severe Conflicts              |             |
| Tier 2 Reduce Vehicle Speeds                |             |
| Tier 3 Manage Conflicts in Time             |             |
| Tier 4 Increase Attentiveness and Awareness |             |

*Low-Cost / Quick-Build  
Alternative Available*

Separate Right-Turn Phasing

SIGNALS



**Description**

A green arrow for right turns phase helps prevent conflicts with pedestrians and bicyclists who may be crossing the street on the right side of the intersection.

| Safe System Hierarchy                       |        |
|---------------------------------------------|--------|
| Context                                     | Urban  |
| LRSM ID                                     | N/A    |
| Cost                                        | \$\$\$ |
| Tier 1 Remove Severe Conflicts              |        |
| Tier 2 Reduce Vehicle Speeds                |        |
| Tier 3 Manage Conflicts in Time             |        |
| Tier 4 Increase Attentiveness and Awareness |        |



Shorten Cycle Length

SIGNALS



Description

The traffic signal cycle length—how long it takes to go through all the green, yellow, and red lights—can greatly affect how easy and pleasant it is to walk, bike, drive, or take transit. When signals stay red for too long, especially at several intersections in a row, it can make even short trips feel slow and frustrating. Shorter signal cycles, ideally between 60 and 90 seconds, are better for urban areas because they help keep people moving and make streets more welcoming for everyone.

Safe System Hierarchy

Context Urban  
LRSM ID N/A  
Cost \$

Low-Cost / Quick-Build  
Alternative Available

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☒ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Signal Interconnectivity and Coordination / Green Wave

SIGNALS



Description

Improving how traffic signals are timed can make streets safer. One approach is called a “green wave,” where signals are coordinated to let people driving and people on bikes move smoothly through several intersections without stopping at a set desired speed, typically lower than the speed limit and in line with typical bicycle travel speeds. The slow green wave can be accompanied by signs that alert the drivers and help slow down cars, which can reduce the risk of severe collisions.

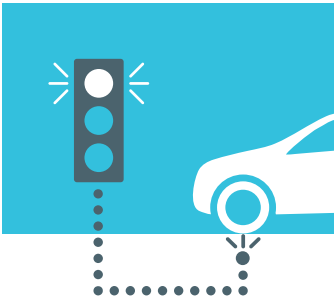
Safe System Hierarchy

Context Urban  
LRSM ID S03  
Cost \$\$

- ☐ Tier 1 Remove Severe Conflicts
- ☒ Tier 2 Reduce Vehicle Speeds
- ☒ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Speed Sensitive Rest in Red Signal

SIGNALS



Description

At certain times—like late at night—some traffic signals stay red until a vehicle approaches. These signals are designed to reward drivers who follow the speed limit. If a car is going too fast, the light stays red until the driver comes to a stop. But if the car is going at or below the speed limit, the light turns green before the car arrives, allowing it to pass through smoothly. This encourages safe driving and can be combined with electronic speed signs that warn drivers if they’re going too fast.

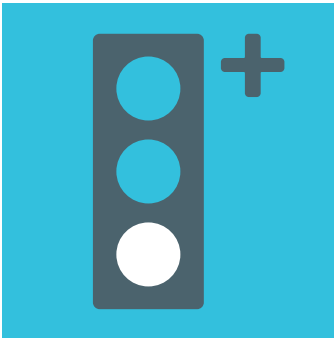
Safe System Hierarchy

Context Urban/Rural  
LRSM ID R26  
Cost \$\$

- ☐ Tier 1 Remove Severe Conflicts
- ☒ Tier 2 Reduce Vehicle Speeds
- ☒ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Supplemental Signal Heads

SIGNALS



Description

Supplemental signal heads are extra traffic lights placed in addition to the main signal. They help drivers see the signal more clearly, especially when the intersection is hard to see—like when it’s hidden behind vertical curve or around a horizontal curve.

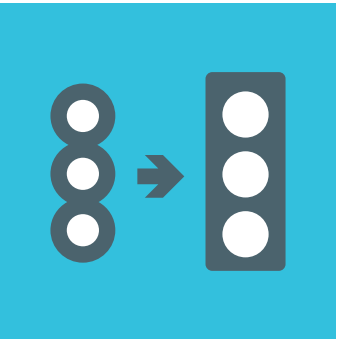
Safe System Hierarchy

Context Urban/Rural  
LRSM ID S02  
Cost \$\$

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Upgrade Signal Head

SIGNALS



**Description**

Upgrading signal heads means replacing smaller 8-inch traffic lights with larger 12-inch ones, as recommended by California's MUTCD. The larger signal heads are easier for drivers to see, especially from a distance. This helps drivers notice intersections sooner and respond more safely to traffic signals.

Context

Urban/Rural

LRSM ID

S02

Cost

\$

Tier 1

Remove Severe Conflicts

Tier 2

Reduce Vehicle Speeds

Tier 3

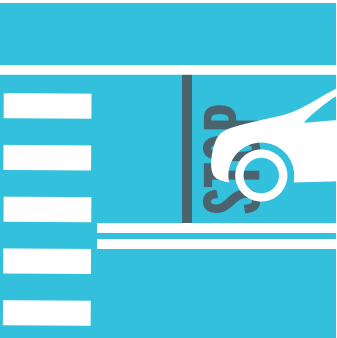
Manage Conflicts in Time

Tier 4

Increase Attentiveness and Awareness

Advance Stop Bar

SIGNING & STRIPING



**Description**

An advanced stop bar is a transverse pavement marking placed upstream of a crosswalk to indicate the required vehicle stop location. It minimizes crosswalk encroachment and can be widened or set further back at locations with frequent violations.

Context

Urban/Rural

LRSM ID

S20PB

Cost

\$

Tier 1

Remove Severe Conflicts

Tier 2

Reduce Vehicle Speeds

Tier 3

Manage Conflicts in Time

Tier 4

Increase Attentiveness and Awareness

Low-Cost / Quick-Build

Alternative Available

Chevron Signs on Horizontal Curves

SIGNING & STRIPING



**Description**

Post-mounted chevrons are traffic signs placed along curves to provide continuous visual guidance. They enhance curve visibility, alert drivers to the change in alignment, and help maintain proper lane tracking through the curve.

Context

Rural

LRSM ID

R23

Cost

\$

Tier 1

Remove Severe Conflicts

Tier 2

Reduce Vehicle Speeds

Tier 3

Manage Conflicts in Time

Tier 4

Increase Attentiveness and Awareness

Low-Cost / Quick-Build

Alternative Available

Curve Advance Warning Sign

SIGNING & STRIPING



**Description**

A curve advance warning sign alerts drivers to an upcoming horizontal curve and may include an advisory speed plaque. It provides advance notice to reduce speed and improve curve navigation. For enhanced effectiveness, it is often paired with chevrons, delineators, or flashing beacons to increase driver awareness and guidance through the curve.

Context

Rural

LRSM ID

R24

Cost

\$

Tier 1

Remove Severe Conflicts

Tier 2

Reduce Vehicle Speeds

Tier 3

Manage Conflicts in Time

Tier 4

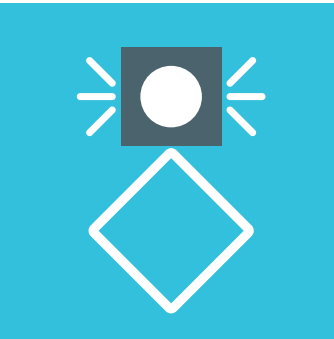
Increase Attentiveness and Awareness

Low-Cost / Quick-Build

Alternative Available

Flashing Beacon as Advance Warning

SIGNING & STRIPING



Description

A flashing beacon is a blinking light paired with signage used as advanced warning to alert drivers to an upcoming intersection or crosswalk. This tool increases driver awareness and provides additional time to slow down or yield to pedestrians, enhancing safety at conflict points.

Safe System Hierarchy

Context Rural  
LRSM ID S10  
Cost \$\$

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

LED-Enhanced Sign

SIGNING & STRIPING



Description

An LED-enhanced sign integrates flashing or steady LED lights into the sign's border or message to improve visibility. These signs are especially effective at locations with limited sight distance or a history of driver non-compliance, such as at STOP signs. The enhanced visibility helps draw driver attention and improve compliance with traffic control devices.

Safe System Hierarchy

Context Urban or Rural  
LRSM ID NS08  
Cost \$

Low-Cost / Quick-Build  
Alternative Available

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Painted Centerline and Raised Pavement Markers at Curves on Residential Streets

SIGNING & STRIPING



Description

Installing a centerline with raised pavement markers on curves along residential streets enhances lane guidance and helps reduce the risk of head-on collisions. The tactile and visual feedback from the markers improves driver awareness, especially at night or in low-visibility conditions.

Safe System Hierarchy

Context Urban  
LRSM ID N/A  
Cost \$

Low-Cost / Quick-Build  
Alternative Available

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Speed Feedback Sign

SIGNING & STRIPING



Description

A speed feedback sign displays a driver's current speed alongside the posted speed limit, encouraging voluntary speed reduction. It serves as a real-time visual cue to promote speed awareness and compliance, particularly in areas with speeding concerns.

Safe System Hierarchy

 FHWA PROVEN COUNTERMEASURE

Context Urban/Rural  
LRSM ID N/A  
Cost \$

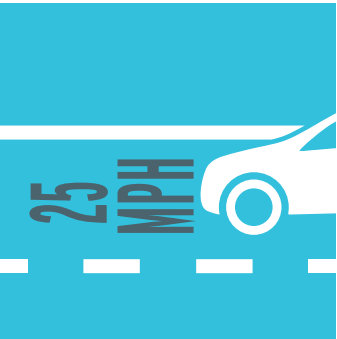
Low-Cost / Quick-Build  
Alternative Available

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness



Speed Legends on Pavement at Neighborhood Entries

SIGNING & STRIPING



**Description**

Speed legends are numerals painted directly on the roadway surface to indicate the posted speed limit. Typically placed near speed limit signs, they reinforce speed awareness and improve compliance, especially at transistions to slower streets.

**Context** Urban

**LRSM ID** N/A

**Cost** \$

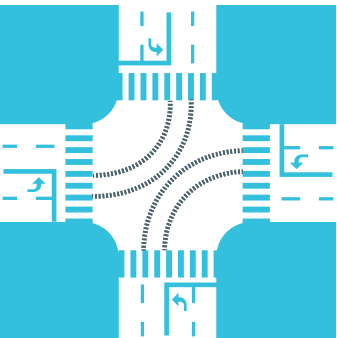
Low-Cost / Quick-Build  
Alternative Available

Safe System Hierarchy

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Striping Through Intersection

SIGNING & STRIPING



**Description**

Clear pavement markings within complex intersections help guide motorists through lane assignments and turning movements. This treatment is especially effective at locations where lane designations are unclear due to horizontal offsets or multiple turning lanes.

**Context** Urban/Rural

**LRSM ID** N/A

**Cost** \$

Low-Cost / Quick-Build  
Alternative Available

Safe System Hierarchy

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Time-Based Turn Restriction

SIGNING & STRIPING



**Description**

Restricts left turns or right turns during certain time periods when there may be increased potential for conflict (e.g., peak periods, school hours).

**Context** Urban

**LRSM ID** N/A

**Cost** \$

Low-Cost / Quick-Build  
Alternative Available

Safe System Hierarchy

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☒ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness

Upgrade Intersection Pavement Markings

SIGNING & STRIPING



**Description**

Upgrading intersection pavement markings, such as stop ahead markings, centerlines, and stop bars, improves visibility for drivers approaching and entering intersections.

**Context** Urban/Rural

**LRSM ID** N/A

**Cost** \$

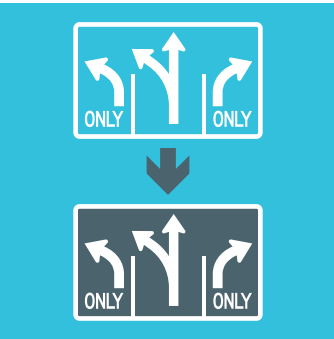
Low-Cost / Quick-Build  
Alternative Available

Safe System Hierarchy

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Upgrade Signs with Fluorescent Sheeting

SIGNING & STRIPING



**Description**

Upgrading signs with fluorescent sheeting enhances nighttime visibility by reflecting headlight beams more effectively, making warnings clearer for drivers.

**Context** Urban/Rural

**LRSID ID** N/A

**Cost** \$

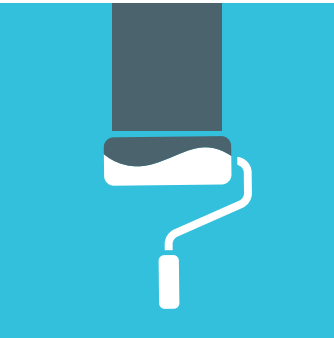
Low-Cost / Quick-Build  
Alternative Available

Safe System Hierarchy

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Upgrade Striping

SIGNING & STRIPING



**Description**

Restriping lanes with reflective materials such as thermoplastic and pavement markers improves visibility and helps clarify lane assignments, especially where lane configurations change.

**Context** Urban/Rural

**LRSID ID** N/A

**Cost** \$

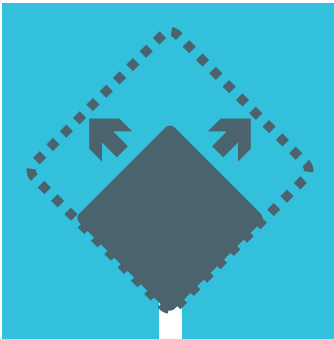
Low-Cost / Quick-Build  
Alternative Available

Safe System Hierarchy

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Upgrade to Larger Warning Signs

SIGNING & STRIPING



**Description**

Upgrading to larger warning signs improves visibility and makes information easier to read—especially for older drivers.

**Context** Urban/Rural

**LRSID ID** N/A

**Cost** \$

Low-Cost / Quick-Build  
Alternative Available

Safe System Hierarchy

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Wayfinding

SIGNING & STRIPING



**Description**

A network of directional signs highlighting nearby destinations and pedestrian or bicycle facilities can reduce erratic driving and guide users away from crossings with poor visibility or limited safety features.

**Context** Urban/Rural

**LRSID ID** N/A

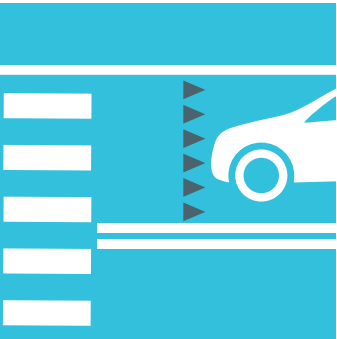
**Cost** \$

Safe System Hierarchy

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Yield Markings

SIGNING & STRIPING



Description

Yield lines, also known as shark’s teeth, are pavement markings placed 20 to 50 feet before multi-lane pedestrian crossings. They improve pedestrian visibility and help reduce the risk of multiple-threat crashes, where one vehicle stops for a pedestrian but another in an adjacent lane does not.

Safe System Hierarchy

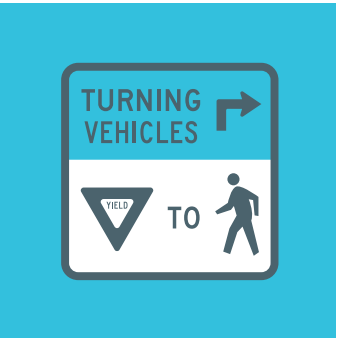
Context Urban/Rural  
LRSM ID N/A  
Cost \$

Low-Cost / Quick-Build  
Alternative Available

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Yield To Pedestrians Sign

SIGNING & STRIPING



Description

“Yield Here to Pedestrians” signs alert drivers to pedestrian crossings and are required when advance yield lines are used. Additional smaller, flexible, warning signs can also be placed on the roadway centerline to enhance visibility.

Safe System Hierarchy

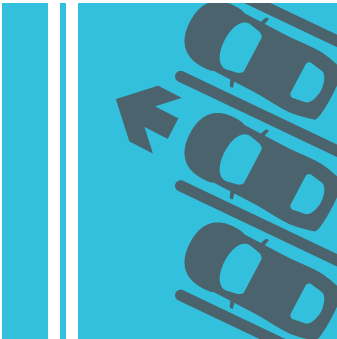
Context Urban/Rural  
LRSM ID N/A  
Cost \$

Low-Cost / Quick-Build  
Alternative Available

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Back-In Angled Parking

OTHER



Description

Back-in angled parking requires motorists to reverse into an angled on-street parking spot and drive forward when exiting. This method increases the visibility of passing bicyclists and vehicles when exiting a spot. Additionally, it allows trunk unloading to occur on the curb rather than in the street, reducing exposure.

Safe System Hierarchy

Context Urban/Rural  
LRSM ID N/A  
Cost \$

Low-Cost / Quick-Build  
Alternative Available

- ☐ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☒ Tier 4 Increase Attentiveness and Awareness

Clear Zone

OTHER



Description

A clear zone is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway. The width of the clear zone is informed by roadway context, desired vehicle speeds, and agency design standards.

Safe System Hierarchy

Context Rural  
LRSM ID N/A  
Cost \$\$

- ☒ Tier 1 Remove Severe Conflicts
- ☐ Tier 2 Reduce Vehicle Speeds
- ☐ Tier 3 Manage Conflicts in Time
- ☐ Tier 4 Increase Attentiveness and Awareness



Curbside Management

OTHER



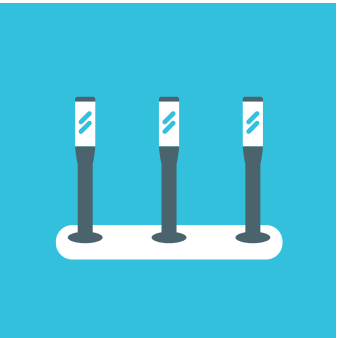
**Description**

Curbside management helps prioritize and align different uses of the space along curbs that would otherwise be in conflict with one another. This includes the location of bus stops, bicycle infrastructure, space for freight deliveries, passenger pick-ups/drop-offs, green stormwater infrastructure, public spaces, and parking spaces.

| Safe System Hierarchy                                              |       |
|--------------------------------------------------------------------|-------|
| Context                                                            | Urban |
| LRSM ID                                                            | N/A   |
| Cost                                                               | \$    |
| <div><div></div> Tier 1 Remove Severe Conflicts</div>              |       |
| <div><div></div> Tier 2 Reduce Vehicle Speeds</div>                |       |
| <div><div></div> Tier 3 Manage Conflicts in Time</div>             |       |
| <div><div></div> Tier 4 Increase Attentiveness and Awareness</div> |       |

Delineators, Reflectors, and/or Object Markers

OTHER



**Description**

Delineators, reflectors, and object markers are visual cues installed in a roadway, intended to warn drivers of an approaching curve or fixed object that cannot easily be removed. They are generally less costly than signage.

| Safe System Hierarchy                                              |       |
|--------------------------------------------------------------------|-------|
| Context                                                            | Rural |
| LRSM ID                                                            | N/A   |
| Cost                                                               | \$    |
| <div><div></div> Tier 1 Remove Severe Conflicts</div>              |       |
| <div><div></div> Tier 2 Reduce Vehicle Speeds</div>                |       |
| <div><div></div> Tier 3 Manage Conflicts in Time</div>             |       |
| <div><div></div> Tier 4 Increase Attentiveness and Awareness</div> |       |

*Low-Cost / Quick-Build  
Alternative Available*

Driveway Consolidation

OTHER



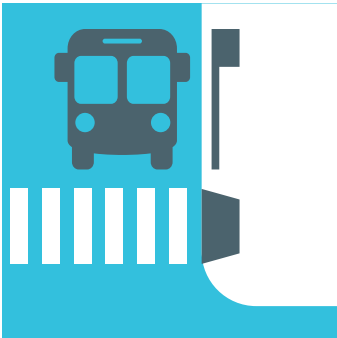
**Description**

Consolidating driveways reduces conflict points between vehicles entering/exiting the roadway and pedestrians, bicyclists, and vehicles traveling along the roadway. Particular attention should be considered to driveways within 250 feet of intersections.

| Safe System Hierarchy                                              |             |
|--------------------------------------------------------------------|-------------|
| Context                                                            | Urban/Rural |
| LRSM ID                                                            | N/A         |
| Cost                                                               | \$\$        |
| <div><div></div> Tier 1 Remove Severe Conflicts</div>              |             |
| <div><div></div> Tier 2 Reduce Vehicle Speeds</div>                |             |
| <div><div></div> Tier 3 Manage Conflicts in Time</div>             |             |
| <div><div></div> Tier 4 Increase Attentiveness and Awareness</div> |             |

Far-Side Bus Stop

OTHER



**Description**

Far-side bus stops are placed just after an intersection, so the bus crosses the street before picking up or dropping off passengers. This setup helps in a few ways: it keeps traffic moving more smoothly, makes it easier for pedestrians to be seen by drivers when crossing the street, and can help buses stay on schedule. It also encourages people to cross behind the bus, which is usually safer.

| Safe System Hierarchy                                              |             |
|--------------------------------------------------------------------|-------------|
| Context                                                            | Urban/Rural |
| LRSM ID                                                            | N/A         |
| Cost                                                               | \$          |
| <div><div></div> Tier 1 Remove Severe Conflicts</div>              |             |
| <div><div></div> Tier 2 Reduce Vehicle Speeds</div>                |             |
| <div><div></div> Tier 3 Manage Conflicts in Time</div>             |             |
| <div><div></div> Tier 4 Increase Attentiveness and Awareness</div> |             |

Impact Attenuators

OTHER



**Description**

Impact attenuators are safety devices placed on roads to help stop or slow down vehicles that accidentally leave their lane. Instead of crashing into something hard like a concrete wall or a bridge pillar, the vehicle hits the attenuator, which absorbs the impact and reduces the damage. These devices are often used in places where it's not possible to remove the dangerous object, so they act as a protective crash cushion.

| Safe System Hierarchy                       |       |
|---------------------------------------------|-------|
| Context                                     | Rural |
| LRSM ID                                     | N/A   |
| Cost                                        | \$\$  |
| Tier 1 Remove Severe Conflicts              |       |
| Tier 2 Reduce Vehicle Speeds                |       |
| Tier 3 Manage Conflicts in Time             |       |
| Tier 4 Increase Attentiveness and Awareness |       |

Red Light Camera

OTHER



**Description**

Red light cameras help enforce traffic laws by taking a photo of any vehicle that drives through an intersection after the light has turned red. These cameras work automatically, and the photos they take are used by authorities to issue tickets to drivers who run red lights.

| Safe System Hierarchy                       |       |
|---------------------------------------------|-------|
| Context                                     | Urban |
| LRSM ID                                     | N/A   |
| Cost                                        | \$\$  |
| Tier 1 Remove Severe Conflicts              |       |
| Tier 2 Reduce Vehicle Speeds                |       |
| Tier 3 Manage Conflicts in Time             |       |
| Tier 4 Increase Attentiveness and Awareness |       |

Relocate Hazardous Utility Poles

OTHER



**Description**

Removing utility poles from the roadside can help reduce the risk of serious crashes. If it's not possible to remove the poles completely, it can still help to move them farther away from the road's edge, or away from outside of curves where vehicles may be more likely to depart the roadway.

| Safe System Hierarchy                       |       |
|---------------------------------------------|-------|
| Context                                     | Rural |
| LRSM ID                                     | N/A   |
| Cost                                        | \$\$  |
| Tier 1 Remove Severe Conflicts              |       |
| Tier 2 Reduce Vehicle Speeds                |       |
| Tier 3 Manage Conflicts in Time             |       |
| Tier 4 Increase Attentiveness and Awareness |       |

Remove Obstructions For Sightlines

OTHER



**Description**

Removing visual obstacles near intersections helps drivers and pedestrians see each other more easily. This might include painting red curbs to stop cars from parking too close to corners (a practice known as "daylighting"), trimming overgrown trees or bushes, or moving signs or other objects that may block the view.

| Safe System Hierarchy                       |             |
|---------------------------------------------|-------------|
| Context                                     | Urban/Rural |
| LRSM ID                                     | NS11        |
| Cost                                        | \$          |
| Tier 1 Remove Severe Conflicts              |             |
| Tier 2 Reduce Vehicle Speeds                |             |
| Tier 3 Manage Conflicts in Time             |             |
| Tier 4 Increase Attentiveness and Awareness |             |

Low-Cost / Quick-Build  
Alternative Available

Speed Limit Reduction

OTHER



**Description**

Lower speeds help reduce the risk and severity of crashes. New industry standards for speed limits consider factors like roadway characteristics, adjacent land use context, as well as the presence of people walking and biking.

Context

Urban/Rural

LRSM ID

N/A

Cost

\$

Tier 1

Remove Severe Conflicts

Tier 2

Reduce Vehicle Speeds

Tier 3

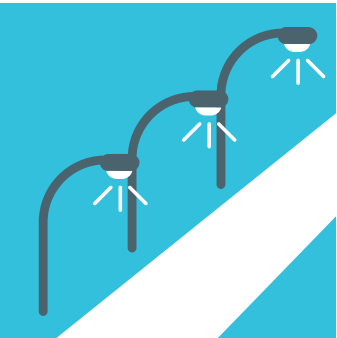
Manage Conflicts in Time

Tier 4

Increase Attentiveness and Awareness

Street Lighting

OTHER



**Description**

Adding street lighting helps drivers see better at night or in low-light conditions, and makes it easier to spot other people, vehicles, or objects on the road.

Context

Urban

LRSM ID

R01

Cost

\$\$

Tier 1

Remove Severe Conflicts

Tier 2

Reduce Vehicle Speeds

Tier 3

Manage Conflicts in Time

Tier 4

Increase Attentiveness and Awareness

Upgrade Lighting to LED

OTHER



**Description**

LED street lights are brighter and more efficient than olderr high-pressure sodium lights. Upgrading street lights improves visibility—especially at crosswalks—by providing better color contrast and lighting a wider area. As a result, it becomes easier for drivers to see people walking.

Context

Urban

LRSM ID

N/A

Cost

\$\$

Tier 1

Remove Severe Conflicts

Tier 2

Reduce Vehicle Speeds

Tier 3

Manage Conflicts in Time

Tier 4

Increase Attentiveness and Awareness

Traffic Camera/Closed Circuit TV Camera

OTHER



**Description**

Real-time traffic cameras enable live monitoring and integration with law enforcement and emergency service systems for faster rescue and investigation.

Context

Urban/Rural

LRSM ID

N/A

Cost

\$\$

Tier 1

Remove Severe Conflicts

Tier 2

Reduce Vehicle Speeds

Tier 3

Manage Conflicts in Time

Tier 4

Increase Attentiveness and Awareness



Rail Crossing Engineering Countermeasures

The Yuba-Sutter region is traversed by several active and historical rail lines, primarily operated by Union Pacific Railroad. These lines run through key communities such as Marysville, Wheatland, Yuba City, Olivehurst, and Plumas Lake. These communities and others experience safety concerns related to railroad crossings with local roads, particularly in rural locations with less safety infrastructure. The following countermeasure suggestions could separate users in time and/or enhance awareness of these sensitive crossings.

Uncontrolled Railroad Crossings

For uncontrolled railroad crossings, consider these countermeasures:

|                                                                                                                                                                                                                           |                                                                                                                             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|
| <p><b>Install Active Warning Systems</b></p> <p>Automatic gates and flashing lights are proven to significantly reduce crash frequency at crossings by alerting drivers and preventing crossing when trains approach.</p> | <p><b>Pavement markings and advanced warning</b></p> <p>Advance pavement markings and signage improve driver awareness.</p> |
| <p><b>Relocate/clear roadside features</b></p> <p>Remove or relocate roadside hazards near crossings to improve sight lines.</p>                                                                                          | <p><b>Consider grade separation</b></p> <p>Where feasible, build overpasses or underpasses.</p>                             |

Controlled Railroad Crossings

For controlled railroad crossings, consider these countermeasures:

|                                                                                                                                                              |                                                                                                                                                                                                                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Install gates</b></p> <p>Consistent with engineering requirements, install gates and ensure functionality of warning systems.</p>                      | <p><b>Improve lighting and pavement markings</b></p> <p>Use brighter, reflective pavement markings and lighting to enhance nighttime visibility.</p>                                                                     |
| <p><b>Preemption of Traffic Signals</b></p> <p>Integrate railroad crossing signals with adjacent traffic signals to clear queues before a train arrives.</p> | <p><b>Pedestrian Gates or Swing Gates</b></p> <p>In areas with higher foot traffic, install pedestrian gates prior to railroad crossing to prevent pedestrians from entering the track area during train approaches.</p> |





Roundabout Countermeasure

Roundabouts have been increasing in popularity in the U.S. for decades due to their safety and operational benefits. Several concerns and benefits of roundabouts are provided below.

Safety

Roundabouts reduce the number of intersection crossing conflict points compared to typical intersections, reducing the likelihood of crashes, as shown below. By creating a curved movement in the intersection, roundabouts slow down the speed of vehicles, which lessens both the likelihood and severity of crashes when they do occur. Additionally, the types of crashes that occur in a roundabout (e.g., sideswipes) are typically less severe than those of typical intersections (e.g., broadside/T-bone crashes) because the different crash angles reduce the kinetic energy involved in a crash.

Operations and Costs

Although roundabouts have higher upfront costs compared to traffic signals, they are cheaper to maintain over their usable lifetime. Unlike traffic signals, which create stop-and-go traffic patterns, roundabouts allow continuous movement, reducing congestion, delay, and idling time.

In rural areas, where visibility and road conditions can be compromised by nearby canals and agricultural activity, roundabouts can help manage traffic more predictably and safely than stop signs or signals.

Space Constraints

If available right-of-way is limited, traffic signals do typically require less space than roundabouts. However, compact roundabout designs tailored to fit tighter intersections can be implemented and still provide safety benefits compared to traditional signals

In rural areas in Yuba and Sutter County, a common concern is the ability of roundabouts to accommodate heavy vehicles like semi-trucks, farm tractors, and trailers. However, modern roundabout designs can include truck aprons and a wider turning radius to allow such vehicles to pass through at manageable speeds with minor issues.

Driver Familiarity

U.S. drivers are typically accustomed to traditional traffic signals so the transition to roundabouts may initially cause confusion. However, experiences from around California show that adaptation can be quick given proper education and roundabout design. Once drivers adapt, roundabouts can significantly reduce delays and improve traffic flow.

Trucks in Roundabout

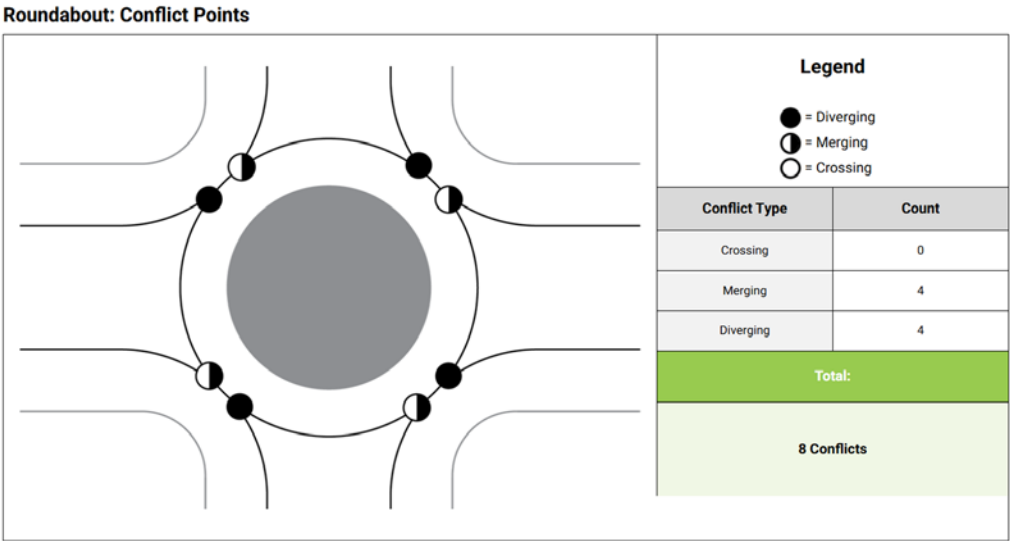
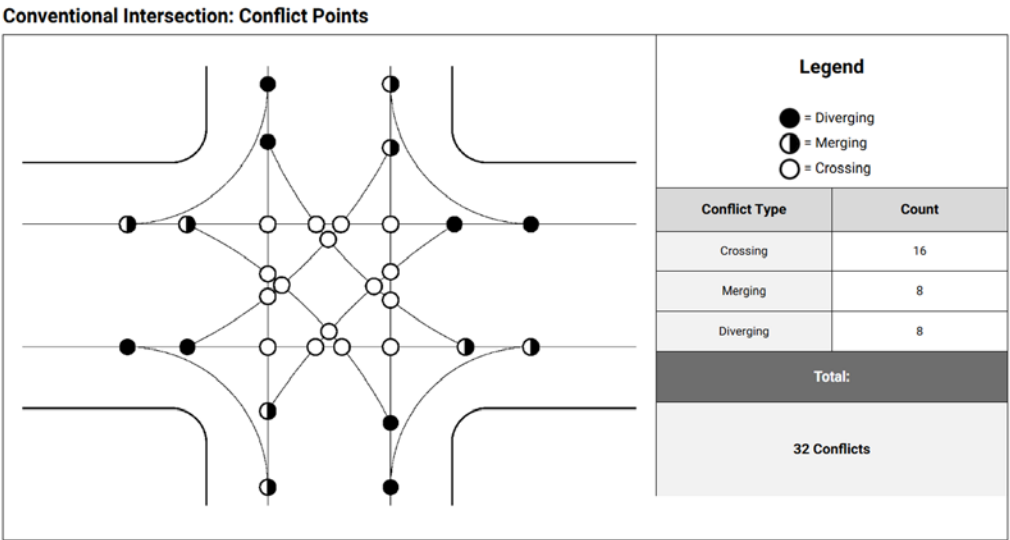


Space Constraints

If available right-of-way is limited, traffic signals do typically require less space than roundabouts. However, compact roundabout designs tailored to fit tighter intersections can be implemented and still provide safety benefits compared to traditional signals

Space Constraints

Busy intersections near schools, parks, and shopping centers raise concerns about pedestrian and cyclist safety in roundabouts. Roundabouts have been shown to reduce crash likelihood and severity for people walking and biking by slowing vehicle speeds and reducing conflict points. Features like splitter islands and clearly marked crosswalks allow pedestrians to cross one direction of traffic at a time, reducing exposure and improving visibility. Cyclists benefit from lower vehicle speeds and the option to either merge with traffic or use designated bike paths around the roundabout.



Source: Virginia Department of Transportation

# Programmatic Countermeasures

Programmatic countermeasures include education, enforcement, and other strategies that influence crash likelihood and severity. *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 11th Edition*, published by the National Highway Traffic Safety Administration (NHTSA) in 2023, served as a resource for the programmatic countermeasures presented in this section. Below is the effectiveness ratings based on NHTSA.

- ★★★★★

**Demonstrated to be effective** by several high-quality evaluations with consistent results
- ★★★★☆

**Demonstrated to be effective in certain situations**
- ★★★☆☆

**Likely to be effective** based on balance of evidence from high-quality evaluations or other sources
- ★★☆☆☆

**Effectiveness still undetermined** as different methods of implementation produce different results
- ★☆☆☆☆

**Limited or no high-quality evaluation evidence**

Public Health Partnerships on DUI Prevention

Description

Prevention and education policies focus on mobilizing and educating the community and intervening before driving under the influence takes place. According to NHTSA research, alcohol problem assessment and treatment programs, as well as alcohol intervention in settings such as a doctor’s office, are highly effective strategies for improving safety outcomes. Health departments could partner with partner agency police and sheriff departments to share information and conduct screenings.

Resources

*Behavior Change Campaigns to Improve Traffic Safety Toolkit*

*Countermeasures that Work, 11th Edition*

★★★★★

Cost: Varies

Crash History-Based Enforcement

Description

Called an Enforcement Priorities Mandate, use crash history and emphasis area corridors to direct enforcement efforts, with a focus on driving under the influence, distracted driving, and dangerous driving. This may require additional funding for California Highway Patrol, County Sheriff, and Local Police Departments.

Resources

*Evidence-Based Behavior Change Campaigns to Improve Traffic Safety Toolkit* (AAA Foundation, <https://aaafoundation.org/evidence-based-behavior-change-campaigns-to-improve-traffic-safety-toolkit/>)

*Countermeasures that Work, 11th Edition*

Effectiveness and cost information is not available for this countermeasure

Education & Public Awareness Campaigns Targeted at Speeding, Driving Under the Influence, and Increasing Awareness of People Walking and Biking

Description

Coordinating with public communications staff/public information officers from each jurisdiction to use existing social media accounts (e.g. Facebook, NextDoor, Twitter, etc.) can help establish an ongoing public education campaign focused on safe and responsible driving, discouraging drinking and driving, and increasing awareness of pedestrians and bicyclists. Campaigns could also involve collaborating with local radio station to disseminate safety messages in English, Spanish, and Punjabi.

Continue existing safety education campaign targeting safe speeds. This could include yard signs, wall boards/posters along high-injury corridors and neighborhoods, ads on bus exteriors, radio ads, etc. Safe Speeds is also applicable to those who bike and scooter. Potential partners include local Health Departments, community-based organizations like Blue Zones, local media outlets, and OTS Go Safely California Campaign.

Resources

The OTS Go Safely California campaign has free resources for local agencies to use in implementing public awareness campaigns.

★★★☆☆

Cost: \$\$\$

Pair Education with Engineering Countermeasures

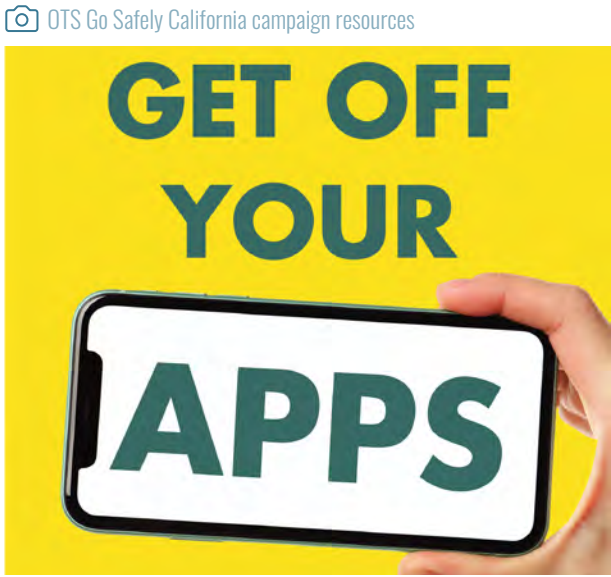
Description

Educational materials can be used to teach people how to use new and unfamiliar safety countermeasures, such as roundabouts or protected bikeways. These materials can consist of informational signs or demonstration videos, and should be presented in multiple languages, including English, Spanish, and Punjabi. The California Office of Traffic (OTS) has grants to support these educational campaigns.

Resources

City of Sacramento Bicycling videos: The City of Sacramento has used demonstration videos to engage residents in bicycling safety procedures. The videos feature a series of safety improvements such as protected bike lanes, bike boxes, and bike signals, and inform residents how to use these new roadway features, both as a bicyclist and a driver.

Effectiveness and cost information is not available for this countermeasure







High-Visibility Enforcement for DUI

Description

Deterrence policies, such as high visibility enforcement, focus on raising the actual and perceived risk of high-risk behaviors. County sheriffs and local police departments should implement high visibility enforcement for DUIs to deter and increase awareness of the risks of this behavior.

High visibility enforcement for driving under the influence, such as publicized sobriety checkpoints and saturation patrols, has been found to be effective to improve safety outcomes. Officers can focus their efforts along corridors with a history of speeding-related crashes since they must observe driving behavior on the road.

Integrated enforcement would include coordination with Public Awareness Campaigns. For example, widespread dissemination of multi-lingual educational messaging and promotion of safe rides home opportunities in advance of major DUI enforcement efforts.

Resources

Massachusetts Saving Lives – Enforcement Strategies, <https://solutions.edc.org/solutions/prevention-solutions>

This program combines community engagement events, high-visibility enforcement including sobriety checkpoints, and media communication to discourage DUI.



Cost: \$\$



High-Visibility Enforcement for Other Key Issues

Description

In the High-Visibility enforcement model, law enforcement targets high-crash or high-violation locations for enhanced enforcement, and publicizes the enforcement widely to maximize general deterrence of key issues including speeding, cell phone use, and lack of yielding at pedestrian crossings. If done well, such a campaign should be perceived as fair, as drivers are being put on notice that the enforcement is occurring, and that it is being done to improve safety. The objective is to convince the driving public that speeding is likely to be detected and therefore not worth the risk of receiving fines, points, or other punishment. Enforcement actions for violations should be consistent with local and State statutes, and taken in the interest of preventing traffic crashes.

Effective communications and outreach have long been deemed an essential part of successful enforcement programs. Key objectives of these communications are to provide information about the program and expected safety benefits, to incorporate public input, and to increase community support.



Cost: \$\$\$



Safe Ride Home Program

Description

Develop partnerships between the partner agencies' public works and police departments, Transportation Network Company (TNC) operators, and local businesses to offer promotional codes for free or discounted rides home from establishments or events throughout the reservation to reduce the potential for DUI, drowsy driving, or distracted driving. This program could be especially important during weekends, holidays, and other special events.

Resources

Portland Bureau of Transportation Safe Ride Home Program, <https://www.portlandoregon.gov/transportation/76611>

PBOT partnered with the Portland Police Bureau, TriMet, Old Town Hospitality Group, and Portland cab companies Radio Cab, Broadway Cab, New Rose City Cab and United Independent Cab, as well as transportation network companies Lyft and Uber to provide promo codes for discounted rides. The program is funded by a 50-cent fee charged for every taxi and TNC ride in Portland.



Cost: \$\$



Safe Route to School Program

Description

Safe Routes to School (SRTS) programs aim to create safer, more accessible options for children to walk and bike to school. Per the US Department of Transportation, 10% to 14% of all car trips during the morning rush hour nationwide are for school-related traffic, emphasizing the need for safer travel environments. Beyond safety, encouraging active travel supports healthier lifestyles and can contribute to better student well-being and academic performance.

SRTS programs achieve these outcomes through a combination of infrastructure and programmatic strategies. Infrastructure improvements, such as sidewalks, crosswalks, and traffic calming, reduce collision risk and make walking and biking more comfortable. Complementary education, enforcement, and encouragement activities promote safe travel behaviors and build community support.

Resources

*Countermeasures that Work, 11th Edition*  
*Yuba City Safe Routes to School Plan*  
FHWA Safe Routes to School Online Guide, <http://guide.saferoutesinfo.org/>



Cost: \$\$



Speed Limit Modification

Description

California Assembly Bill (AB) 43 was passed in 2021 to provide a means to lower speed limits on corridors that meet certain criteria. AB 43 focused on giving local jurisdictions more flexibility in setting speed limits, especially regarding vulnerable road users:

- Speed Limit Reduction: Reduction of additional 5 mph based on several factors, including designation of Safety Corridors, as described in Chapter 3
- Prima Facie Speed Limits: Options for 15 and 25 mph in certain areas such as school zones depending on context
- Business Activity Districts: Option for 20 or 25 mph speed limits



Cost: \$



Automated Enforcement

Description

Automated enforcement, such as red-light cameras or speed cameras, target the specific drivers who are behaving dangerously. Such enforcement is already allowed in all of or at least in several cities in California. Automated speed detection devices can identify speeding violations and provide citations. Such enforcement is currently allowed on a pilot basis in six cities in California and may be allowed to be implemented in all cities in the future.

A strictly data-driven approach to automated enforcement might place red-light or speed cameras in locations with the highest number of crashes. However, given that many low-income neighborhoods have historically received fewer infrastructure investments, which often results in a higher rate of crashes, this approach could lead to a disproportionate burden of enforcement. Therefore, automated enforcement should be implemented evenly across a jurisdiction at problem locations.



Cost: Varies

CITY OF YUBA CITY  
STAFF REPORT

**Date:** January 20, 2026  
**To:** Honorable Mayor & Members of the City Council;  
**From:** Public Works Department  
**Presentation By:** Joshua Wolffe, Public Works Director

---

**Summary**

**Subject:** Harter Estates North Subdivision (Acceptance of Public Improvements)  
**Recommendation:** Adopt a Resolution accepting certain street and related improvements pursuant to the Harter Estates North Subdivision Agreement with D.R. Horton CA2, Inc., a California corporation, and authorizing the Subdivider to file a Notice of Completion [Subdivision is located on the west side of the Harter Specific Plan Area, and south of Butte House Road]  
**Fiscal Impact:** City will become responsible for maintenance costs of the public improvements

---

**Purpose:**

To accept the infrastructure improvements associated with the Harter Estates North Subdivision for public use and initiate the one (1) year warranty period.

**Council's Strategic Goal:**

Acceptance of these improvements coordinates with the Council Strategic Goal related to Infrastructure. The action is necessary to comply with the Development Subdivision Agreement and transfer the private development to the City as public infrastructure.

**Background:**

On June 4, 2024, Council authorized Resolution No. 24-067 to execute a Subdivision Agreement with the Subdivider, D.R. Horton CA2, Inc., a California corporation, regarding the development of the Harter Estates North Subdivision (SM 19-01) (Attachment 2). Per the agreement, the Subdivider was to construct the determined improvements and, upon completion, dedicate and offer the improvements to the City to constitute public improvements.

**Analysis:**

The Harter Estates North Subdivision street and related improvements have been constructed to the satisfaction of the City. At this time, the Subdivider is requesting acceptance of the improvements so that the one (1) year warranty period can begin. All of the required improvements within the subdivision have been constructed in conformance with the approved plans and specifications. With the acceptance, the Subdivider will provide security for the guarantee and warranty of the work in the amount of 10% of the cost of the improvements, which equates to \$ 553,634.51.



**Fiscal Impact:**

With the acceptance of the improvements, the City will become responsible for the ongoing maintenance of the public improvements, including the water, sewer, storm-drain lines, streets, streetlights, and landscaping. Residents within the subdivision will participate in Lighting and Landscape Maintenance District No. 6A\_3, which will pay for the proportional share of the maintenance of the streetlights and landscaping. Maintenance costs for the water and sewer lines will come from the Water Enterprise and Sewer Enterprise funds, respectively, and maintenance of the streets and storm drains will be funded with road funds and the established Community Facilities District for the subdivision.

**Alternatives:**

Do not accept the improvements.

**Recommendation:**

Adopt a Resolution accepting certain street and related improvements pursuant to the Harter Estates North Subdivision Map Agreement with D.R. Horton CA2, Inc., a California corporation, and authorizing the Subdivider to file a Notice of Completion. [Subdivision is located on the west side of the Harter Specific Plan Area, and south of Butte House Road.]

**Attachments:**

1. Resolution accepting Harter North Subdivision Improvements
2. Location Map of Harter Estates North

**Prepared By:**

Kevin Bradford  
Deputy PW Director – Engineering

**Submitted By:**

Robert Bendorf  
City Manager

# ATTACHMENT 1

RESOLUTION NO. \_\_\_\_\_

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY  
ACCEPTING CERTAIN STREET AND RELATED IMPROVEMENTS  
PURSUANT TO THE HARTER ESTATES NORTH SUBDIVISION  
AGREEMENT DATED JUNE 21, 2024 BETWEEN THE CITY OF YUBA CITY  
AND D.R. HORTON CA2, INC., A CALIFORNIA CORPORATION, AND  
AUTHORIZING THE SUBDIVIDER TO FILE THE NOTICE OF COMPLETION.**

WHEREAS, the City of Yuba City (City) has heretofore contracted with D.R. Horton CA2, Inc., a California corporation (Subdivider) for certain work pursuant to that Harter Estates North Subdivision Agreement dated June 21, 2024, between the City and D.R. Horton CA2, Inc., a California corporation as a condition of approval for Tentative Subdivision Map No. 19-01; and

WHEREAS, said work of improvements called for by said Agreement for street and related improvements was completed to the satisfaction of the City, and a maintenance bond insuring the work of improvements from a maintenance standpoint for a period of one (1) year from and after completion has been provided.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the City Council of the City of Yuba City hereby accepts the work performed on those certain improvements, the subject of the Harter Estates North Subdivision Agreement dated June 21, 2024, between the City of Yuba City and with D.R. Horton CA2, Inc., a California corporation, and authorizes and directs the Subdivider to execute and record a Notice of Completion in connection with said work of improvement.

The foregoing Resolution was duly and regularly introduced, passed, and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on the 20th day of January, 2026.

AYES:

NOES:

ABSENT:

\_\_\_\_\_  
Marc Boomgaarden, Mayor

ATTEST:

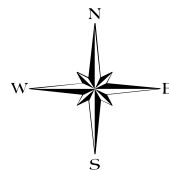
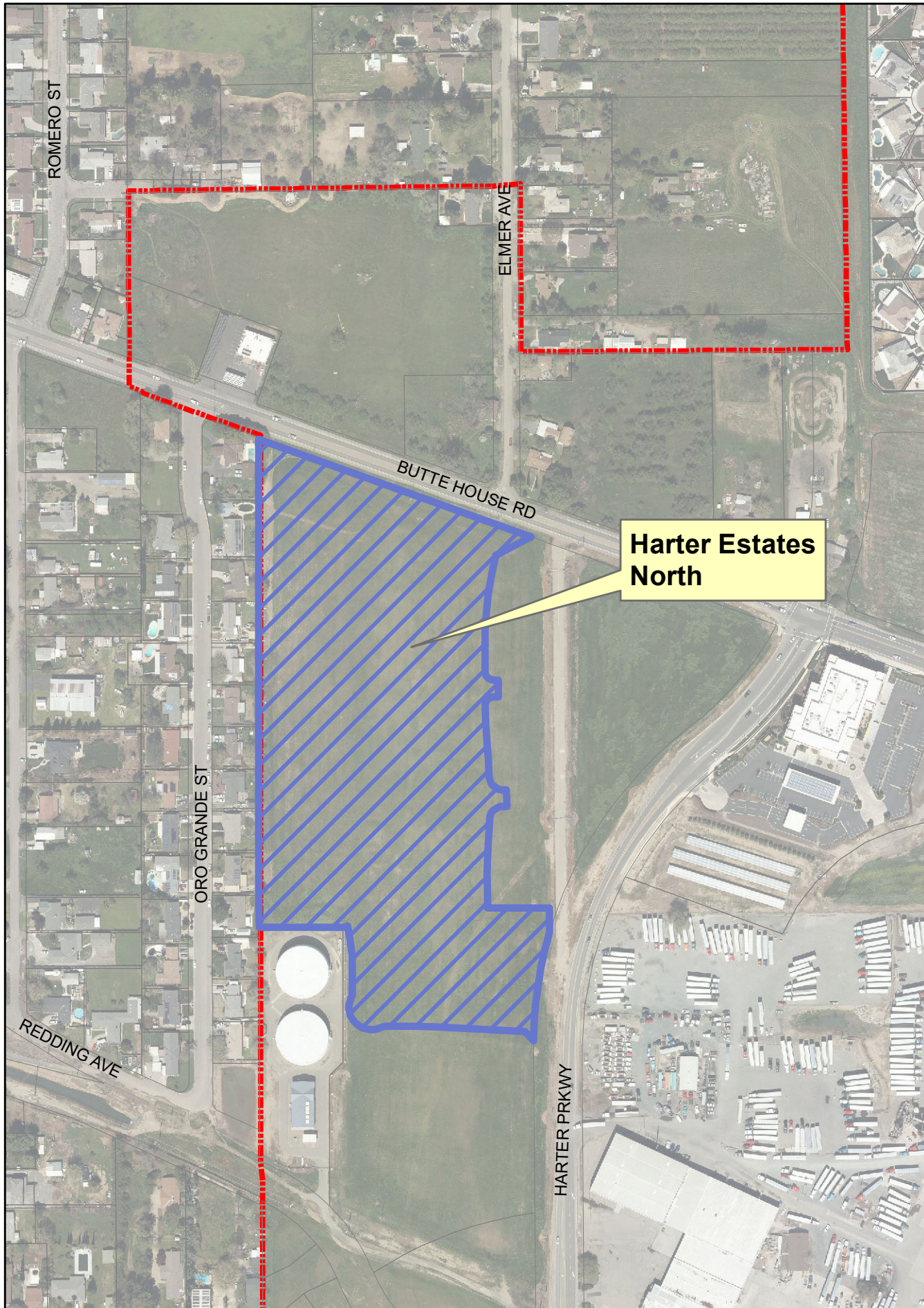
\_\_\_\_\_  
Ciara Wakefield, City Clerk

APPROVED AS TO FORM  
COUNSEL FOR YUBA CITY:

\_\_\_\_\_  
Shannon Chaffin, City Attorney  
Aleshire & Wynder, LLP



## ATTACHMENT 2



Location Map: Harter North Estates  
Tentative Subdivision Map 19-01

CITY OF YUBA CITY  
STAFF REPORT

**Date:** January 20, 2026  
**To:** Honorable Mayor & Members of the City Council;  
**From:** Development Services Department  
**Presentation By:** Jaspreet Kaur, Senior Planner

---

**Summary**

**Subject:** Consideration of an Appeal of the Planning Commission's approval of Use Permit 24-04, Tentative Parcel Map 24-01, Variance 24-01, and Environmental Assessment 24-06 located at 590 Colusa Avenue

**Recommendation:** Continue the item to a date certain of February 3, 2026, at 6pm or shortly thereafter

**Fiscal Impact:** The City's adopted flat fee for appeals has been paid by the appellant and is intended to cover staff costs

---

**Purpose:**

To consider the appeal of Use Permit 24-04, Tentative Parcel Map 24-01, and Variance 24-01.

**Council's Strategic Goal:**

This item implements the Council's Strategic Goal of being business friendly.

**Background:**

The applicant, Ryan Rogers, filed an application for a Use Permit, Tentative Parcel Map and Variance on March 25, 2024.

On February 26, 2025, the Planning Commission conducted a Public Hearing on the project. During the public hearing, members of the public spoke in opposition of the project due to noise concerns from the carwash and drive-thru speaker, wall height, and traffic. After the close of the public hearing, Planning Commission approved the three entitlements.

On March 10, 2025, the City received an appeal from Brigit S. Barnes & Associates, Inc. for Planning Commission's action that was timely received by the City Clerk's office in accordance with Section 8-5.7202 and Section 8-8.104-105 of the Yuba City Municipal Code.

On January 8, 2026 staff received an email requesting the item to be moved to a future City Council date as the applicant and appellant are still working on agreeing to new Conditions of Approval.

**Appeal:**



The appeal cites the following grounds (see appellant letter provided as Attachment 1):

1. Several neighbors did not receive notice of the hearing and Sarah Kliban's written objections were not read into the record.
2. Variance and conditional use permits should be limited to slight zoning or general plan modifications so long as such modifications can be squared with adverse impacts on the peace and tranquility of its neighbors. The requested variance reduces the standard setback for carwashes from 100 feet to 10 feet to allow portions of the carwash tunnel and fast-food drive lane to be located within 10 feet from adjacent residential uses.
3. The intent of the 100-foot standard is to protect adjacent residential uses from noise impacts from the car wash and drive-through operations.
4. Should the City Council determine to approve any portion of these uses and the parcel map, we urge that it set special hearings to determine the appropriate level of mitigation.

The appeal letter urged the City Council to deny the application so the project can be redesigned to relocate the fast-food driveway and the vacuum dryer tunnel as part of the car wash facility so that the primary causes of extraordinary noise is located further away from residential neighbors.

### **Analysis:**

This project includes the following entitlements:

- Tentative Parcel Map 24-01: Subdivide the 2.02-acre site into three commercial parcels consisting of 0.93 acre (Parcel 1), 0.71 acre (Parcel 2), and 0.38 acre (Parcel 3).
- Use Permit 24-04: Establish a new 2,870 square foot quick-serve restaurant with a drive-through on Lot 2. The commercial uses within the parcel map will be connected through internal access driveways facilitated by a cross-access easement. Pursuant to the Yuba City Municipal Code, drive-through facilities require an approved Use Permit within the C-3 District.
- Variance 24-01: To reduce the minimum required 100-foot distance between a car wash facility and residence to approximately 10 feet to accommodate the vacuum station. The car wash building is approximately 50' away from the closest residence.

Notice was provided to property owners within 350 feet of the project site consistent with State law which exceeds the minimum 300-foot statutory notice requirement.

Written comments submitted by Ms. Kliban were read into the record at the Planning Commission meeting by staff.

The 100-foot setback standard referenced by the appellant applies to the separation of carwashes from residential districts and does not apply to drive -thru facilities (Municipal Code Sections 8-5.1302 and 8-5.1402).

Following receipt of the appeal, the appellant and applicant are collaborating to address the concerns cited and have requested the public hearing to be moved to a later date. Staff will prepare a staff report with revised Conditions of Approval for consideration at the regular City Council meeting on February 3, 2026.

### **Fiscal Impact:**

The City's adopted flat fee for appeals has been paid by the appellant and is intended to cover staff costs.

### **Alternatives:**

Alternative direction may be provided by the City Council.

**Recommendation:**

Continue the item to a date certain of February 3, 2026.

**Attachments:**

1. Appeal Letter

Prepared By:  
Jaspreet Kaur  
Senior Planner

Submitted By:  
Robert Bendorf  
City Manager

# ATTACHMENT 1



# BRIGIT S. BARNES & ASSOCIATES, INC.

A LAW CORPORATION  
Licensed in  
California & Nevada

Brigit S. Barnes, Esq.  
Certified Specialist,  
Estate Planning, Trust &  
Probate Law, The State  
Bar of California

Shareen Golbahar, Esq.  
Of Counsel



Asset Preservation,  
Land Use &  
Environmental  
Paralegal  
Jaenalyn Jarvis

Legal Assistant  
Janice Reed

Office Manager  
Nancy Seley

Administrative Assist  
Karina Bedi

3262 Penryn Road  
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Loomis, CA 95650  
tel: 916.660.9555  
fax: 916.660.9554  
www.landlawbybarnes.com

March 10, 2025

## *Via Hand Delivery/Email*

City Clerk of City of Yuba City  
Ciara Wakefield  
City Hall  
1201 Civic Center Drive  
Yuba City, CA 95993  
Email: [cityclerk@yubacity.net](mailto:cityclerk@yubacity.net)

Re: Appeal of Planning Commission Approval February 26, 2025, Use Permit 24-04; Parcel Map 24-01; and Variance 24-01, especially including the waiver of the 100 ft. car wash distance to residential parcels

Dear Ms. Wakefield:

This office has been retained by owners and residents of the proposed site to appeal the Planning Commission approvals of the above-referenced proposed parcel split to allow for fast food uses, and a car wash.

My clients, who own homes and or reside immediately adjacent to the proposed development and also live very close by, oppose the Planning Commission's determination to grant the waiver. This letter summarizes our 'clients' concerns. We will file detailed appeal responses within the time directed by the Planning Department when an appeal date is chosen.

First, several neighbors, although their property is located within the 300-foot boundary, did not receive notice of the hearing. The residents who did not receive notices of the hearing, although their property is located immediately adjacent to the proposed project, are:

821 Chestnut Street;  
846 Chestnut street  
865 Chestnut Street  
585 Rosalind Street, and  
924 Olive Steet.

Further, we are informed that Ms. Sarah Kliban's written objections were not read into the record. Ms. Kliban owns 052-161-023, immediately adjacent to Parcels 1 and 2 of the proposed parcel map.

Second, the use of variances and conditional use permits should be limited to slight zoning or general plan modifications so long as such modifications can be squared with the adverse impacts on the peace and tranquility of its neighbors. The requested variance reduces the standard setback of 100 feet to 10 feet to allow portions of the carwash tunnel and drive lane for the fast-food use to be constructed within 10 feet of the adjacent residential uses. The

Asset Preservation  
General Business

Commercial Real Estate  
Real Estate Financing

Environmental  
Litigation

purpose of the zoning setback is to protect adjacent residences from nuisances arising from commercial uses, in this case, especially noise from the car wash tunnel and the squawk box and drive lane for the quick-serve restaurant. Variances can only be granted in limited situations where the property is deprived of uses granted to other similarly zoned and situated property. See CA Government Code § 65906; see also PMI Mortgage Ins. Co. v. City of Pacific Grove (1981) 128 Cal.App.3d 724, 731. Because of the short time frame in filing this notice of appeal, the actual hearing has not been analyzed. However, based on the staff report and attached documents, no evidence of a fast-food restaurant and car wash already previously approved by the City with 90% waivers in the setbacks against a residential neighborhood, was presented. The applicant cannot make a showing that other car wash and drive through uses have been granted 90 percent set back waivers. The applicant has applied for both a fast-food restaurant and the car wash, so as to increase his return on the property. The size and shape of the parcel can accommodate either use, without the potential of the adverse noise and light impacts to the neighbors. However, the shape of the parcel cannot accommodate both uses without disproportionately and adversely affecting the existing neighbors.

Third, the point of the City standard of 100 feet set back is intended to protect adjacent residential uses from the noise resulting from car wash and drive-through operations. Allowing for a waiver and granting a variance on the basis of the conflicting information included in the record should not be permitted because the effect of the waiver damages residential parcels which the record acknowledges are already exposed to dpm in excess of the City standard. My clients assert that the City's reliance on the Bollard Noise Study calculations of increases in the noise level adversely affecting the immediate residential neighbors, in the face of actual noise studies included in the record, was mistaken and should be reversed, and the variance denied. Existing data shows that these homes are already impacted above the 'City's noise standard of 65 dpm resulting from Highway 20 road noise, and my clients assert therefore, that the additional noise impacts anticipated to result, especially from the fast food squawk box placed immediately next to Ms. Kliban's property, and car wash vacuum tunnel, cannot be sufficiently mitigated to ensure that Ms. Kliban and her neighbors' noise levels will not result in inappropriately high levels applied to their daily living.

Fourth, should the City Council determine to approve any portion of these uses and the parcel map, we urge that it set special hearings to determine the appropriate level of mitigation. Mitigation Measure 3.13.9 is completely inadequate to protect the rights and concerns of the adjacent neighbors. In my experience, the efforts to retain a third party as a dispute resolution specialist where the land uses are inconsistent only results in multiple supplemental appeals by the disaffected parties to the City Council, asserting that proposed resolutions are inadequate.

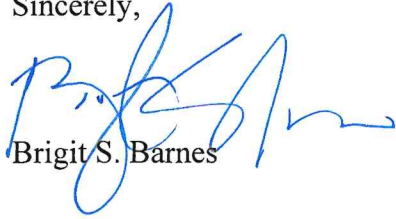
My clients urge the City Council to deny the application so that the project can be redesigned to relocate the fast-food driveway and the vacuum dryer tunnel as part of the car

City Clerk, City of Yuba City  
March 10, 2025  
Page 3

wash facility so that the primary causes of extraordinary noise is located further away from the residential neighbors.

This letter will be delivered by hand to assure receipt of the accompanying \$931.24 Appeal fee. I am also emailing the letter to you as a convenience for distribution.

Sincerely,

  
Brigit S. Barnes

Kliban Town Center Car Wash\City Appeal.01



CITY OF YUBA CITY  
STAFF REPORT

**Date:** January 20, 2026  
**To:** Honorable Mayor & Members of the City Council;  
**From:** Administration Department  
**Presentation By:** Ciara Wakefield, City Clerk

**Summary**

**Subject:** Community Sponsorship Request - Girls on the Run  
**Recommendation:** Consider a Community Sponsorship request; and if approved, Adopt a Resolution to approve a monetary sponsorship request from Girls on the Run of the North State in the amount of \$1,800.00 for a public purpose that provides a community benefit by investing in a future workforce and cultivating engaged citizens  
**Fiscal Impact:** Monetary sponsorship of Girls on the Run North State in the amount of \$1,800.00 (Community Contributions Account number 4220-66010)

**Council's Strategic Goal:**

This item addresses the City Council's overarching strategic goal of improving the "Quality of Life" for City residents.

**Purpose:**

City sponsorships reflect support of specific programs or events by an organization. The intent is that the public will receive some intrinsic cultural, economic, educational, or entertainment value from the program or event.

**Background:**

On January 18, 2022, the City Council adopted an Amended Community Sponsorship Policy outlining factors for approval, including resources available, alignment with Council goals, community benefit, risk, and insurance requirements.

On October 1, 2024, Council directed staff to update the policy. Amendments adopted January 21, 2025, added a one-year eligibility restriction, clarified quarterly review deadlines, and aligned applications with the City's fiscal schedule.

In January 2026, a sponsorship request was received from Girls on the Run of the North State.

**Girls on the Run of the North State:**

Girls on the Run (GOTR) inspires girls in 3rd – 8th grades to lead joyful, healthy and confident lives through an evidence-based curriculum and the power of running. Participants design community

impact projects that directly benefit local organizations. Additionally, empowering girls with confidence, leadership, and healthy habits, GOTR invests in a future workforce and community members who are more likely to be engaged and supportive citizens. Girls on the Run unlocks power & potential.

An \$1,800 sponsorship will help GOTR keep programming affordable for every girl who wants to participate. Funding supports training the coaches who lead each team, the curriculum/materials, and an end-of-season 5K that allows the girls pull together all that they have learned over the 10-week program to cross the finish line stronger, more connected to their peers and more confident in who they are.

### **Analysis:**

The Amended Community Sponsorship Policy states, "The budget for the Community Sponsorship Program shall be established by City Council each year during the annual budget process," and "applications will be presented to Council quarterly on a first-come, first-served basis." For FY 25-26, City Council budgeted \$10,000 for Community Contributions and \$10,000 for Community Events. Budgeted funds are to be considered and allocated on a quarterly basis, which provides \$2,500 quarterly for Community Contributions and \$2,500 quarterly for Community events.

| Description                                  | Budget                          | Q1 July- Sept 2025           | Q2 Oct- Dec 2025                                 | Q3 Jan- Mar 2026                              | Q4 April- June 2026 | Remaining Balance |
|----------------------------------------------|---------------------------------|------------------------------|--------------------------------------------------|-----------------------------------------------|---------------------|-------------------|
| <b>Community Contributions</b><br>4220-66010 | \$10,000<br>(\$2,500 Quarterly) |                              | \$1,000<br>YCHS Baseball                         | <b>Request:</b><br>\$1,800 - Girls on the Run |                     | \$7,200           |
| <b>Community Events</b><br>4220-66015        | \$10,000<br>(\$2,500 Quarterly) | \$2,500<br>Casa De Esperanza | \$1,000 Sutter<br>County Museum<br>\$1,000 YSEDC |                                               |                     | \$5,500           |

### **Fiscal Impact:**

Girls on the Run of the North State:

Monetary sponsorship in the amount of \$1,800.00 (Community Contributions Account number 4220-66010).

### **Recommendation:**

Consider a Community Sponsorship request; and if approved, Adopt a Resolution to approve a monetary sponsorship request from Girls on the Run of the North State in the amount of \$1,800.00 for a public purpose that provides a community benefit by investing in a future workforce and cultivating engaged citizens.

### **Attachments:**

1. Resolution - Girls on the Run Sponsorship 01.20.26
2. Sponsorship Application - Girls on the Run 01.20.26

### **Prepared By:**

Ciara Wakefield  
City Clerk

### **Submitted By:**

Robert Bendorf  
City Manager

# ATTACHMENT 1



**RESOLUTION NO. \_\_\_\_\_**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY  
APPROVING A COMMUNITY SPONSORSHIP REQUEST FOR GIRLS  
ON THE RUN OF THE NORTH STATE**

**WHEREAS**, Girls on the Run of the North State, a non-profit organization, inspires girls in 3rd – 8th grades to lead joyful, healthy and confident lives through an evidence-based curriculum and the power of running; and

**WHEREAS**, Girls on the Run of the North State has requested community contribution funds to keep programming affordable for every local girl who wants to participate.; and

**WHEREAS**, the City Council of the City of Yuba City (“City Council”) finds that supporting the physical, emotional, and social development of local girls serves an important public purpose by empowering youth with confidence, leadership, and healthy habits, thereby investing in a future workforce and fostering engaged community members;

NOW, THEREFORE UPON A FINDING THAT THE SPONSORSHIP SERVES A PUBLIC PURPOSE AND PROVIDES A COMMUNITY BENEFIT, the City Council of the City of Yuba City does hereby resolve as follows:

**Section 1.** The City Council finds the above recitals true and correct.

**Section 2.** The City Council finds that the Girls on the Run efforts directly benefits Yuba City youth. Accordingly, the City Council approves a community contribution in the amount of \$1,800 for the Girls on the Run of the North State.

**Section 3.** This Resolution shall take effect immediately and the City Clerk shall certify the adoption of this Resolution.

The foregoing Resolution of the City Council of the City of Yuba City is duly introduced, PASSED AND ADOPTED at a regular meeting thereof held on the 20<sup>th</sup> day of January, 2026 by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

\_\_\_\_\_  
Marc Boomgaarden, Mayor

\_\_\_\_\_  
Ciara Wakefield, City Clerk

APPROVED AS TO FORM  
COUNSEL FOR YUBA CITY

Shannon L. Chaffin, City Attorney  
Aleshire & Wynder, LLP

## EXHIBIT 1A





## COMMUNITY SPONSORSHIP APPLICATION FORM

Name of Organization Girls on the Run of the North State (GOTR) Non-Profit ID/ 501 C# 273189083

Address PO Box 284 City/State/Zip Chico, CA 95927

Contact Person Claire Johnson Phone 530-636-0786 ext 1 Email claire@gotrnorthstate.org

Organization Purpose/Mission Inspire girls in 3rd-8th grades to lead joyful, healthy and confident lives through an evidence based curriculum and the power of running.

Type of Organization:

- ☒ Non-Profit (located or primarily serves residents within the City of Yuba City)  
☐ Educational Institution  
☐ Local business (located within City of Yuba City city limits)

Type of Event:

- ☐ Local Celebration ☐ Athletic ☐ Cultural ☒ Educational  
☐ Fundraiser ☐ Entertainment ☐ Other \_\_\_\_\_

Program or Event Name Spring 2026 Season of Girls on the Run - an afterschool empowerment program

Event Location The culminating event for the season is a 5K fun run taking place at Yuba College for 345 Yuba-Sutter girls plus the public,

Event Date/Time The spring season runs week of Feb 2-May 4, 2026. The 5K is Saturday, May 2, 2026 (Approx 800 runners)

Expected Number of Participants 190 Sutter Co / 155 Yuba County girls

Open to the Public? ☒ Yes ☐ No

Please explain how your program or event meets one or more of the sponsorship criteria below:

- **Boosts the local Yuba City economy:** Girls in our program design community impact projects that directly benefit local organizations. Additionally, empowering girls with confidence, leadership and healthy habits, GOTR invests in a future workforce and community members who are more likely to be engaged and supportive citizens. In essence, GOTR creates a virtuous cycle: local businesses support GOTR which empowers girls who then grow into confident active community members.
- **Provides an opportunity to help build community, foster a sense of pride within our community, and engage our community:** Sponsoring Girls on the Run signals that the city of Yuba City believes in building a stronger, more compassionate future - starting with our youth. Yuba City would be investing in the physical, emotional and social development of local girls while creating opportunities for the entire community to engage in something meaningful and mission driven. \*Note - a sponsorship includes the 5K event as well as the full 10-week season of programming.
- **Contributes positively to the recognition and image of the City of Yuba City:** As a sponsor Yuba City would also be joining a network of schools, families, volunteers and fellow community leaders who care deeply about the well-being of our youth. Your support helps foster collaboration, trust and goodwill across the communities we serve - building relationships that go far beyond a season's end.

Type of Sponsorship Requested:

☐ In-kind services – Amount requested: \_\_\_\_\_

Provide a description of the in-kind services requested: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

☐ Facility Waiver – Amount requested: \_\_\_\_\_

☒ Monetary Funding – Amount requested: \$1,800

☐ Fundraiser Gift Basket – Amount requested: \_\_\_\_\_

Other Considerations:

☒ I understand that if the City agrees to sponsor the event, I will acknowledge the sponsorship on all printed information or advertising related to the event using a message approved by the City and provide any written marketing material to the City before distribution of event materials.

☒ If the City agrees to sponsor the event, I understand that appropriate ADA accessibility and other permit requirements will be provided.

☒ I understand that sponsorship is optional, and the City can deny this sponsorship application.

Signature of Applicant Claire Johnson Date December 31, 2025

Print Name of Applicant Claire Johnson

A \$1,500 sponsorship from Yuba City will help Girls on the Run keep our life-changing evidence-based programming affordable for EVERY girl who wants to participate. Funding supports training the coaches who lead each team, the curriculum and all materials needed and the end of season culminating 5K that helps the girls pull together all that they have learned over the 10-week program to cross the finish line stronger, more connected to their peers and more confident in who they are! Together, we can reach more girls and empower them with the tools to succeed in life.

CITY OF YUBA CITY  
STAFF REPORT

**Date:** January 20, 2026  
**To:** Honorable Mayor & Members of the City Council;  
**From:** Administration Department  
**Presentation By:** Marc Boomgaarden, Mayor

**Summary**

**Subject:** Assignment of City Council to Regional Boards and Committees  
**Recommendation:** Approve the City Council Assignments to Regional Boards and Committees for Calendar Year 2026  
**Fiscal Impact:** None

Below are the City Council Assignments to Regional Boards and Committees for Calendar Year 2026:

| Marc Boomgaarden                                | Michael Pasquale                                | Toni Cole                                                         | Wade Kirchner                                               | Dave Shaw                                     |
|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------|-----------------------------------------------|
| Advisory Board Screening Committee              | Advisory Board Screening Committee              | Blue Zones                                                        | County-Wide RDA Oversight Board* (Alt)                      | Beale Military Liaison                        |
| Beale Military Liaison (Alt)                    | County-Wide RDA Oversight Board*                | Gov't Affairs Committee for Sutter Yuba Homeless Consortium (Alt) | Feather River Air Quality Management District (Alt)         | Downtown Business Association                 |
| Gilsizer Drainage District                      | Downtown Business Association                   | Regional Waste Management Authority (RWMA) (Alt)                  | Gilsizer Drainage District                                  | Greater Sacramento Economic Council (GSEC)    |
| Local Agency Formation District (LAFCO)         | Feather River Air Quality Management District   | Sacramento Area Council of Government (SACOG) (Alt)**             | Gov't Affairs Committee for Sutter Yuba Homeless Consortium | Local Agency Formation District (LAFCO) (Alt) |
| Regional Housing Authority                      | Gilsizer Drainage District (Alt)                | Sutter Animal Services Authority (SASA)                           | North Sac Valley Integrated Regional Water Mgmt Group       | Regional Waste Management Authority (RWMA)    |
| Sacramento Area Council of Government (SACOG)** | Greater Sacramento Economic Council (GSEC)      | Sutter Butte Flood Control Agency (SBFCA) (Alt)                   | Regional Water Authority (RWA)                              | Sutter Animal Services Authority (SASA)       |
| Sutter Butte Flood Control Agency (SBFCA)       | School District Liaison                         | Sutter County Children and Families Commission                    | Sutter Animal Services Authority (SASA) (Alt)               | School District Liaison (Alt)                 |
| Budget Oversight Ad Hoc                         | Sutter Butte Flood Control Agency (SBFCA) (Alt) | Yuba-Sutter Transit Authority (YSTA)                              | Sutter Yuba Mosquito Vector District                        | Sutter Butte Flood Control Agency (SBFCA)     |
| Tierra Buena Traffic Ad Hoc                     | Yuba Sutter Arts                                |                                                                   | Yuba Sutter Food Bank                                       | Yuba-Sutter Transit Authority (YSTA) (Alt)    |
|                                                 | Yuba-Sutter Economic Development Corp (YSEDC)** |                                                                   | Yuba-Sutter Regional Healthcare Gov't Relations Committee   |                                               |
|                                                 | Yuba-Sutter Transit Authority (YSTA) (Alt)      |                                                                   | Yuba-Sutter Transit Authority (YSTA)                        |                                               |
|                                                 | Budget Oversight Ad Hoc                         |                                                                   |                                                             |                                               |
|                                                 | Tierra Buena Traffic Ad Hoc                     |                                                                   |                                                             |                                               |
|                                                 |                                                 |                                                                   |                                                             |                                               |

\*=Mayoral Appointment

\*\* = Recommendation

Grey = Ad Hoc Committee



**Attachments:**

1. 2026 - Council Assignments 01.20.26

Prepared By:

Ciara Wakefield  
City Clerk

Submitted By:

Robert Bendorf  
City Manager

# ATTACHMENT 1



## City Council 2026 Board and Committee Assignments

| Commission                                                          | Members                                                             | Date/Time/Location                                                                | Contact                                                                                                                                                                                             | 700 Form | Stipend       |
|---------------------------------------------------------------------|---------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------|
| Advisory Board Screening Committee                                  | Marc Boomgaarden (Mayor)<br>Michael Pasquale (Vice-Mayor)           | As needed – to fill term ending dates June & Dec<br>1201 Civic Center Blvd YC     | Ciara Wakefield<br>City Clerk<br>(530) 822-4817<br><a href="mailto:cwakefield@yubacity.net">cwakefield@yubacity.net</a>                                                                             | NO       | None          |
| Beale Military Liaison                                              | Marc Boomgaarden<br>Dave Shaw (Alt)                                 | Volunteer/Advocacy<br>As needed                                                   | Janice Nall – Beale AFB<br>(530) 218-2121<br><a href="mailto:jsn@c-mp.com">jsn@c-mp.com</a>                                                                                                         | N/A      | None          |
| Blue Zones                                                          | Toni Cole                                                           | TBD / As needed                                                                   | Marni Sanders<br>Executive Director<br><a href="mailto:marni.sanders@sharecare.com">marni.sanders@sharecare.com</a>                                                                                 | NO       | None          |
| Downtown Business Association Representatives                       | Michael Pasquale<br>Dave Shaw                                       | 8:30 a.m. First Thursday<br>Monthly & As needed                                   | (530) 755-1620<br><a href="mailto:info@yubacitydowntown.com">info@yubacitydowntown.com</a>                                                                                                          | NO       | None          |
| Countywide Redevelopment Oversight Board*<br>(Mayoral appointment)  | Michael Pasquale<br>Wade Kirchner (Alt)                             | As needed - Sutter County<br>1160 Civic Center Blvd<br>Yuba City, CA 95993        | Steve Smith, Assistant CAO<br>(530) 822-7100<br><a href="mailto:SMSmith@co.sutter.ca.us">SMSmith@co.sutter.ca.us</a>                                                                                | YES      | None          |
| Feather River Air Quality Management District<br>(FRAQMD)           | Michael Pasquale<br>Wade Kirchner (Alt)                             | 4:00 p.m. First Monday<br>Every other Month<br>541 Washington Ave, YC             | Shelley Channel and<br>Maria Ramos - FRAQMD<br>(530) 634-7659 Ext 204<br><a href="mailto:schannel@fragmd.org">schannel@fragmd.org</a><br><a href="mailto:mramos@fragmid.org">mramos@fragmid.org</a> | YES      | \$100/meeting |
| Gilsizer Drainage District                                          | Marc Boomgaarden (Mayor)<br>Wade Kirchner<br>Michael Pasquale (Alt) | 4:00 p.m. Monthly<br>Every 2 <sup>nd</sup> Wednesday<br>1201 Civic Center Blvd YC | Tammi Gaschke – Sutter Co<br>(530) 822-7450<br><a href="mailto:TGaschke@co.sutter.ca.us">TGaschke@co.sutter.ca.us</a>                                                                               | YES      | None          |
| Gov't Affairs Committee for Sutter Yuba Homeless Consortium         | Wade Kirchner<br>Toni Cole (Alt)                                    | When called<br>Via Zoom                                                           | Johnny Burke<br>(530) 632-5761<br><a href="mailto:director@syhomelessconsortium.org">director@syhomelessconsortium.org</a>                                                                          | YES      | None          |
| Greater Sacramento Economic Development Council<br>(Recommendation) | Michael Pasquale<br>Dave Shaw                                       | 9:00 a.m. Quarterly<br>400 Capitol Mall #2520                                     | Brittany Jones<br>(916) 287-9082<br><a href="mailto:bjones@selectsacramento.com">bjones@selectsacramento.com</a>                                                                                    | NO       | None          |





## City Council 2026 Board and Committee Assignments

| Commission                                                         | Members                                                                    | Date/Time/Location                                                                                 | Contact                                                                                                                                                                                                       | 700 Form | Stipend       |
|--------------------------------------------------------------------|----------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------|
| Local Agency Formation Commission (LAFCO)                          | Marc Boomgaarden<br>Dave Shaw (Alt)                                        | 2:00 p.m., 2 <sup>nd</sup> Thursdays<br>Jan, Mar, May, July, Sep, Nov<br>1201 Civic Center Blvd YC | Doug Libby, Executive Director<br>(530) 822-3231<br><a href="mailto:dlibby@yubacity.net">dlibby@yubacity.net</a>                                                                                              | YES      | None          |
| North Sacramento Valley Integrated Regional Water Management Group | Wade Kirchner                                                              | 9:00 a.m. Mondays TBD<br>210 N. Lassen St<br>City Hall - Willows                                   | Guadalupe Rivera<br>(530) 822-7400<br><a href="mailto:GRivera@co.sutter.ca.us">GRivera@co.sutter.ca.us</a>                                                                                                    | YES      | None          |
| Regional Housing Authority                                         | Marc Boomgaarden                                                           | 12:15 p.m. Twice /Month<br>1 <sup>st</sup> & 3 <sup>rd</sup> Wednesdays<br>1455 Butte House Rd, YC | Jennifer Ruiz – Housing Authority<br>(530) 671-0220 Ext 122<br><a href="mailto:j.ruiz@regionalha.org">j.ruiz@regionalha.org</a>                                                                               | YES      | \$50/meeting  |
| Regional Waste Management                                          | Dave Shaw<br>Toni Cole (Alt)                                               | 4:30 p.m. Monthly<br>Every 3 <sup>rd</sup> Thursday<br>915 8 <sup>th</sup> Street, Msvl            | Scott Scholz & Lisa O'Leary<br>(530) 634-6890<br><a href="mailto:scott@yubasutterrecycles.com">scott@yubasutterrecycles.com</a><br><a href="mailto:lisa@yubasuttertransit.com">lisa@yubasuttertransit.com</a> | YES      | \$100/meeting |
| Regional Water Authority                                           | Wade Kirchner<br>Phil Marler                                               | 9:00 am 2 <sup>nd</sup> Thursday<br>every other month in<br>various locations                      | Ashley Flores, Executive Assistant<br>& Board Secretary<br>(916) 967-7692 x2000<br><a href="mailto:Aflores@rwah2o.org">Aflores@rwah2o.org</a>                                                                 | YES      | None          |
| Sacramento Area Council of Governments (SACOG)                     | Marc Boomgaarden<br>Toni Cole (Alt)                                        | 9:00 a.m. Monthly<br>Every 3 <sup>rd</sup> Thursday<br>1415 L St #300, Sacto                       | Lanette Espinoza - SACOG<br>(916) 340-6232<br><a href="mailto:LEspinoza@sacog.org">LEspinoza@sacog.org</a>                                                                                                    | YES      | \$100/meeting |
| School District Liaison                                            | Michael Pasquale<br>Dave Shaw (Alt)                                        | Quarterly<br>Thursdays @ 3:00<br>750 Palora Ave, YC                                                | Lora Broad – YCUSD<br>(530) 822-7601<br><a href="mailto:lbroad@ycusd.k12.ca.us">lbroad@ycusd.k12.ca.us</a>                                                                                                    | NO       | None          |
| Sutter Animal Services Authority (SASA)                            | Toni Cole<br>Dave Shaw<br>Wade Kirchner (Alt)                              | 4:00 p.m. Monday<br>Jan-Apr-Jun-Sep-Nov.<br>1201 Civic Center Blvd, YC                             | Ann Gillen – Yuba City<br>(530) 822-4652<br><a href="mailto:agillen@yubacity.net">agillen@yubacity.net</a>                                                                                                    | YES      | None          |
| Sutter Butte Flood Control Agency (SBFCA)                          | Marc Boomgaarden<br>Dave Shaw<br>Toni Cole (Alt)<br>Michael Pasquale (Alt) | 1:00 p.m. Monthly<br>Every 2 <sup>nd</sup> Wednesday<br>1201 Civic Center Blvd, YC                 | Terra Yaney – SBFCA<br>(530) 755-9859<br><a href="mailto:admin@sutterbutteflood.org">admin@sutterbutteflood.org</a>                                                                                           | YES      | None          |



## City Council 2026 Board and Committee Assignments

| Commission                                                    | Members                                                                 | Date/Time/Location                                                                      | Contact                                                                                                                                                                                                           | 700 Form | Stipend       |
|---------------------------------------------------------------|-------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------|
| Sutter County Children & Families Commission                  | Toni Cole                                                               | Quarterly<br>Location TBD                                                               | Julie Price<br>(530) 822-7505<br><a href="mailto:JPrice@co.sutter.ca.us">JPrice@co.sutter.ca.us</a>                                                                                                               | YES      | None          |
| Sutter Yuba Mosquito Vector District                          | Wade Kirchner                                                           | 4:00 p.m. Monthly<br>Every 2 <sup>nd</sup> Thursday<br>701 Bogue Road, YC               | Stephen Abshier & Jessica Farrell<br>(530) 674-5456<br><a href="mailto:steve@sutter-yubamvcd.org">steve@sutter-yubamvcd.org</a><br><a href="mailto:jfarrell@sutter-yubamvcd.org">jfarrell@sutter-yubamvcd.org</a> | YES      | \$100/meeting |
| Yuba Sutter Arts                                              | Michael Pasquale                                                        | 6:00 p.m. Monthly<br>Every 4 <sup>th</sup> Wednesday<br>624 E Street, Msvl              | David Read, Executive Director<br>(530) 742-2787<br><a href="mailto:email@yubasutterarts.org">email@yubasutterarts.org</a>                                                                                        | YES      | None          |
| Yuba Sutter Economic Development Corporation (Recommendation) | Michael Pasquale<br>Robert Bendorf                                      | Meets Quarterly<br>950 Tharp Road, #1303,<br>YC                                         | Brynda Stranix, CEO<br>(530) 751-8555<br><a href="mailto:bstrannix@ysedc.org">bstrannix@ysedc.org</a>                                                                                                             | YES      | None          |
| Yuba Sutter Food Bank                                         | Wade Kirchner                                                           | TBD / As needed                                                                         | Maria Ball, Executive Director<br>760 Stafford Way<br>Yuba City, CA 95991<br>(530) 673-3834<br><a href="mailto:maria@feedingys.org">maria@feedingys.org</a>                                                       | NO       | None          |
| Yuba-Sutter Transit Authority (YSTA)                          | Toni Cole<br>Wade Kirchner<br>Michael Pasquale (Alt)<br>Dave Shaw (Alt) | 4:00 p.m. Monthly<br>Every 3 <sup>rd</sup> Thursday<br>915 8 <sup>th</sup> Street, Msvl | Matthew Mauk & Lisa O'Leary<br>(530) 634-6880<br><a href="mailto:matt@yubasuttertransit.com">matt@yubasuttertransit.com</a><br><a href="mailto:lisa@yubasuttertransit.com">lisa@yubasuttertransit.com</a>         | YES      | \$100/meeting |



## City Council 2026 Board and Committee Assignments

| Ad Hoc Committees    | Members                              |
|----------------------|--------------------------------------|
| Budget Oversight     | Marc Boomgaarden<br>Michael Pasquale |
| Sikh Festival        | TBD                                  |
| Tierra Buena Traffic | Marc Boomgaarden<br>Michael Pasquale |
| Community Outreach   | Concluded                            |
| Habitat for Humanity | Concluded                            |
| Revenue              | Concluded                            |
|                      |                                      |





## City Council 2026 Board and Committee Assignments

| Marc Boomgaarden                                | Michael Pasquale                                | Toni Cole                                                         | Wade Kirchner                                               | Dave Shaw                                     |
|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------|-----------------------------------------------|
| Advisory Board Screening Committee              | Advisory Board Screening Committee              | Blue Zones                                                        | County-Wide RDA Oversight Board* (Alt)                      | Beale Military Liaison                        |
| Beale Military Liaison (Alt)                    | County-Wide RDA Oversight Board*                | Gov't Affairs Committee for Sutter Yuba Homeless Consortium (Alt) | Feather River Air Quality Management District (Alt)         | Downtown Business Association                 |
| Gilsizer Drainage District                      | Downtown Business Association                   | Regional Waste Management Authority (RWMA) (Alt)                  | Gilsizer Drainage District                                  | Greater Sacramento Economic Council (GSEC)    |
| Local Agency Formation District (LAFCO)         | Feather River Air Quality Management District   | Sacramento Area Council of Government (SACOG) (Alt)**             | Gov't Affairs Committee for Sutter Yuba Homeless Consortium | Local Agency Formation District (LAFCO) (Alt) |
| Regional Housing Authority                      | Gilsizer Drainage District (Alt)                | Sutter Animal Services Authority (SASA)                           | North Sac Valley Integrated Regional Water Mgmt Group       | Regional Waste Management Authority (RWMA)    |
| Sacramento Area Council of Government (SACOG)** | Greater Sacramento Economic Council (GSEC)      | Sutter Butte Flood Control Agency (SBFCA) (Alt)                   | Regional Water Authority (RWA)                              | Sutter Animal Services Authority (SASA)       |
| Sutter Butte Flood Control Agency (SBFCA)       | School District Liaison                         | Sutter County Children and Families Commission                    | Sutter Animal Services Authority (SASA) (Alt)               | School District Liaison (Alt)                 |
| Budget Oversight Ad Hoc                         | Sutter Butte Flood Control Agency (SBFCA) (Alt) | Yuba-Sutter Transit Authority (YSTA)                              | Sutter Yuba Mosquito Vector District                        | Sutter Butte Flood Control Agency (SBFCA)     |
| Tierra Buena Traffic Ad Hoc                     | Yuba Sutter Arts                                |                                                                   | Yuba Sutter Food Bank                                       | Yuba-Sutter Transit Authority (YSTA) (Alt)    |
|                                                 | Yuba-Sutter Economic Development Corp (YSEDC)** |                                                                   | Yuba-Sutter Regional Healthcare Gov't Relations Committee   |                                               |
|                                                 | Yuba-Sutter Transit Authority (YSTA) (Alt)      |                                                                   | Yuba-Sutter Transit Authority (YSTA)                        |                                               |
|                                                 | Budget Oversight Ad Hoc                         |                                                                   |                                                             |                                               |
|                                                 | Tierra Buena Traffic Ad Hoc                     |                                                                   |                                                             |                                               |
|                                                 |                                                 |                                                                   |                                                             |                                               |

\*=Mayoral Appointment

\*\* = Recommendation

Grey = Ad Hoc Committee

CITY OF YUBA CITY  
STAFF REPORT

**Date:** January 20, 2026  
**To:** Honorable Mayor & Members of the City Council;  
**From:** Development Services Department  
**Presentation By:** Doug Libby, Development Services Director

**Summary**

**Subject:** Mobile, Open Air, and Sidewalk Vending Ordinance Update  
**Recommendation:** Initiate a Municipal Code amendment to Title 8, Chapter 5, Article 53 to update vending regulations including additional enforcement for illegal pop-ups serving food, implementation of State law, and codifying protections for young entrepreneurs  
**Fiscal Impact:** No direct fiscal impact will result from amending the Municipal Code to establish the proposed revisions. Existing budgeted monies will be used for this effort

**Purpose:**

To seek direction from the City Council regarding initiation of an update to the Municipal Code to regulate vending operations (including seizure of equipment of illegal vendors serving food), implementation of new requirements from the State involving sidewalk vending, and to clarify limitations on regulations to promote young entrepreneurs.

**Council's Strategic Goal:**

This item is consistent with the Council's Public Safety Strategic Goal to enhance public safety in the community.

This item is also consistent with the Council's Business Friendly Strategic Goal. Establishing enhanced penalties for illegal vendors protects permitted vendors and restaurants who have complied with food facility regulations and obtained the required permits to operate. Additionally, clarifying special exceptions for young entrepreneurs promotes the development of business acumen for the next generation.

**Background:**

The City's regulation of vendors was last modified over a decade and a half ago. Since that time, there have been substantial changes both in business practices and in comprehensive changes in State law, local vending practices, etc. The draft ordinance proposes to address these issues, as well as other updates including codifying largely existing practices for youth lemonade stands, removing outdated language, synching up requirements for mobile and other vendors, etc.

***Open Air Vending ("Pop Up" Vendors)***

Recently there has been a significant spike in illegal vending operations, especially with illegal food vendors temporarily setting up on private and public property and selling food at various locations throughout the city where otherwise prohibited. These operations can be quite extensive, including tents, generators, lights, food service areas, tables, chairs, music, etc. Among others, these “pop up” vendors are often trespassing, do not comply with State food facility regulations overseen by Sutter County, violate safety and ADA requirements, are in incompatible locations with existing uses, and are placing lawfully operating vendors (including traditional brick and mortar restaurants and licensed food truck vendors) at a significant competitive disadvantage.

The City’s Code Enforcement conducts periodic evening and weekend enforcement activities. Despite this, these illegal operators continue to “pop up” throughout the City. Code Enforcement has even had to close down illegal vendors multiple times in a single evening operation. Additionally, many of the operators claim to not have any identification, making any administrative citations or fines difficult to enforce.

Staff have prepared a preliminary draft ordinance seeking initial direction from the Council. Among others, the draft ordinance would allow Code Enforcement including:

- Seize and dispose of perishable materials, including unsafe food.
- Seize equipment associated with the operation. The equipment would be stored by the City for 30 days, and then can be disposed of if not claimed by the owner.
- The owner can come to the City to reclaim the property upon providing suitable evidence of ownership, etc.
- Any costs incurred in the salvage, disposal, or storage of impounded property may be assessed against any responsible person, including the owner.
- An appeal process.

These requirements are in addition to the existing requirements for food vendors having the appropriate Sutter County Environmental Health permit(s), City business license, a vending permit, insurance, etc.

### ***Sidewalk Vendors***

The State continues to pass legislation imposing additional limitations on the ability cities to regulate local affairs. This includes the adoption of SB 946 and successor legislation which limit the ability of local governments to regulate sidewalk vendors, except as authorized under the law. In essence, the City is prohibited from regulation of sidewalk vendors unless it adopts a program, such as through an ordinance, in limited circumstances and when the restriction is directly related to objective health, safety, or welfare concerns.

The draft initial ordinance would establish a program requiring, among others, limitations of sidewalk vending in residential zones, in parks with concessions, and on hours of operation; compliance with the ADA and local permit requirements; compliance with applicable Sutter County Environmental Health regulations; distance requirements from special events, etc. Under State law, violations of a city’s sidewalk vending regulations by a sidewalk vendor is punishable only by administrative fine.

### ***Young Entrepreneurs***

Many youth have had their first business opportunities from a simple stand in their front yards occasionally selling lemonade, baked goods, crafts, and similar items. Others have worked with local businesses to allow occasional sales to entering/exiting customers.



Currently, this is illegal in many cities, who would require health permits, business licenses, insurance, and even entitlement such as a use permit. However, it has been the Council's policy to encourage youth entrepreneurship and promote community engagement, and it has been the City's practice to provide flexibility to these budding entrepreneurs. In furtherance of this, the draft ordinance proposes to formally codify exceptions for minors under the age of 18 from limited, low-impact sales activities without a business license.

To qualify, sales must be located on a residential property owned or lawfully occupied by the youth entrepreneur, or on a commercial or similar property where the owner or authorized agent has granted permission for the activity. Sales may not include alcoholic beverages, obstruct public rights of way or sidewalks, or create traffic or safety hazards (such as having an open flame). Sales shall not exceed a cumulative total of 25 days within a rolling 12-month period. Temporary use of portable tables, chairs, shade structures, or other site furniture, and signs is permitted.

### ***Next Steps***

The City Council may provide any further initial guidance to staff and can initiate the ordinance process if warranted. Staff will then include any guidance and present the ordinance to the Planning Commission for a recommendation, as the draft ordinance amends the City's zoning ordinance. The matter will then return to the City Council for refinements and formal adoption, which consists of two meetings (a first and second reading).

### **Fiscal Impact:**

No direct fiscal impact will result from amending the Municipal Code to establish the proposed revisions. Existing budgeted monies will be used for this effort.

### **Alternatives:**

The City Council may determine not to initiate a Municipal Code amendment or the City Council may provide alternate direction to staff concerning this matter.

### **Recommendation:**

Initiate a Municipal Code amendment to Title 8, Chapter 5, Article 53 to update vending regulations including additional enforcement for illegal pop-ups serving food, implementation of State law, and codifying protections for young entrepreneurs.

### **Attachments:**

1. Draft Ordinance

#### **Prepared By:**

Doug Libby, AICP  
Director of Development Services

#### **Submitted By:**

Robert Bendorf  
City Manager

## ATTACHMENT 1

**ORDINANCE NO. \_\_\_\_**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF YUBA  
CITY AMENDING ARTICLE 53 OF CHAPTER 5 OF TITLE 8 OF THE  
MUNICIPAL CODE REGARDING MOBILE, OPEN AIR, AND  
SIDEWALK VENDING OPERATIONS**

**WHEREAS,**

**WHEREAS,**

**WHEREAS,**

**WHEREAS,** the City Council considered this ordinance pursuant to a noticed public hearing at its meeting on \_\_\_\_\_, 2026, and now desires to adopt the same.

**NOW THEREFORE,** the City Council of the City of Yuba City does ordain as follows:

**SECTION 1.** Recitals. The above recitals are incorporated by reference.

**SECTION 2.** CEQA. The City Council finds and determines that the adoption of an ordinance regulating and restricting mobile, pen air, and sidewalk vending operations not a “project” for the purposes of the California Environmental Quality Act (CEQA) as the it establishes administrative activities, or otherwise clarifies uses associated with existing regulations including State regulations, that will not result in direct or indirect physical changes to the environment as contemplated by CEQA Guidelines section 15378. Further, this ordinance is exempt under section 15061(b)(3) of the CEQA Guidelines, which provides that CEQA only applies to projects that have the potential for causing a significant effect on the environment. Here it can be seen with certainty that there is no possibility that the activity in question would have a significant adverse effect on the environment. As such, this activity is not subject to CEQA.

**SECTION 3.** Article 53 (Special Provisions for Mobile and Open Air Vending Operations) of Chapter 5 (Zoning) of Title 8 (Planning and Zoning) of the Yuba City Municipal Code is amended to read in its entirety as follows:

**Article 53. - Special Provisions for Mobile, ~~and~~ Open Air, and Sidewalk Vending Operations**

**Sec. 8-5.5305. Declaration of purpose.**

The ~~City~~ Council ~~of Yuba City~~ expressly finds that the vending of produce and prepared or prepackaged foods, goods, wares, and/or services on public streets, sidewalks, or alleys and on private property could potentially pose unsafe conditions and special dangers to the public health, safety, and welfare of the residents of the City ~~of Yuba City~~. It is the purpose and intent of the ~~City~~ Council, in enacting this article, to provide those persons who engage in those types of vending operations with clear and concise regulations to prevent safety, traffic, and health hazards, as well as to preserve the peace, safety, and welfare of the community.



## Sec. 8-5.5310. Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

- (a) "Business owner" shall mean any person, firm, or corporation, which owns or controls any interest in any business engaged in vending as defined in subsection (u) of this section.
- (b) "Building complex" shall mean a grouping of any number of buildings that was comprehensively planned as a single or multi-phased project. Building complexes are characterized by shared ingress/egress and parking improvements and master planned utility infrastructure. Building complexes can be located on the same or separate parcel(s) of land.
- (c) "Commissary" shall mean a food establishment in which food, containers, equipment, or supplies are stored or handled for use in motorized food wagons or conveyance.
- (d) "Conveyance," as used in this chapter, shall mean any vehicle (except motorized food wagons, as defined below), trailer, cart, wagon, or stand, with or without wheels, which may be moved from one place to another under its own power or by other means.
- (e) "Fixed place of business" shall mean a commercial activity operating from an immovable building or enclosed structure at a permanent location which complies with applicable City, State and Federal regulations.
- (f) "Itinerant merchant," for purposes of this chapter, shall mean any person who engages in a temporary business of selling and delivering goods, wares, or merchandise within the City, and who, in furtherance of such purpose, hires, leases, uses, or occupies any building structure, motor vehicle, tent, public rooms in hotels, lodging houses, apartments, shops, or any street alley, or other place within the City, for the exhibition and sale of such goods, wares, or merchandise, either privately or at public auction; provided that any person so engaged shall not be relieved from complying with the provisions of this chapter merely by reason of associating temporarily with any local dealer, trader, merchant, or auctioneer, or by conducting such transient business in connection with, as a part of, or in the name of any local dealer, trader, merchant, or auctioneer.
- (g) "Mobile food vendor" shall mean any person that sells, or causes or allows another, whether as an employee or as an independent contractor leasing or renting equipment, to sell any food or drinks by means of a motorized food wagon or nonmotorized vehicle, such as catering truck, motorized cart, food truck, or other itinerant method. It includes a nonmotorized vehicle which is not self-propelled or which cannot be moved by a person pushing or pulling such nonmotorized vehicle. Where one person employs another person to sell food or drinks or where one person leases or rents equipment or a vehicle to another person to allow them to sell food or drinks, both individuals shall be considered mobile food vendors. Mobile food vendor shall not mean a sidewalk vendor as defined by this article.
- (h) "Mobile vendor" shall mean a person conducting commercial activity from either a motorized or nonmotorized vehicle, or in conjunction with the same, offering goods for sale on a temporary, intermittent or seasonal basis in which customers approach the vehicle to make a purchase. This term includes mobile caterers, mobile food vendors, lunch wagons,

eating cars, ice cream trucks, pushcarts, bicycle carts, motorized food wagon or conveyance. Notwithstanding, a mobile vendor does not include a sidewalk vendor.

- (ih) "Mobile unit" shall mean any vehicle, truck, trailer, cart, pushcart, wagon, bicycle, dray, conveyance or structure on wheels, not firmly fixed to a permanent foundation, which is not required to have a license to operate issued by the California Department of Motor Vehicles.
- (ji) "Motor vehicle" shall mean any automobile, truck, trailer or other conveyance requiring a license issued by the California Department of Motor Vehicles.
- (kj) "Motorized food wagon" shall mean any vehicle as defined in the California Vehicle Code, which is equipped and used for retail sales of prepared, prepackaged, or unprepared, unpackaged food or foodstuffs of any kind on any public street, alley, highway, or private street, alley, or property within the City of Yuba City. For the purposes of this chapter, a motorized food wagon shall also include any trailer or wagon pulled by a vehicle.
- (lk) "Open air vendor" shall mean a person conducting commercial activity from either a motorized or nonmotorized vehicle at a fixed location on private property, offering goods for sale on a temporary, intermittent or seasonal basis in which customers approach the vending operation to make a purchase. Open air vendor operations are not mobile enough to comply with the time requirements identified for mobile vendors and are therefore constrained to setting up operations at an approved fixed location. Open air vending includes commercial activity from a stall or booth, including food sales, and may include associated canopies, tables, chairs, serving tables, temporary signage, or displays affiliated with the same. Notwithstanding, an open air vendor does not include a sidewalk vendor.
- (ml) "Operator's permit" shall mean either a mobile vendor permit, or an open air vendor permit, or sidewalk vendor permit as provided for in this article.
- ~~(m) "Peddler," for purposes of this chapter, shall mean any person traveling by ft., motor vehicle, mobile unit or any other type of conveyance from place to place conveying or transporting goods, wares, merchandise, foods, farm products, or provisions, or personal property of any nature whatsoever, and hawking or offering and exposing the same for sale, soliciting or taking or attempting to take orders for the same or for services to be furnished or performed in the future, or making sales and delivering articles to purchasers, or who, without traveling from place to place, shall sell or offer or solicit or taking or attempting to take orders for the same for sale from a motor vehicle or mobile unit.~~
- ~~(n) "Peddle" and "peddling" shall mean traveling by ft., motorized vehicle, nonmotorized vehicle or any other type of conveyance from place to place, house to house, or from street to street, carrying, conveying or transporting goods, wares, merchandise, or food and concurrently offering or exposing the same for sale.~~
- ~~(o) "Peddling" shall mean the act of being a peddler.~~
- (np) "Permittee" shall mean the person issued a permit to operate either a mobile or open air vending operation by the City of Yuba City.
- (oq) "Persons" shall mean any person, business owner, firm, partnership, association, or corporation, and includes, but is not limited to, owners, operators, drivers, lessors, and lessees of motorized food wagons and conveyances.

- (~~pf~~) "Public sidewalk or street" shall mean all of those areas dedicated as public thoroughfares, including, but not limited to, roadways, parkways, medians, alleys, sidewalks and public ways or dedicated easements for public rights-of-way.
- (~~qs~~) "Sidewalk vendor" shall mean a person who sells food or merchandise from a pushcart, stand, display, pedal-driven cart, wagon, showcase, rack, or other nonmotorized conveyance, or from one's person, upon a public sidewalk or other pedestrian path. A sidewalk vendor also includes a "roaming sidewalk vendor" who moves from place to place and stops only to complete a transaction, as well as a "stationary sidewalk vendor" who vends from a fixed location.
- ~~"Solicitor," "drummer," or "canvasser" shall mean any person who goes from house to house or from place to place taking, or attempting to take, orders for the sales of goods, wares, and merchandise of any nature whatsoever for future delivery or for services to be furnished or performed in the future, whether or not such individual has a sample, or whether or not he or she is collecting advance payments. "Canvasser" shall also include any person who goes from house to house or place to place for the purpose of leaving samples and/or advertisements for any goods, wares, or merchandise or for services to be rendered.~~
- (~~t~~) ~~"Traveling merchant" shall mean any person who engages in buying, selling, trading or exhibition for purchase, sale or trade of any goods, wares, merchandise or services door to door, street to street or on a temporary or intermittent basis from a location which is not a fixed place of business. Traveling merchant includes, but is not limited to mobile street vendors and persons commonly referred to as solicitors, peddlers, hawkers, itinerant merchants, door to door salesman and transient vendors.~~
- (~~rh~~) "Vend" or "vending" shall mean the sale of any goods, wares, merchandise, prepared, prepackaged, or unprepared, unpackaged food or foodstuffs of any kind from private or public property.
- (~~sv~~) "Vendor"/"operator" shall mean any person who sells and makes immediate delivery, or offers for sale and immediate delivery, any goods, wares, or merchandise, or drives, operates, vends, and/or prepares food on or from a motorized food wagon or conveyance.

#### **Sec. 8-5.5315. Regulation of sales.**

It is unlawful for any person to vend, or attempt to engage in vending, or to conduct business for the purpose of vending, or operate any vehicle or conduct any business for the purpose of vending, from any motor vehicle, motorized food wagon, mobile unit, or conveyance, that is parked, stopped, or standing upon any public street, alley, highway, or property, or private street, alley, or property within the City ~~of Yuba City~~ except in accordance with all applicable provisions of this ~~Code~~Chapter.

#### **Sec. 8-5.5320. Permit to operate—Mobile vendors.**

A person desiring to engage in a mobile vendor operation, as defined by this article, shall submit a written application for a zoning clearance permit with all supporting information required by the City ~~of Yuba City~~. Such application shall be accompanied by a nonrefundable, non-transferable application fee in an amount as may be established by resolution of the ~~City~~



Council. Any such permit shall be required to be renewed annually and a separate nonrefundable, nontransferable application fee shall be paid annually for such renewal application. Vendors must have the permit in their possession when vending. Additionally, the permittee shall display a City issued permit sticker upon each of their mobile units, motor vehicles, or motorized food wagons, as defined herein to demonstrate compliance with the requirements of this article. For mobile vending not directly occurring from a mobile unit, motor vehicle, or motorized food wagon, such as may be the case for certain mobile food vendors, the permit must be prominently displayed at the point of sale in a location readily visible to the public and available for inspection.

(a) As part of the permit to operate application, the vendor or business owner shall provide the following:

- (1) Name, mailing address, and telephone number of applicant;
- (2) Presentation of a California driver's license, if any, or other photographic identification issued by a State or United States Federal agency establishing the applicant's age as 18 or older;
- (3) Proof of current vehicle registration and a copy of an applicable vehicle insurance policy for any vehicles used in the vending activity;
- (4) Four photographs (showing different exterior views) of each motorized food wagon or conveyance;
- (5) A copy of a current Sutter County Environmental Health permit for any food service vending operation;
- (6) A copy of the vendor or business owner's current business license certificate ~~business tax certification~~ and applicable Board of Equalization Seller's Permit;
- (7) Business owners must show proof of payment to a commissary for the prior 12 months for all cases involving the reissuance of a permit; and proof of current payment for new vendors;
- (8) Satisfactory proof of insurance as required by Section 8-5.5355;
- (9) A description of the goods, wares, merchandise, products, or any other thing or representation of value on consignment which will be the subject of the applicant's peddling or itinerant merchant business or activity.

(b) A permit to operate shall be granted unless:

- (1) The vendor or business owner ~~operator~~ fails to submit a complete application;
- (2) The vendor or business owner ~~operator~~ makes any omission, untrue statement or material misrepresentation in the application or provides fraudulent documentation with the application;
- (3) The vendor or business owner ~~operator~~ has violated this article within the last 12 months;
- (4) Any vehicle proposed to be operated lacks the required equipment, is improperly licensed or is unsafe;
- (5) The vendor or business owner ~~operator~~ has not otherwise complied with this article.

**Sec. 8-5.5325. Conditions to operate—Mobile vendors.**

A person who has obtained a zoning clearance permit to operate a mobile vending operation shall comply with all of the required conditions below or be subject to revocation of the permit as described in Section 8-5.5360.

- (a) No permittee shall engage in business activity between the hours of ~~9:00~~8:00 p.m. and 8:00 a.m., except upon invitation of the occupant or business owner.
- (b) No permittee shall solicit or attempt to solicit on any premises on which a notice or sign is clearly posted prohibiting solicitations or indicating the owner or occupant desire not to be solicited.
- (c) The peddling of goods, merchandise, wares, or foods within a public or private parking lot is prohibited, unless the permittee can provide written permission from the property owner of the subject property to be located at said location.
- (d) The permit shall be exhibited by the permittee whenever requested by a law enforcement officer or at the request of any citizen the permittee is engaged in selling or soliciting.
- (e) The permittee shall maintain a valid City ~~of Yuba City Business License~~business license certificate at all times.
- (f) No permittee shall peddle goods from any motorized vehicle that is not properly licensed and insured as required by the State of California.
- (g) Any permittee engaged in the sale of tangible personal property that would normally be subject to sales tax if sold at retail shall maintain and have available for review, their California Sellers Permit issued by the State Franchise Tax Board.
- (h) No permittee shall intentionally or deliberately obstruct the free movement of any member of the public on any sidewalk, street or public place.
- (i) No permittee shall peddle items or solicit to a captive audience, including persons in lines or seated in public places.
- (j) No permittee shall peddle any prepackaged food unless the items have all State and Federally required food labels and a Sutter County Environmental Health permit, to sell such items.
- (k) Except as otherwise provided, no permittee shall peddle any goods, merchandise, wares or foods by sitting, standing or walking on a public street, or upon a median or parkway within a public street or right-of-way.
- (l) No permittee shall peddle or attempt to peddle to the occupant(s) of a vehicle in a public street or highway.
- (m) The permittee may not park, store, or maintain a vehicle on a residentially zoned parcel in the City or a public street in a residential area.
- (n) The permittee shall comply with all California State Vehicle Code Requirements.

- (o) ~~The peddling of goods, merchandise, wares or foods from a nonmotorized vehicle with the exception of bicycle carts shall be limited to the public or private sidewalk.~~ Except for bicycle carts, peddling is prohibited from or within a public street or highway.
- (p) The use of amplified music and horns must comply with the City's noise regulations as specified in Title 4, Chapter 17.

**Sec. 8-5.5330. Parking and stopping restrictions—Mobile vendors.**

- (a) A mobile vendor may locate and operate in the public right-of-way subject to the following conditions:
  - (1) A vendor shall not operate within 100 ~~feet~~ of any street intersection.
  - (2) No mobile vendor shall stop to conduct his or her business or activity from a motor vehicle or mobile unit within 200 ~~feet~~ of another mobile vendor who has already stopped to conduct business.
  - (3) A mobile vendor shall move not less than 600 ~~feet~~ at least every ~~30 minutes~~ two hours and may not return to a previous location or within 600 ~~feet~~ of a previous location on the same calendar day.
    - (i) The ~~one-sole~~ exception to the above requirement is at an industrial building or office building where there are multiple shift changes during the course of a 24-hour day. For those occurrences, a mobile vendor can return to the same location a maximum of two times during a calendar day.

**Sec. 8-5.5335. Condition/appearance of site and motorized food wagon and conveyance—Mobile vendors.**

- (a) Any permitted mobile vendor who stops at a site shall maintain the property as follows:
  - (1) The site shall be maintained in a safe and clean manner at all times.
  - (2) No tables, chairs, fences, shade structures, or other site furniture, (permanent or otherwise) or any freestanding signs shall be permitted for the customers of the business.
  - (3) Exterior storage or display of surplus refuse, equipment, materials, goods, wares, or merchandise associated with the vendor is prohibited.
- (b) Any permitted mobile vendor shall comply with the following standards for the condition/appearance of their motorized food wagon and conveyance:
  - (1) The vendor shall display, in plain view and at all times, current permits and licenses in or on their vehicle.
  - (2) Any motorized food wagon or conveyance used in the course of vending shall be entirely self-sufficient in regards to gas, water, and telecommunications.



- (3) Should any utility hook-ups or connections to on-site utilities be required, the vendor shall be required to apply for appropriate permits to ensure building and public safety and consistency with applicable building and zoning regulations.
  - (4) The vendor shall not discharge items from any motorized food wagon or conveyance vehicle onto the sidewalk, gutter, storm inlets, or streets.
- (c) Any permitted mobile vendor shall comply with the following sanitation standards.
- (1) All motorized food wagons or conveyances shall operate out of a commissary pursuant to the requirements of the California Health and Safety Code.
  - (2) All motorized food wagons or conveyances shall be equipped with refuse containers large enough to contain all refuse generated by the operation of such a vehicle, and the vendor of the motorized food wagon or conveyance shall pick up all refuse generated by such operation within a 25 ~~foot~~<sup>ft.</sup> radius of the vehicle before such vehicle is moved. No vendor shall dispose of any trash or refuse in any such public or private trash receptacle other than a trash receptacle owned, operated, or otherwise provided by and under the control of such vendor.
  - (3) A motorized food wagon or conveyance shall comply with California Health and Safety Code regarding the availability of adequate toilet facilities for use by food service personnel.

**Sec. 8-5.5340. Permit to operate—Open air vendors.**

A person desiring to engage in an open air vendor operation, as defined by this article, shall submit a written application for a use permit with all supporting information required by the City of Yuba City. Such application shall be accompanied by a nonrefundable, nontransferable application fee in an amount as may be established by resolution of the City Council. Any such permit shall be required to be renewed annually and a separate nonrefundable, nontransferable application fee shall be paid annually for such renewal application. Vendors must have the permit in their possession when vending. There must be at least one vendor with a valid permit present whenever vending is taking place.

- (a) As part of the permit to operate application, the vendor or business owner shall provide the same information as specified in Section 8-5.5320(a). In addition, the applicant must also provide the following:
  - (1) An affidavit in a form approved by the City from the property owner (if other than self) permitting the vendor to locate on the site;
  - (2) A site plan, drawn to scale and with dimensions, indicating the location of all existing buildings, structures, driveways, parking spaces, traffic controls, and improvements, and the location or areas where the proposed vending activity, structures, and improvements related to the vending activity will be located upon the site;
  - (3) If the open air vendor is located within 400 ~~feet~~<sup>ft.</sup> of a business selling similar goods and products, then the vendor shall obtain written approval from said business and submit such written approval as part of the application.

- (b) The open air vending application for a use permit shall be forwarded to the Planning Commission for review unless:
- (1) The operator-business owner or vendor fails to submit a complete application;
  - (2) The business owner or vendor operator makes any omission, untrue statement or material misrepresentation in the application or provides fraudulent documentation with the application;
  - (3) The business owner or vendor operator has violated this article within the last 12 months;
  - (4) Any vehicle proposed to be operated lacks the required equipment, is improperly licensed or is unsafe;
  - (5) The business owner or vendor operator has not otherwise complied with this article.
- (c) Any use permit request for an open air vending operation shall be processed in accordance with Section 8-5.7003.
- (d) Notwithstanding subsections (b) and (c), and to the extent the proposed use is not otherwise subject to Section 8-5.5103, the Director of Development Services may instead issue a temporary use permit for a variety of short-term activities.
- (1) Temporary open-air vending. Short-term activities include the following types of temporary uses:
- (i) Publicly owned property. Events that are to be conducted on publicly owned property for three or less consecutive days within a 90 day period and are sponsored by educational, fraternal, religious, or service organizations directly engaged in civic or charitable efforts, or to tax exempt organizations in compliance with 501(c) of the Federal Revenue and Taxation Code.
  - (ii) Any other temporary use the Director of Development Services may determine is similar in nature. If the use does not qualify, then the open air vending application for a use permit shall be forwarded to the Planning Commission for review in accordance with Section 8-5.7003.
- (2) Required findings. The Director may approve a temporary use permit application, with or without conditions, only if all of the following findings are made:
- (i) The operation of the requested temporary use at the location proposed and within the time period specified would not jeopardize, endanger, or otherwise constitute a menace to the public convenience, health, safety, or general welfare;
  - (ii) The proposed location is adequate in size and shape to accommodate the temporary use without material detriment to the use and enjoyment of other properties located adjacent to and in the vicinity of the parcel;
  - (iii) The proposed parcel is adequately served by streets or highways having sufficient width and improvements to accommodate the kind and quantity of traffic that the temporary use would or could reasonably be expected to generate; and

(iv) Adequate temporary parking to accommodate vehicular traffic to be generated by the use would be available either on site or at alternate locations acceptable to the Director.

(3) Appeals. Any applicant or person claiming to be directly and adversely affected by any action of the Director may file an appeal in accordance with Section 8-5.7104.

**Sec. 8-5.5345. Conditions to operate an Open Air Vending Operation.**

- (a) Open air vending operations are allowed under the following conditions or be subject to revocation of the permit as described in Section 8-5.5360:
- (1) Vendors may only locate on private property except as authorized by a temporary use permit issued under Section 8-5.5340. No open air vending operations shall be allowed on public property, including the public right-of-way.
  - (2) Open air vending operations are allowed in areas where there is a large unmet need for service to be offered by the open air vendor; in general, open air vending operations shall only be allowed in the following areas of the City:
    - (i) Industrial building/complex greater than 65,000 square feet.
    - (ii) Office building/complex greater than 50,000 square feet.
    - (iii) Retail building/complex greater than 100,000 square feet.

The Planning Commission may issue use permits for open air vending operations in areas of less square footage than shown above when the findings for issuance of a use permit, as provided in section 8-5.7003(d), and in particular, finding number (d)(5), can be made, based on information in the record. The obligation to present evidence of an unmet need in areas of less square footage than shown above is the responsibility of the applicant.

- (3) Open air vending operations shall comply with the following development standards:
- (i) An open air vendor shall be incidental to a primary use of the subject property on which ~~it is~~ located, with the primary use having a valid City business license certificate of Yuba City Business License.
  - (ii) An open air vendor shall not be permitted as an accessory use to a stand-alone parking lot.
  - (iii) ~~If the open air vendor is located within 400 feet~~ of a business selling similar goods and products, then the vendor shall obtain written approval from said business before being issued permit to operate.
  - (iv) ~~An open air vendor cannot utilize, or be located on, parking spaces required for the primary use at that property.~~
  - (v) An open air vendor cannot be located on a vacant, undeveloped parcel or lot.
  - (vi) An open air vendor must be located on a paved concrete or asphalt parking surface.
  - (vii) An open air vendor cannot interfere with access, parking, aisles, circulation, driveways, or fire lanes and hydrants.



- (viii) An open air vendor cannot interfere with pedestrian movement or create a pedestrian hazard.
- (ix) An open air vendor shall not peddle any food unless the items have all State and Federally required food labels and a Sutter County Environmental Health permit, to sell such items.
- (x) An open air vendor engaged in the sale of tangible personal property that would normally be subject to sales tax if sold at retail shall maintain and have available for review, their California Seller's Permit issued by the State Franchise Tax Board.

**Sec. 8-5.5350. Condition/appearance of site—Open air vendors.**

- (a) Any permitted open air vendor who is located at an approved fixed location shall maintain the property as follows:
  - (1) The site shall be maintained in a safe and clean manner at all times.
  - (2) No tables, chairs, fences, shade structures, or other site furniture, (permanent or otherwise) or any freestanding signs shall be permitted for the customers of the business.
  - (3) Exterior storage or display of surplus refuse, equipment, materials, goods, wares, or merchandise associated with the vendor is prohibited.
- (b) Any permitted open air vendor shall comply with the following standards for the condition/appearance of their motorized food wagon and conveyance.
  - (1) The vendor shall display, in plain view and at all times, current permits and licenses in or on their vehicle.
  - (2) Any motorized food wagon or conveyance used in the course of vending shall be entirely self-sufficient in regards to gas, water, and telecommunications.
  - (3) Should any utility hook-ups or connections to on-site utilities be required, the vendor shall be required to apply for appropriate permits to ensure building and public safety and consistency with applicable building and zoning regulations.
  - (4) The vendor shall not discharge items from any motorized food wagon or conveyance vehicle onto the sidewalk, gutter, storm inlets, or streets.

**Sec. 8-5.5353. Permit to operate - Sidewalk Vending.**

A person desiring to engage in a sidewalk vendor operation, as defined by this article, shall submit a written application for a permit with all supporting information required by the City. Such application shall be accompanied by a nonrefundable, non-transferable application fee in an amount as may be established by resolution of the Council. Any such permit shall be required to be renewed annually and a separate nonrefundable, nontransferable application fee shall be paid annually for such renewal application.

(a) As part of the permit to operate application, the vendor or business owner shall provide the following to the City:

- (1) Identification in the form of a California driver's license or identification number, an individual taxpayer identification number, or a municipal identification number in lieu of a social security number if the City otherwise requires a social security number for the issuance of a permit or business license.
- (2) A copy of the vendor or business owner's current business license certificate and applicable Board of Equalization Seller's Permit.
- (3) Any additional licenses from other state or local agencies to the extent required by law, such as a Sutter County Environmental Health permit for the sales of food.
- (4) Any other information to ensure compliance with other generally applicable laws.
- (5) Information on operations, including, but not limited to, any of the following:
  - (i) The name and current mailing address of the sidewalk vendor.
  - (ii) A description of the merchandise offered for sale or exchange.
  - (iii) A certification by the vendor that to their knowledge and belief, the information contained on the application is true.
  - (iv) The California seller's permit number (California Department of Tax and Fee Administration sales tax number) of the sidewalk vendor.
  - (v) If the sidewalk vendor is an agent of an individual, company, partnership, or corporation, the name and business address of the principal.

(b) A permit to operate shall be granted unless:

- (1) The vendor or business owner fails to submit a complete application;
- (2) The vendor or business owner makes any omission, untrue statement or material misrepresentation in the application or provides fraudulent documentation with the application;
- (3) The vendor or business owner has violated this article within the last 12 months;
- (5) The vendor or business owner has not otherwise complied with this article.

#### **Sec. 8-5.5344. Conditions to operate – Sidewalk Vendors.**

A person conducting a sidewalk vending operation shall comply with all of the required conditions below or be subject to revocation of the permit as described in Section 8-5.5360.

- (a) No sidewalk vendor shall operate without first obtaining and maintaining a valid City business license certificate and a sidewalk vendor's permit (b) Each sidewalk vendor shall display the required sidewalk vendor's permit in a conspicuous location on the sidewalk vendor's person or stand at all times while the sidewalk vendor is operating.
- (c) Operating Restrictions. It shall be unlawful and a violation of this Chapter for any sidewalk vendor to:
  - (1) Operate outside the hours authorized in the required sidewalk vendor's permit, which hours shall not exceed 8:00 a.m. to 9:00 p.m.;

- (2) Operate as a stationary sidewalk vendor at any time in any residential zone;
- (3) Leave unattended any stand at any time while operating, or store, park or leave unattended any stand at any time outside of operating hours on any public sidewalk, pedestrian walkway, or other public place;
- (4) Sell food without first obtaining and thereafter maintaining the required permit issued by the Sutter County Environmental Health permit or any other permit or license required pursuant to Part 7 (commencing with Section 113700) of Division 104 of the Health and Safety Code;
- (5) Sell food for immediate consumption unless there is a litter receptacle available for patrons' use;
- (6) Leave any location without first disposing of all trash or refuse generated by operating in such location;
- (7) Allow any items used in connection with the operation to be placed or stored anywhere other than in, on, or under the stand, or on the person of the sidewalk vendor;
- (8) Operate from a stand other than the stand authorized pursuant to the sidewalk vendor's permit;
- (9) Set up, maintain, or permit the use of any additional table, crate, carton, rack, or any other device to increase the selling or displaying capacity of a stand without having obtained express authorization to do so pursuant to the required sidewalk vendor's permit;
- (10) Solicit or conduct business with any person in a motorized vehicle;
- (11) Sell anything other than the specific food, beverages or merchandise authorized to be sold as part of the operation pursuant to the required sidewalk vendor's permit;
- (12) Create any unnecessary noise in violation of this Code, including but not limited, except that such conduct, when engaged in by a sidewalk vendor while operating, shall be punishable only by the administrative fines established pursuant to this chapter;
- (13) Operate within: (a) 50 feet of any fire hydrant; (b) 25 feet of any transit stop; (c) 25 feet of any building entrance; (d) 15 feet of the outer edge of any driveway or vehicular entrance to public or private property; (e) within 5 feet of any other sidewalk vendor on any public sidewalk, pedestrian path or walkway or other area intended for ingress or egress;
- (14) Operate on any public sidewalk or pedestrian path or walkway in a manner that does not maintain 4 feet in width of clear space on the sidewalk, path or walkway, or which otherwise is not in compliance with the Americans with Disabilities Act of 1990;



- (15) Operate on a public sidewalk, pedestrian path or walkway in, or within 1,000 feet of any entrance of, a place of public assemblage during or within two hours before or after any event held at the place of public assemblage with the capacity to host 500 or more persons. For purposes of this paragraph: (i) “event” excludes any private gathering that is open neither to the ticketed public nor to the public generally and that does not exceed 500 persons; and (ii) “entrance” means and includes any building entrance or exit and any entrance or exit to or from exterior premises, such as through outer fences or gates or into outer parking lots or driveways on the property or site of the place of public assemblage.
- (16) Operate within 100 feet of any street intersection adjacent to a school site, or within 200 feet of another sidewalk vendor who has already stopped to conduct business at a school site, and shall move not less than 600 feet at least every two hours and may not return to a previous location or within 600 feet of a previous location on the same calendar day.
- (17) Operate in any public street (i.e., in the street itself and not on the sidewalk), or on any median;
- (18) Operate as a stationary sidewalk vendor in any park owned or operated by the City, where the City or other park operator has an agreement in place with a concessionaire that exclusively permits the sale of food or merchandise by the concessionaire, during the hours the concessionaire is open in the park;
- (19) Operate as a stationary sidewalk vendor within any area of a City park that is within 50 feet of an abutting residential dwelling;
- (20) Operate within a parking lot, except as expressly authorized pursuant to the required sidewalk vendor’s permit based on a finding that such operation will not obstruct vehicular ingress, egress, or parking, or adversely affect public health or safety;
- (21) Operate within 500 feet of a certified farmers’ market or a permitted swap meet during the operating hours of that certified farmers’ market or swap meet;
- (22) Operate within 500 feet of an area designated for a temporary use permit issued by the City during the duration of the permit; provided, that any notice, business interruption mitigation, or other rights provided to affected businesses or property owners under the temporary use permit are also provided to the sidewalk vendor, if such vendor is specifically permitted to operate in the area pursuant to a sidewalk vendor’s permit;
- (23) Operate in any area or manner that would obstruct or interfere with disability access standards or accessibility to any facility or area that is provided pursuant to requirements of or in compliance with the Americans with Disabilities Act of 1990;
- (24) Operate in violation of any applicable law or regulation.

## Sec. 8-5.5355. Insurance requirements.

To obtain an operator's permit from the City, the operator must demonstrate that it maintains, at its sole expense, liability insurance as established by the Director of Development Services from time to time, meeting the following requirements:

(a) ~~General liability coverage of \$1,000,000 per occurrence for bodily injury personal injury and property damage.~~

(b) ~~Separate commercial automobile liability insurance for each motor vehicle proposed to be operated within the City pursuant to the operators permit, with at least the following limits of liability: \$1,000,000 per accident for bodily injury and property damage.~~

(c) ~~Evidence that the operator has procured workers compensation insurance covering all employees of the operator.~~

(d) ~~Required insurance must be issued by companies admitted to do business in California, with a current A.M. Best rating of no less than A:VI. Exception may be made for the State Compensation Insurance Fund when not specifically rated.~~

(e) ~~Each insurance policy required by this Section 8-5.5355 shall provide a minimum scope of insurance at least as broad as:~~

(1) ~~Insurance Services Office Commercial General Liability coverage (occurrence Form CG 00 01).~~

(2) ~~Insurance Services Office Form Number CA 00 01 covering Automobile Liability, Code 1 (any auto).~~

(f) ~~The general liability and automobile liability policies are to contain the following provisions:~~

(1) ~~The City, its officers, agents, officials, employees and volunteers must be named as additional insureds under the policies. General liability coverage shall be provided in the form of an additional insured endorsement (CG 20 10 11 85 or equivalent) to the operator's insurance policy, or as a separate owner's policy.~~

(2) ~~For any claims related to the operator's permit or vehicle, the operator's insurance coverage shall be primary insurance as respects the City, its officers, agents, officials, employees and volunteers.~~

(3) ~~Each insurance policy required by this Section 8-5.5355 shall be endorsed to state that coverage shall not be canceled by either party, except after 30 days' prior written notice has been provided to the City.~~

(4) ~~Any deductible or self insured retentions must be declared to and approved by the City. At the option of the City, either: the insurer shall reduce or eliminate such deductibles or self insured retentions as respects the City, its officers, officials, employees, and volunteers, or the operator shall provide a financial guarantee satisfactory to the City guaranteeing payment of losses and related investigations, claim administration, and defense expenses.~~

### **Sec. 8-5.5360. Revocation of permits.**

Any permit issued by the City under this article may be revoked by the issuing ~~party~~ City department or body for ~~any of the following reasons, including but not limited to~~ the following:

- (a) The existence of any fact which, at the time of application, would have caused the City to deny the application, whether such fact existed at the time of the application or occurred thereafter;
- (b) Any violation of laws relating to the requirements for operation of a mobile or open air vending operation;
- (c) Failure to maintain insurance as required by this article;
- (d) Failure to maintain a mobile or open air vending operation in a safe and sanitary condition such that the vehicle could pass, at any time throughout the permit period, the inspection required for the issuance of a permit;
- (e) Fraud, misrepresentation, or a false statement made in the course of applying for a permit or carrying on the business of a vendor;
- (f) The conviction of any crime or misdemeanor involving moral turpitude;
- (g) Conducting the business in an unlawful manner or in such a manner as to constitute a breach of the peace or to constitute a menace to the health, safety, or general welfare of the public; or
- (h) Any violation of this article.

### **Sec. 8-5.5365. Appeal of revocation or denial.**

An operator or applicant to for an operator's permit shall be entitled to appeal the City's decision to revoke or deny a permit by filing a written notice of appeal with the City Clerk within ten days from the date the notice of revocation or denial is mailed. The appeal shall set forth the reasons why such action is not proper. Failure to set forth specific reasons why the action is improper or to timely file such appeal shall constitute a waiver of the right to appeal, and the proposed adverse action shall become final. The appeal shall be conducted pursuant to the provisions of Article 70 of the Zoning Code.

### **Sec. 8-5.5370. Exceptions.**

The provisions of this article shall not apply to:

- (a) Any person engaged in vending conducted in connection with the operations of a State-certified open-air market or an authorized street fair or event under a special event permit, lease, real property license, agreement (including a concession, or a preexisting businesses identified by the Council in former Section 8-8.5375 that became effective June 17, 2010, for which a separate agreement with the City is required to be in effect with said preexisting business), or other entitlements or approvals issued by the City ~~of Yuba City~~.



- (b) Any person delivering any goods by vehicle where such goods have been ordered in advance for such delivery from any business located at a permanent location and which goods are being delivered from such location to the customer by vehicle, regardless of the point of sale.
- (c) Persons invited to call upon private residences or businesses that operate from a fixed place of business located in or outside the City limits.
- (d) Persons selling or soliciting sales of daily or weekly newspaper as defined by the California Government Code.
- (e) Persons soliciting or canvassing on behalf of or against any candidate for public office or any ballot initiative.
- (f) Persons engaged in selling or soliciting sales as a fundraiser for a local school, civic or nonprofit corporation. For the purposes of this section, local shall mean within a seven-mile radius of the City limits.
- (g) Persons engaged in religious solicitation or other protected religious activities.
- (h) Young entrepreneurs. It is the Council's policy to encourage youth entrepreneurship and community engagement by exempting minors under the age of 18 from this chapter when conducting limited, low-impact sales activities. Notwithstanding any other provision of this Code, this exemption is allows occasional vending for lemonade stands, baked goods, crafts, and similar small-scale activities as authorized by the Development Services Director or designee without the burden of full commercial permitting or regulatory requirements including a business license certificate. To qualify, sales must be located on a residential property owned or lawfully occupied by the youth entrepreneur, or on a commercial or similar property where the owner or authorized agent has granted permission for the activity. Sales may not include alcoholic beverages, obstruct public rights of way or sidewalks, or create traffic or safety hazards (such as having an open flame). Sales shall not exceed a cumulative total of 25 days within a rolling 12 month period. Temporary use of portable tables, chairs, shade structures, or other site furniture, and signs is permitted.

**Sec. 8-5.5375. ~~Applicability of regulations to existing vending operations~~[Reserved].**

~~The provisions of this article shall be applicable to all persons and businesses described herein whether the herein described activities were established before or after the effective date of the ordinance enacting this article into law except for those three preexisting businesses identified by the City Council which shall be required to enter into a separate agreement with the City to allow for the continued operation of those businesses (which include: Fat Daddy's Hot Dogs; Fotine's Greek Café; and Rosie's Snobiz). Said agreement, among other things, shall specify that the operators of those three pre-existing, nonconforming businesses can continue to operate at their current locations, selling those items currently sold. The right to operate these businesses shall not be transferable and no expansion of the site or business shall be allowed. These businesses must obtain the insurance required by this article, comply with all applicable Sutter County Health Department regulations and possess a valid City of Yuba City Business License at all times of operation.~~

## **Sec. 8-5.5380. Penalties.**

Any person violating any provisions or failing to comply with any of the mandatory requirements of this article is subject to the following penalties:

- (a) Violations are subject to enforcement by any means authorized in this Code, including but not limited to the administrative enforcement provisions established in Section 1-6.010 of the Municipal Code. Notwithstanding, said enforcement shall be limited for sidewalk vendors as follows:
  - (1) A violation of sidewalk vending requirements, other than failure to possess a valid sidewalk vending permit, is only punishable by the following:
    - (i) An administrative fine of one hundred dollars (\$100.00) for a first violation.
    - (ii) An administrative fine of two hundred dollars (\$200.00) for a second violation within one year of the first violation.
    - (iii) An administrative fine of five hundred dollars (\$500.00) for each additional violation within one year of the first violation.
    - (iv) Rescission/revocation of a sidewalk vending permit for the term of that permit upon the fourth violation or subsequent violations.
  - (2) Vending without a sidewalk vending permit issued by the City is only punishable by the following:
    - (i) An administrative fine of two hundred fifty dollars (\$250.00) for a first violation.
    - (ii) An administrative fine of five hundred dollars (\$500.00) for a second violation within one year of the first violation.
    - (iii) An administrative fine of one thousand dollars (\$1,000.00) for each additional violation within one year of the first violation.
    - (iv) Upon proof of a valid sidewalk vending permit issued by the City, any administrative fines imposed under this subsection for vending without possessing a copy of the permit shall be reduced to the administrative fines set forth in subsection (a)(1).
  - (3) All fines imposed pursuant as to sidewalk vendors shall be subject to an ability-to-pay determination as described in California Government Code Section 51039(f). Concurrently with issuing a citation for such fines to a person, the City shall provide the person with notice of the right to request an ability-to-pay determination and shall make available instructions or other materials for requesting an ability-to-pay determination.
- (b) Revocation of permit to operate/conditional permit to operate as defined herein in Section 8-5.5360.
- (c) Impoundment.

- (1) Any City enforcement officers, including any peace officer or Code enforcement officer, is authorized to impound equipment, carts, food, goods, or merchandise of any mobile vendor or open air vendor whose operations constitute an immediate threat, hazard, or danger to persons or property. For food vendors, failure to have a Sutter County Environmental Health permit, or to comply with food safety requirements established by the same, is presumptive evidence of an immediate threat, hazard, or danger to persons. Written notice of the seizure and removal of personal property shall be provided to the person believed to be the owner or otherwise lawfully entitled to possession of the property.
- (2) The City shall store impounded vending equipment, carts, goods, or merchandise for a minimum of thirty (30) days. If the property is not claimed within that time period, the property will be considered legally abandoned and the City may dispose of the property.
- (3) The City may immediately dispose of impounded materials that are perishable or cannot be safely stored.
- (4) Any costs incurred in the salvage, disposal, or storage of impounded property may be assessed against any responsible person.
- (5) Any owner of impounded vending equipment, carts, food, goods, or merchandise may appeal the impoundment in writing, along with the payment of any appeal fee as set by City resolution, per Section 4-8.601, except that the City Manager may instead choose to designate the City's Director of Development Services as a hearing officer. The appeal shall be filed with the city clerk within fifteen days following the date of the impoundment.
- (6) Prior to the expiration of the thirty (30) day holding period or before any appeal related to impoundment becomes final, any person claiming ownership of vending equipment, carts, goods, or merchandise that has been impounded may reclaim such materials upon payment in full of all applicable impound fees incurred and proper proof of ownership. Any unclaimed items will be considered abandoned and forfeited to the City after thirty (30) days following impoundment, and may, in the City's Director of Development Services' discretion, be disposed of as appropriate under applicable state law.

#### **Sec. 8-5.5385. Enforcement.**

The provisions of this article may be enforced by any peace officer, Code enforcement officer, or the Director of Community Development Services or his/her designee.

**SECTION 4. Severability.** If any provision(s) of this Ordinance or the application thereof to any person or circumstances is held invalid or unconstitutional by any court of competent jurisdiction, such invalidity or unconstitutionality shall not affect any other provision or application, and to this end the provisions of this ordinance are declared to be severable. The City Council hereby declares that they would have adopted this ordinance and each section, subsection, sentence, clause, phrase, part or portion thereof, irrespective of the fact that any one or more



sections, subsections, clauses, phrases, parts or portions thereof be declared invalid or unconstitutional.

**SECTION 5. Effective Date.** This Ordinance shall be effective on the thirty-first day after its adoption.

This Ordinance was introduced on \_\_\_\_\_, 2026, and duly adopted by the City Council of the City of Yuba City at its duly noticed regular meeting \_\_\_\_\_, 2026, by the following electronic vote:

AYES: Council Member(s):  
NOES: Council Member(s):  
ABSENT: Council Member(s):

\_\_\_\_\_  
Mark Boomgaarden, Mayor  
City of Yuba City

Attest:

\_\_\_\_\_  
Ciara Wakefield, City Clerk  
City of Yuba City

## CITY OF YUBA CITY

### **Future Agenda Items**

- Councilmember Cole
- Councilmember Kirchner
- Councilmember Shaw
- Vice-Mayor Pasquale
- Mayor Boomgaarden

## CITY OF YUBA CITY

### **Reports and Communications**

The following reports and communication items are provided for the Council's information. No action can be taken on items under this section unless the Council agrees to include it on a subsequent agenda

#### **City Manager's Report**



## CITY OF YUBA CITY

### **Reports and Communications**

The following reports and communication items are provided for the Council's information. No action can be taken on items under this section unless the Council agrees to include it on a subsequent agenda

#### **City Council Reports**

- Councilmember Cole
- Councilmember Kirchner
- Councilmember Shaw
- Vice-Mayor Pasquale
- Mayor Boomgaarden

### **Adjournment**