

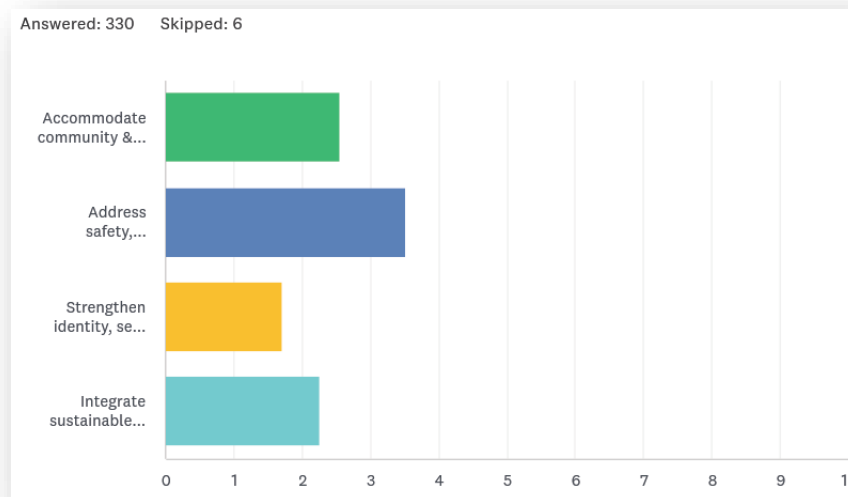


Project Goals

This project was conceived with the following Project Goals in mind:

1. Accommodate community & campus growth and demand for travel on corridor.
2. Address existing safety, circulation, and multi-modal transportation needs.
3. Strengthen identity, sense of place on City/Campus interface.
4. Integrate sustainable design into the corridor.

Please rank these issues in order of importance to you.



Open Ended Responses:

- Campus growth is a concern for me.
- Most interested in preserving health of existing trees along roadway and promoting additional plantings of trees and native plants.
- Process 1 - The project inexplicably has two websites, one for "administrative" reasons. There's never been an explanation for this. 2 - On the admin. website there is a list of representatives of some sort from the city. One of them told me that they were upset that it was only a sounding board and not really official - there's no way to reach them. My impression is that the City learnt its lesson from the Downtown Plan process and decided to formally reduce democracy in the project. If no one visits the admin. website they won't even know about these people. And if one does it's not clear how to contact them. 3 - I recall a presentation from a Toole Rep at a BTSSC meeting. She burned through it without any regard for digestion of contents. It was perhaps the worse presentation of this type I recall. 4 - Both public sessions had breakout rooms. The breakout rooms were not recorded. I



participated in the first one early in the year and the recent one. Lots of important things were said, quite critical in many cases. This was all watered down. They argued that Zoom doesn't allow recordings of these breakout sessions - well then choose a different meeting engine. I was told by someone familiar with Zoom that breakout rooms can be recorded. In the sum the level of transparency of the process is well under anything that's happened since meeting formats changed a couple months after Covid started. There's no recording or public notes of the meetings with community members, or of community participants in the main sessions. Are the raw survey results available for the first survey, for this one? Not that it has been as transparent as public comments to an EIR, but it's way too far in the opposite direction. In between the process and content there is the expertise of all involved. The City of Davis does not have a senior level civil engineer for transportation; this position has been vacant for over four years. On the UC Davis side I also see no appropriate civil engineer. There are only planners from both the City and UC Davis. I assume there are some civil engineers on the Toole team, but it's absolutely necessary for one or two persons on the indigenous team to speak the same language. Perhaps there is someone behind the scenes on the UCD side? Now I am not doubting the experience of the planners involved, but they are missing a key colleague or two! The Grand Summary is that I was looking forward to this for a long-time. But now there's nothing to look forward to... based on the enclosed concepts, except for some additional safety measures. I am not clear what Toole & Design was told coming in. City Staff find it extremely difficult to criticize anything besides saying they we have no money. It's not clear what politics are happening behind the scenes. When over and finished - based on the current concept - I doubt that Toole will be promoting it heavily. SACOG may likely give it an award, after it funds it, if it funds it... who will fund it? Who will speak against funding anything more than the intersection changes? Last but not least, in late October a woman was seriously injured while riding a bicycle on the corridor by a motor vehicle whose operator ran a red light as they entered 113 south. First of all, the Mayor or someone from UCD should have made a public statement about it, perhaps mentioned that they tried to make contact with the traffic violence victim. But more concretely, from what I can see in the concept there is nothing that makes this particular location safer for anyone compared to now. That's really sad. Addendum: It's again also unfortunate that City staff will present an update this Tuesday to Council, before there's any chance for Survey results to be incorporated. BUT at the time it will contain information and summaries released today that were not available to respondents who already answered the survey! People who made comments in the past few weeks will see the Council meeting and will not be clear that the Council has not yet seen their comments. It's all around very confusing!! At least. Staff should have delayed the update at least until there was some processing of the completed Survey results after its deadline.



- This project provides a unique opportunity for the University and City to create a lively and vibrant street. With most of the development area bordering the campus the street should be seen in a manner beyond efficiently transporting people from point A to B.
- Please do not emphasize campus accessibility or cyclists over quality of life for residents of West Davis. I am a member and supporter of all three of the entities cited above, BTW.
- Minimize air pollution and noise from standing traffic.
- Mitigating the vehicle traffic on Russell is by far the most important task in my opinion; I drive on it daily and the normal morning hour traffic already far surpasses your 2030 peak hours model.
- Integration of regionally and/or locally sustainable materials into the architectural and pavement designs would be optimal combined with pavement design techniques and methods complementary with horticultural, silvicultural, and botanical installations between the city and the campus for achieving ecologically-integrated watershed and biomatieral interfaces (e.g., semi-permeable substrates and pavements architecturally integrated into stormwater and bioswale infrastructure, rhizosphere enhancement with biocompatible and/or adaptive/flexible pavement materials to support large tree installations and to prevent tree infection conditions, etc.). Additionally, installation of cross-grade (i.e., not-at-grade) pedestrian and bicycle crossings with street, pavement, and rail architecture would be optimal (e.g., extensions and additions of Davis-endemic subterranean tunnels for cross-grade crossings, pedestrian/bicycle overpasses, etc.), especially to prevent hazardous pedestrian/vehicular incidences and improve socially equitable access between the city and the campus and very especially at large street intersections where socially-inequitable and dangerous vehicular accidents involving pedestrians have previously occurred (e.g., the intersection of Russell Blvd. and Howard Way., the intersection of Russell Blvd. and Sycamore Ln., the intersection of Russell Blvd. and Arthur St.)
- This all reads as code for... double the commute time to the edge of town. One can't go east on Russell/5th from campus now, after it was reduced to one lane. from 4-6 it's backed up clear from G. This is a totally, totally Davis-centric attitude that ignores all the people who can't live in Davis, including the ones who would like to but can't afford it because the city is so unfriendly to development.
- There should not be direct access for autos on to Russell from West Village to East of Lake Blvd.
- Biking east through the Rusell bike path there is a complicated part. Once I pass the Orchard construction site into the part where Russell apartments are, the bike path makes a dangerous turn
- Encouraging public transit and bike use for students and residents should be the number one goal of this project.



- Hopefully by addressing safety (for peds. and bicyclists) and creating a sense of place the car traffic on Russell will slow so bicyclists and pedestrians feel safe and welcome too.
- Safety is most important, especially at the intersections.
- I am against connecting anything to Russel Blvd.
- Safety top priority. Well lit bike paths.
- Improve pedestrian and bike crossings and related signage please. It feels dangerous to cross Russell at Portage Bay, Lake Blvd, and other crossings.
- Acordar change in the original plan has been decided against originally with a lot of community input and there's no reason to re-Exam in this issue
- All the development in West Village has a long controversial history because the land was promised to always be ag land and the additional population would greatly impact an already too busy Russell Blvd. The University assured those of us living in West Davis that they had no intention of opening West Village car traffic to Russell Blvd. I see from this survey that the idea of adding more traffic to Russell Blvd is being explored and it feels like a major breech of trust.
- Safety of bikers and walkers is essential to maintaining a sense of identity of the city and is also key to maintaining this sustainable mode of transportation. Making it easy to drive around town will encourage more car traffic, which is not the goal.
- This leading question defeats the unbiased process. University PROMISSED no access to Russell in west Davis and now assumes the need for access. Poor building & planning.
- Besides Russell we need to consider the intersecting streets- B St, A St, Miller Dr, Oak Ave, etc. There are currently major traffic and speeding issues on them.
- Make sure bikes can get safely to campus, and keep them separate from car traffic as much as possible!
- Something has to be done for crossing the railroad when there's a long supply train coming through. There's only one bridge in town that goes over it. The other crossings are significantly backed up when closed and there are no good detours. If Russell is going to remain a main thoroughfare in town, at least account for the tracks that cross it.
- When we talk about growth, the conversation should not be about accommodating more private vehicles but methods to increase sustainable transportation alternatives.
- I love the improved bike lane and the addition of the valley oaks! More like this would be great. I don't know how, but bike safety features for places like the intersection by Trader Joes (where the bikes turning onto the path frequently cause near-accidents with people going straight) would be great.
- Hello. Thank you for the opportunity to give input. I am very concerned with the safety of all modes of transportation along Russell Blvd. Russell and



Sycamore already has a number of safety problems that will be exacerbated with the huge projects already in the pipeline. While Russell is a small road it is also a gateway to the downtown for residents west of 113. IF the University Mall project goes ahead with its tremendous size and density - it makes sense to have a dedicated bike and pedestrian overpass from the bike parking garage to the university. It could be artfully done to create a safe overpass for the students, have a Welcome to Davis sign, and allow for less traffic congestion on Russell. I suggest UCD pay for at least half of the construction. Dedicated bikeways and pedestrian overpasses or underpasses need to be in place for all future construction on Russell. Why would the students from West Village ever need to approach UCD on Russell? As a long-time resident of Davis, I see a very unhealthy relationship with the residents and students being fostered by UCD's desire for tremendous growth and the City of Davis' desire to accommodate that growth over the best interests of its residents. In the past, the relationship was more symbiotic. That has shifted. The University Mall project is a fine example of how residents' desires for a smaller, less dense design, with living areas for residents was crushed by the City Council's desire to appease the insatiable appetite of the university. If there is a true desire to "accommodate community and campus growth, address safety, circulation, and multi-modal transportation, strengthen identity (overpasses sure do give an opportunity for identity design) and INTEGRATE SUSTAINABLE design into the corridor, my suggestion is to think UP.

- population growth and campus growth requires roads to connect the newly expanded areas, namely West Village, to the rest of town. right now West Village is very isolated and essentially segregated from town. it must be connected to Russell.
- instead of address multi-modal needs, make the statement stronger that cars are not the priority but that multi-modal is the priority (equal importance for ped, bike and transit)
- The project team needs to be aware that the UCD campus has a goal to significantly decrease vehicle traffic into campus (led by TDM manager Ramon Zavala), and a commitment to build no new parking structures. This means that peak traffic on Russell will likely *decrease* in the future rather than increase; it also means this redesign exercise is an opportunity to making biking, walking and taking transit more attractive than driving, to help support this campus goal which has ripple beneficial effects for the whole community.
- Safety concerns are paramount and need addressing.
- Wherever we can, Davis needs to continue to prioritize bike transport (even prioritizing bike transportation over car transportation when needed). That is the best way to keep the level of car traffic reasonable and maintain Davis's culture as a biking town.

- Ease of use for non-Davis residents trying to figure out all the paint/signage/arrows/lights is important. For ex. traffic circles not very intuitive for out-of-towners, and the Anderson/La Rue corner is a major intersection for guests to Davis. The animation looks confusing to me, and I can imagine will be more so for people new to town.
- Russell IS the City/Campus interface. Currently its a barrier. But I see this largely as a good thing. I don't think the redesign should encourage more flow across the City Campus interface.
- Safety is critical with high number of students and commuters crossing Russell every day to access the bike path
- Nowhere in your opening statement does it address cars. Cars are the number one mode of transportation on Russell Blvd. Let's put the emphasis where it belongs.
- Way finding signage for bicyclists on Russell including signage to point them to Westlake Shopping Ctr.
- No trees that can be infected with mistletoe
- do not proceed with this project. it will increase accidents on russel
- No connections to UC Davis developments west of Highway 113. That was the original promise to residents living north of Russell and west of Highway 113. Going to fight climate change, make it harder, not easier to drive to destinations. Increase transit (bus) expand bicycle opportunities.
- The City of Davis should not be paying the Bill to accommodate campus growth. UC Davis should do way more to off set it's impacts on the City of Davis
- You use a lot of undefined terms: "Sustainable design" - could mean anything; "accommodate growth" - how? "Strengthen identity" - huh?? I HATE the bureaucratic doublespeak that means nothing in terms of what will actually be done...
- What do you mean by „demand for travel on corridor”
- There should be no connection from west village to Russell. It's already terrible. I will drive from west Davis to downtown by going up to road 29 then down f street or pole line, increasing vmt.
- Pedestrian and biker safety must be top priority in that part of town (and everywhere). This should include pedestrian space separate from biking space and separate from cars. Walking on foot when dozens are biking on the same path is not safe.
- Something needs to be done at the bicycle crossing at the 113 on ramp on Russell Blvd in West Davis. Currently bicyclists are supposed to yield and they often don't and drivers often stop suddenly at a green light even when bicyclists are clearly slowing down to yield, thus encouraging bicyclists not to yield or giving them the expectation that cars will always stop for them. All very dangerous and now a bicyclist has been seriously injured at that



intersection. The way it is set up now is not working and causes confusion for drivers.

- Safety needs to be addressed with bikes and pedestrians sharing Russell with cars! Please especially address safety at Russell and 113 ramps!! So dangerous right now for bikers and walkers!
- Lights need to be timed to keep traffic flowing along Russell instead of stopping every block or two. Bike traffic needs to stop at 113 on/off ramps.
- I would prefer reduced car traffic/ fewer car lanes. Provide more space for buses and cyclists in order to reduce noise and increase safety.
- Stop Signs/Traffic light at Russell and Portage Bay East, and Eisenhower for pedestrian/auto safety. It's only time when someone gets run over and or accidents will happen. In addition it will slow the 50 MPH traffic already occurring on Russell now.. Much like the traffic on Covell at J and L now.
- Interested in safety only. A traffic light at Russell Blvd and Arlington is the safest, not a roundabout. The bus stops at Arthur are the worst - awkward, dangerous and cause congestion.
- By far the most important priority is safety. We live on the stretch between Arthur and Stonegate and frequently observe accidents, or almost accidents, especially on crosswalks. School traffic to Emerson in the morning and afternoon is also a big issue
- Separation of cyclists and pedestrians is desirable.
- Given the amount of new housing just completed or going up, along with the major upcoming renovation/conversion of University Mall, managing traffic on Russell will become increasingly important.
- If promotion of sustainable transit choices were on this list I'd have ranked it the highest. Bus/bike/walk/scoot/skate users ought to be invited openly, and clearly. "Sustainable design" is not "sustainable transportation."
- bushes and soundproofing along russell by village homes. lots of traffic and noise there. thick bushes and trees would help
- I am concerned with safety along Russell across to Village Homes. There have been many accidents involving pedestrians in this area and we would like to see this issue addressed.
- The University Mall shopping center is planned for a very large development and should be accounted for when doing this work. Continuity of trees along the corridor helps provide a unified sense of place.
- Safety is my main concern
- When West Village was first built, THERE WAS TO BE NO ACCESS TO RUSSELL BY ANY VEHICALS OF ANY KIND FROM WESR VILLAGE. HAS THIS BEEN FORGOTTEN??????
- Car traffic back up are a recent ting on Russell. I'd like this plan to also make them a thing of the past.
- Traffic and congestion and srudent parking in local neighborhoods need to be considered.



- I have no problem with the way it currently exists.
- PLEASE STOP ADDING STREETLIGHTS; GIVE US ROUNDABOUTS, more traffic throughput, much cheaper, safer, and always work
- The current Russell Blvd layout is not at all friendly to cyclists and pedestrians. It could be a critical east-west route across town for cyclists with improved bike lanes and paths.
- Keep campus traffic on campus. Do not want or need, campus traffic flowing into city neighborhoods from West Village. That type of traffic needs to stay along Hutchison
- Safety first
- Both Covell Boulevard and Russell Boulevard are already approaching gridlock during much of the day. Adding West Village resident traffic to Russell Boulevard will force people to use Eighth Street for east-west travel across town, which will create gridlock on Eighth Street.
- I live on Russell Blvd, on this particular stretch of road. It is increasingly dangerous. Cars drag race through intersections, there are repeated accidents at Orchard Park/Russell Blvd intersection. Lots of student housing exits there and to not provide a stop light for safety is unacceptable. I also find the lack of outlets onto Russell ridiculous. That West Village can't access Russell anywhere is the kind of pathetic Nimbyism this town has.
- It is essential to separate bike and pedestrian traffic. Mixed use pathways are very dangerous to pedestrians and frustrating to bikers
- Minimize car emissions
- I personally have zero interest in using Russell Blvd to facilitate growth on the UCD West Campus.
- Long-time townie here: I think we should allow more transportation access (car, bus) to Russell from West Village. The university is the primary strength of this community - we should integrate them into all of our transportation infrastructure
- Safety should prioritize most vulnerable users, including traffic speed reduction.
- 113 and Russell bike crossing west side is an accident waiting to happen. The green light is for automobiles to exit Russell and enter 113. The bikes continually don't stop and cross in front of the cars who have the green light.
- Prioritize pedestrian, bike, and local traffic over any through town traffic
- Keep environmentally friendly country feel
- Traffic lights synch to make travel from Sutter Davis Hospital to Pole Line with fewer stops. Roundabouts and bike lanes with fewer traffic lights
- Russell Blvd worked better before the city reduced lanes through town.
- Safety, safety, safety. Add stop signs or lights; police patrols and citations for speeding, especially west of 113. Widen sidewalks and/or provide safety barrier on north side of Russell.

- Poor survey design: the choices are not exclusive of one another, making ranking impossible.
- I'm worried about reducing the number of lanes for cars. I'd love to see all the bike traffic stay on the wide path to the south
- Shift away from cars, towards pedestrians and bikers
- Must be able to handle more traffic I don't need to gain a sense of identity while driving through this part of town I need to complete my errands on the same day I set out And while your at it put the rest of Russell back to 2 lanes
- Safety and expansion of school and housing is what is important
- I've seen many reckless drivers on Russell. I'd like to see more police presence on Russell adjacent to the university and also downtown.
- Safety first for bike riders & pedestrians intersecting with vehicles. Include bike safety traffic lights at crossings to prohibit any vehicle movement while bikes & pedestrians are crossing such as the traffic light at Russell & Sycamore near Trader Joes
- The goals are severely lacking. We need a priority placed on non-vehicular travel. And these goals do no such thing. We are accommodating it, but we still prioritized motor vehicles over all else.
- Increasing safety for all road users, rather than just moving automobiles as quickly as possible
- These questions are loaded. Russell is too huge today. "Accommodate demand for travel" is nonsense as it implies forecasts are 1) accurate, and 2) need to design for individual vehicles.
- Art enhancement is important to me.
- Winters is growing and there are many new houses on the west of campus. The traffic loads there are already quite big and people use this area to avoid 1-80 traffic already, so take afternoon traffic that goes west to east into consideration with growth.
- Bicycles need to be viewed as transportation and not as something to get off the road by providing multi use paths. If cars go straight through an intersection so should bikes.
- Not keen to connect traffic corridor through existing residential neighborhoods
- We accommodate growth by providing alternatives to private vehicles.
- West village should have access to Russell and Lake. So that housing is integrated with the community.
- Much of the information provided in the public meetings was based on assumptions without data to verify the assumptions. for example there was an assertion that having bicycles and pedestrians on the existing same wide pathway along campus from A street to well past Pedrick Road was dangerous to both bicycles and pedestrians, with assumed bad interactions (accidents implied, but when asked, planners backed off to call them "undesireable interactions"). However no information was provided to document that assertion. I would like to see results of an analysis of times of

day and speeds , and numbers of both bicyclists and pedestrians along various portions of that bike path, showing how many bicycles use what portions of that path at various times of day and days of the week, compared to the same information for pedestrians. That information should include documented data about accidents between bicycles and pedestrians and between both and vehicles. If such study has not been performed, then the assertions about dangers are without merit, until that data is obtained.

- I don't understand completely the 'sense of place on City/Campus interface'. I don't believe it is best to create a sense of separation between city and campus.
- Improve transit and local traffic
- Russell Blvd AND the new bike path south of Russell are highly traveled. These observations, to me, support improving facilities. Running/walking space, bicycling space, bus and bus stop space in addition to a less freeway, more residential arteriole treatment for the roadway.
- Removing slip lanes to plant greenery is a foolish idea. It will only worsen traffic jams and not provide an area for socializing. Who wants to socialize in these tiny areas on street corners anyway?
- It would be important to keep two lanes going each direction between Arthur and Arlington in order to accommodate all the traffic that West Village is going to generate. It was stated that presently the two lanes are underused. This is not true even now. Given all the added populace from West Village, those two lanes will certainly be heavily used in the future.
- The videos provided day that they are for peak PM hour in 2030 but traffic already seems heavier than that depicted especially in front of the school
- Please do not do things like make bikes have to ride closer to cars (eg Pole Line "humpy bumps", or the huge pedestrian corners that narrow bike lanes on Covell and J), or make the corridor one lane like on Mace). Please, please
- None at this time
- Safety of pedestrians, cyclists, and children should be the #1 priority.
- It's not clear what "Strengthen identity, sense of place on City/Campus interface" and "Integrate sustainable design into the corridor" mean.
- Safety should be the number one priority. With so many bicyclists, cars and pedestrians all using the same roads and paths, it is extremely important to integrate them all into a safe street design. An example of this type of implementation was the road diet on 5th St in and around downtown Davis, which reduced the road from 4 lanes to two, with bike lanes introduced on that stretch of the street. It has been very successful IMO. Bikes can now use the road much more safely.
- We ONLY have two east/west corridors through town: Russell and Covell. Russell needs to remain a viable transportation path for cars & busses . Russell is the frontage road for the campus, too.



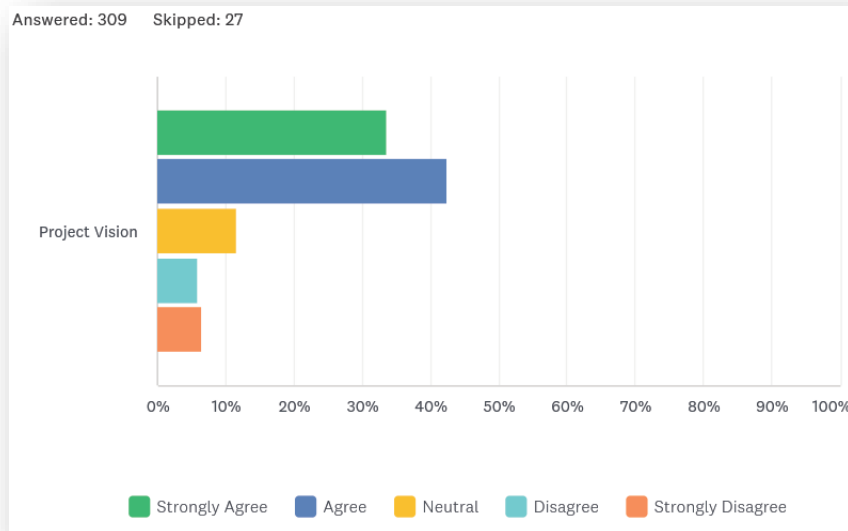
- Russell/5th St needs to return to 2 lanes in each direction for motor vehicles as well as coordinated traffic signals to reduce congestion and the resulting air pollution.
- The corridor should incorporate the best options for moving the most amount of people efficiently such as with transit and active transportation methods.
- Just make sure you keep it at 4 total lanes of travel. The 're-imaging' process should not be code for 'let's snarl person vehicle traffic by reducing the number of travel lanes' like you did on 5th St. I honestly don't think this project is needed at all. Save the money for something more important.
- None of these improvements should impede the operation of other modes, especially transit, and should remember that this corridor is a city-wide corridor, not a local corridor.
- all things are equally important and ranking them seems arbitrary
- nothing else
- Ranking these seems odd, as I think these are all interconnected topics. The best solution to improvement would involve supporting all of these priorities.
- More green, more bike and walk areas, less heat-absorbing and heat-promoting hard surfaces.

Project Vision

A project Vision Statement was developed from input at Community Workshop #1 and Survey #1 in April 2021: Russell Boulevard will become...

1. ...a corridor that safely and intuitively moves people.
2. ...an inviting, human-centered boulevard that is an authentic Davis and UC Davis experience.
3. ...a resilient streetscape that integrates sustainable design principles.
4.a welcoming gateway to Davis, reflecting local culture and community.

Thinking of the project vision outlined above, how strongly do you agree or disagree with the set of statements?



Open-Ended Responses:

- #2&4 are just silly 'sounds good' statements signifying nothing or on the other hand signifying whatever the designers wish them to mean.
- An avenue of majestic trees is important for shade an aesthetic agricultural presense
- #3 -- agree strongly with "a resilient streetscape that integrates sustainable design principles" and that the corridor should be safe. Neutral on 2 and 4. Of course, it should be attractive, though. Not sure what an "authentic" UC Davis and Davis experience is...
- These are noble and useful visions but I don't see them in the concept. I mostly disagree with the assessment of the "Re-imagine..." thus far, both the process and concepts: 1 - The project inexplicably has two websites, one for

"administrative" reasons. There's never been an explanation for this. 2 - On the admin. website there is a list of representatives of some sort from the city. One of them told me that they were upset that it was only a sounding board and not really official - there's no way to reach them. My impression is that the City learnt its lesson from the Downtown Plan process and decided to formally reduce democracy in the project. 3 - The consulting firm is well-known and likely very expensive. I recall a presentation from a rep. or public manager at a BTSSC meeting. She burned through it without any regard for digestion of contents. It was perhaps the worse presentation of this type I recall. 4 - Both public sessions had breakout rooms. The breakout rooms were not recorded. I participated in the first one early in the year and the recent one. Lots of important things were said, quite critical in many cases. This was all watered down. They argued that Zoom doesn't allow recordings of these breakout sessions - well then choose a different meeting engine. In the sum the level of transparency of the process is well under anything that's happened since meeting formats changed a couple months after Covid started. There's no recording or public notes of the meetings with community members, or of community participants in the main sessions. Perhaps you want to hear my ideas about content as well: 1) Sure, the concepts for some or most of the large intersections are okay, at least partially, but the bar is very low. Roundabouts are good if done correctly, but so far this has not happened in Davis. They have not done well with bikes. This is a problem for drivers because it makes things stressful or worse for them. If there were no bikes in Davis some of the existing roundabouts would be fine. 2) They keep on pushing "placemaking" for parts of Russell where absolutely no one will hangout, because there's nothing interesting. The MU is close to the east end, in the middle is the University Commons re-development which is just a 90's version of a suburban parking lot with shopping. University Mall could have been the key to an interesting Russell Corridor, but it's essentially nothing special at all. People want to hang where it's peaceful and/or interesting and/or it's warm when it's cold, cool when it's hot... or there's food. Nothing conceptualized for Russell has any of that. 3) There's no plan to move the stupid gas station. Sure, I have a car which uses gas. Move the station to right on top of 113 or thereabouts. 4) The bike lanes are only very partially protected at some intersections. Most of the bike lanes are narrower than Council-approved City Standards (2016), and both Staff and the BTSSC has thus far resisted updating these standards to include things like bi-directional bike lanes on streets or roundabouts... or what fast e-bikes need so that they more effectively replace car trips. 5) For the most part Russell remains in the concept as a surface freeway. There's no imagination and there's not really a road diet either. All there is some safe intersection treatments. 6) The City has not had a senior civil engineer with a transport focus for over four years. They re-budgeted for it recently but there's no job

listing. They tried to hire before for the position a couple of years ago, and got close twice -- why does this "Best USA cycling city" find it impossible to hire for this position? Would we tolerate the City not having a sort of chief lawyer, accountant, architect? 7) A woman on a bicycle was hit on the corridor last week by a person driving a vehicle from eastbound Russell to SB 113. She was seriously injured. As far as I can see no one from the City has said anything about it. Perhaps the woman died. According to the Enterprise reporter the Davis police representative who provided the info is out of the country. At the very least the Mayor should have by now said that she contacted the woman's family and that they have chosen to be private. 8) The western West Village is a stupid design, too far out, with nothing there but parking and a nice walk etc to Putah Creek. But it could very advantageous to Unitrans to run buses through here from e.g. west Davis to Silo. It would allow people in West Village to easily travel by bus to Westlake Plaza, etc. In the future there could be an autonomous shuttle - inexpensive to run! - between Mondavi and Stonegate. A good transit connection is an excellent idea, but yes only if it's never for private vehicles.

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"Reimagine" in the transportation context would ideally mean the state of the art and new, robust concepts in infrastructure combined with optimized services and movements that use whatever's been reimaged. Unfortunately there's not much to see here aside from some improvements in intersection design. That's important - as most problems happen at intersections - but I doubt that it's enough for existing, potential and future (unborn) users to enjoy re-imagined journeys here. Yes, sorry, I keep on playing with this term, but imagination is a heavy thing and has a large burden! Aside from the intersection, what's in the concept? * Paint-only enabled Class IV bike lanes on main sections, presented most recently as being below the 2016 Street Standards of the City, approved by Council. Staff and the BTSSC have consistently refused to re-evaluate these Standards, updating for things like optimization for e-bikes, detailing intersection designs, bi-directional lanes on streets, etc. The seven-foot lane is too narrow for two people to cycle side by side whilst being safely passed by another. * Hang out areas near the still conceptualized as heavily-traffic'd street, when there's nothing to support them. It's not really anything that compares to the Quad, Memorial Union is close on the east end. There's no ice cream, no coffee. Students and other parts of the UCD community are busy. There's no little intimate spaces. Perhaps some people will wait for others here... is that all that's wanted? *Huge lost opportunity for a large commercial public square at University Commons, which was approved as transformation to a 1990's-style mixed use project with lots and lots of parking facing the street that is supposed to be re-imagined, and also inexplicably a gas station remains on one corner of

the most prominent intersection in the project and in Davis itself. True, this was approved some time ago, but during the process I pushed hard as a commissioner for UCD to be involved in this City-Campus zone. They seemed to decline, they said wait for the current process. Certainly there should be an attempt to modify plans for University Commons. *More or less no modifications to motor vehicle priority of the current design of Russell. It remains two lanes in each direction, there's nothing special for buses, buses and bikes are mixed at the entrance to MU, etc.

- not clear on meaning for "welcoming gateway." The most welcoming aspect would be lack of slow-downs...traffic.
- You can either have Russell effectively move vehicle traffic or be an "inviting, human-centered boulevard" that acts as a "welcoming gateway". These goals seem mutually exclusive to me.
- I agree most with Statement 3, if it were to be implemented with sufficient and proficient R&D sourced from the Transportation and Pavement Research center at UCD. I have severe doubts about the implementability and feasibility if not viability/plausibility of Statement 2&4 if they do not reflect and very strongly utilize additional placemaking grants for those purposes (e.g., National Endowment for the Arts placemaking grant, CA placemaking grant, etc.).
- It's not welcoming if traffic's not moving
- Do not add additional auto traffic on Russell
- Most I agree with except for bringing cars from West Village onto Russell. Cyclists and pedestrians are more than welcome.
- Make it safe but not a traffic nightmare please...
- guiding principles sound good.
- These statements assume the need for connection to Russell rather than alternatives
- Please consider adding additional lighting along these paths. It is very dark along this road at night.
- The corridor near B street just cements the current system in place, with slight improvements for bike safety. But it does nothing to improve traffic congestion downtown, on this, our main thoroughfare through central Davis.
- ensuring Russell is a transportation corridor is the #1 priority.
- Strongly agree with the human centered design as a core principle. Unfortunately that is not the reality of what the project team has proposed so far (a car-centric thoroughfare with little emphasis on making this a pleasant place for people).
- Davis is not UC Davis. We are codependent. But not the same thing.
- A welcoming gateway to Davis. Like the other one where we make people travel thru a 1918 cement tunnel. It's not a corridor it's a street.



- real safety should be the priority. to accomplish that would require this project to be terminated.
- This survey is...not well-designed. I can't tell if I'm being asked whether I agree with the goals or with the declarations that they will be accomplished.
- This is Not a gateway to Davis.
- the redesign of Russell should seek to maintain the small town character of Davis and emphasize tree lined streets.
- Nothing defined; nothing to agree or disagree with...
- It will be terrible.
- Not sure why this needs to be a gateway to Davis. There are no communities just west of Davis on Russell.
- Safety first.
- I agree that safely moving traffic is the first priority; sustainability design and culture statements do not concern me.
- It should be a corridor that safely and intuitively moves people. That's all it really needs to be.
- It would be great to keep Russell a street of the city instead of it becoming an alternate to the freeway or a high speed road.
- Not really sure what 2 or 4 is addressing. It is a commuter street for Davis and Winters residents. In the morning the traffic is just about getting to work and home.
- Let's not have another Mess on Mace. It is a means of transportation-nothing more. This area is not the center of Davis. Keep it simple-you are overthinking it. Let's stay with the basics-put a light in and pave the streets-and then maintain them.
- I chose disagree because yes, it is modern & inviting, however we don't need even more car traffic, also don't need an extra bike lane on the street when we already got one along Russell from Anderson all the way out to Cactus Corner! And in the planning animation I didn't see a single blinking light for the cross walks. That is an absolute MUST in terms of safety. The current proposal is inviting even more pedestrians and bikers to cross an already busy street (and as we all know a lot of people are speeding quite a bit)
- 1... a corridor that safety and intuitively moves people, encouraging sustainable transportation options.
- I'd like to hear more about trees/vegetation planning
- I like the plans. It's attractive and I love the new bike/walking path by the university
- I would like to see attention to sustainable landscaping along Russell - for instance planting of native oak trees and other native plants.
- On point 2 - it shouldn't be only human-centered, we should be thinking of plants and wildlife as key sharers of this space. Also, this is a poorly designed

survey question since you have to react to all the statements as a whole and they're all really positively worded - who wouldn't agree?

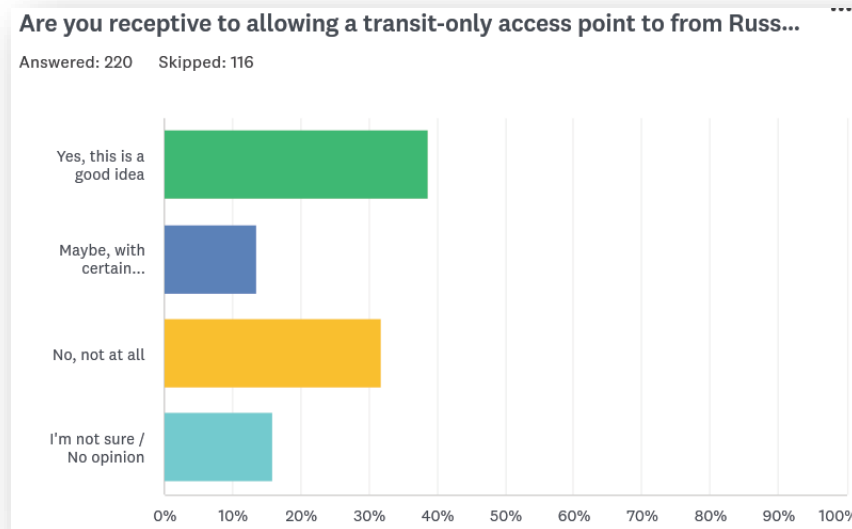
- Community workshops are valuable and work. Thanks.
- Again safety needs to be the ultimate priority
- THERE WAS TO BE NO VEHICULAR ACCESS OF ANY MEANS FROM WEST VILLAGE ONTO RUSSELL..
- Don't want west village connected to our neighborhoods that are north of Russell
- all the ucd facilities wants is to surround this town in overpopulated unwarranted growth
- I think the neighborhood is going to be negatively affected
- I have no problem with Russell Blvd as it currently exists. I think it is fine.
- PLEASE STOP ADDING STREETLIGHTS; GIVE US ROUNDABOUTS, more traffic throughput, much cheaper, safer, and always work
- It is unrealistic to attempt to force people to abandon their cars for bicycles and other human powered transportation.
- Pedestrian safety needs to be accommodated. I have been nearly hit by cars many times.
- This location isn't and shouldn't become a major "gateway" to Davis.
- Sounds great! I look forward to seeing innovative designs develop!
- I worry that the widening to accommodate some of the project vision will come from the open space along Russell Blvd., especially along the Russell Blvd/University field area, thus diminishing the goal!
- Yes to "Human centered"
- Russell Blvd. is the main automobile thoroughfare and needs to continue to be.
- I hope that it integrates a historical view of "local culture and community," which does not erase the BIPOC contributions and struggles in the region
- It's only 3 miles. What about the entire rest of downtown? This strikes me as a university beautification project.
- Safety first
- Although 'UC Davis experience' should definitely be a more peripheral consideration -- this is a City/County arterial, serving many dispersed non-campus residential areas. Take this into account first and foremost.
- It seems that some of these objectives of being inviting, etc. Can be counter to being a transportation corridor, which is most important given it is one of two routes for vehicles to completely cross town East to west
- I want a road that efficiently get people from point A to BThe rest sounds like horse shit how's that for authentic Davis
- Safety should be first priority including enhanced visibility for all vehicles, bikes & cars.

- But these are not presented as options/choices in the new design. These sound great! But we still put cars first in every way.
- The vision statement doesn't acknowledge that Russell is the main east/west car artery in Davis and will continue to be.
- I agree with the values, but the resulting concepts don't even come close to meeting them. "Human-centered?" Not even close. They look like Roseville.
- #3 seems adequate without all the rest.
- This sounds like a bunch of landscape design people trying to build a road. The flourishes and design features mean nothing if the work results in snarled traffic. Please take into consideration the failure on Mace blvd. It looks great but the traffic is hell.
- A stronger effort should be put on moving bicycles and autos safely. Davis is no longer a small college town.
- I don't understand the need for the orchard park crossing across russel - this doesn't connect to anything and visa versa. It will just be a hazard / serve to encourage unprotect crossings (then vs at the light)
- More welcoming Davis/UC Davis visual, less freeway on ramp.
- Don't think you can achieve all 4. Simplify to #1 and and #4, or just #1
- Removing slip lanes to plant greenery is a foolish idea. It will only worsen traffic jams and not provide an area for socializing. Who wants to socialize in these tiny areas on street corners anyway?
- Moving cars should not be a priority
- With all the development and high density high rise living accommodations, Russell Blvd will become a hugely frustrating, congested, slow moving, car centered boulevard dividing UCDavis and the Davis Community.
- Don't understand the question. Do you mean to ask whether the vision statements are what I would envision for the corridor? And are the statements above in a certain order?
- None at this time
- safety should be the #1 priority.
- I particularly like the phrase "safely and intuitively". In other words don't try and force people to use something, make it convenient for them to use something.
- First and foremost, it is a road! I do not want to see traffic using side streets in order to travel somewhere faster. The lights are not timed properly on Russell to keep traffic moving!
- It's a primary (and historic) thoroughfare. That needs to be maintained. East/west bicycle traffic (east of campus should be directed to 4th street with vehicle diversions and restriping to give human powered vehicles priority on 4th.
- Do we really need this blather? The corridor is a means of going from A to B. How does this "feel good" language aid in achieving that goal for all users?



- I am a little puzzled why the gateway thing gets so much attention. I don't think this route is really a major gateway to Davis (only one for people living in W. Davis).

Are you receptive to allowing a transit-only access point to from Russell Blvd to West Village?



Open-Ended Responses:

- Once buses then bikes and cars. The impact on the residential areas in West Davis will be a negative one even with only buses. Both the city and the University agreed that there would be no Cut to Russell from the University.
- I would love to see more traffic (bike, foot, transit) from West Village to the Westlake Shopping Center.
- West village should be connected to Russell for all types of transportation. Davis should have lots of interconnection, which will promote bike use. No one wants to take a huge bike detour, extra mileage is easier for cars. I don't get people complaining about these connections at all.
- Segregation of Davis is bad
- It's a great idea to allow direct bus (and bicycle/foot) access from the west side of West Village to Russell and West Davis. It will also give the Davis fire station located on Lake and Arlington easy access to West Village if it's ever needed. Allowing buses here will allow Unitrans to have single lines serve both West Davis and West Village, also excellent news for the important academic depts in West Village as well as the Sac City Campus. It will certainly increase business at Stonegate Shopping Center and make it easy to get by bus to the UC Davis clinic on West Covell, or Sutter. Perhaps a new Yolobus peripheral route good go through here. Or people in West Davis can go by automated shuttles on fixed routes to and from Mondavi. Buses to and



from West Davis can terminate at Silo without using 113, and so on, it's a great idea AS LONG AS IT'S WRITTEN IN STONE THAT PRIVATE VEHICLES WILL NOT BE ALLOWED TO CROSS HERE.

- Absolutely not. This would be a disaster for west davis residents that would severely impact our quality of life and renege on the agreement between west davis residents and the city prior to the construction of the UCD West davis village. please DO NOT connect Russell to the growing UC Davis west (City College) campus for motorist access. This will cause massive traffic issues and loss of quality of life for all west Davis residents. The agreement stemming from a lawsuit over this issue stipulates that part of the west Davis campus not be connected to Russell. Please do not undermine that and quality of life for West Davis residents by adding scores of vehicles to Russell in this part of Davis. I can assure you that any effort to connect the UCD campus past 113 to Russell will be met with a highly agitated, galvanized resident mobilization and litigious response. Your goals and plans are thoughtful, well laid out and efforts to improve aesthetics, safety and flow greatly appreciated. Please do not create new headaches in the process, though, such as reducing lanes on Russell and Arlington or connecting the UC Davis West campus to these roadways. Thank you.
- Depends on where the access point attaches to Russell and how it will impede traffic
- It's the least the city could do. It feeds off the university.
- Don't live on that edge, so I cannot comment.
- I think vehicular traffic should be allowed from West Village onto Russell. Restore the grid, end the madness.
- This is desperately needed as WV expands. If a connection is not made, all traffic will have to be routed up La Rue and it will be a hot mess. Further, it takes about 30 min to get to the nearest grocery store from WV via the bus as it stands. This is unacceptable. It only encourages students to drive.
- This goes against , the city agreement to stop UC traffic from flowing from campus onto Russel and Arthur .
- Care would need to be taken that it is spaced far enough from the proposed traffic circle at Arlington.
- Russell is already dangerous for bikes and pedestrians. Think that adding a transit only access point would increase confusion and possibly increase accidents. Also think bikes will use it and cars will also unless transit gates with passcards are installed.
- This has been decided in the past and it should not be revisited
- This has been discussed in the past with strong opposition especially from the residence along the corridor. Trying to slip in a transit only proposal goes against any good faith effort by the university.
- no additional traffic congestion on russell and no hazard to bikes
- Any improvement should include normal vehicle traffic.



- happy to have more than transit access
-
- This should NOT be allowed. NO access to Russell by these herds of students. Absolutely unsafe.
- I think this is an evil necessity for efficient Unitrans routing. I would also be in favor of an all-access point at Lake. However, Unitrans routing must be mindful of already impacted neighborhoods and should try to keep to Russell Blvd for the trip loops.
- I don't really know what this means. Does this mean a public transport ie bus route, or bike/pedestrian linkage?
- there MUST be a road to allow access between Russell and West Village. It must not be transit-only, it must also be for cars. Don't overthink it, just make a regular road to connect it.
- if we want to stop climate change we need to support transit
- We need to offer transit as a superior transportation mode from west village
- The lack of any connection between the West Village and Russell Blvd causes a major hassle for the West Village residents and forces them to take extraordinarily long routes to reach campus or other places in Davis. I am not a resident of the West Village, but also sometimes need to connect through that area. Any kind of a connection between the West Village and Russell will reduce unnecessarily long trips - including car trips. This will have the effect of cutting down on CO2 emissions. I am very much in favor of this.
- UCD agreed in court not to build out from West Village to Russell and needs to fulfill that promise. West Russell is already too busy, moving to one lane and adding transit will add further congestion (the opposite of improvement). It also gives the university one step towards further connections or general expansion of the transit lane in the future, which would harm the identity, community, and traffic-safety of West Davis.
- UCD promised no access to Russell if west village was built.
- Access to West Village from the City of Davis forces everyone to go through UCD (La Rue/Hutchinson). This causes increase to traffic along busy campus routes with lots of bikers and lights to manage. Once in West Village, it is difficult to leave, and if anything were to happen on Hutchinson, we would have a hard time evacuating the area. Sacramento City College Davis Center in West Village plus the increase in housing/beds really requires better entry/exit to West Village. In order to get to U-Mall, downtown, or any other commercial area, traffic is forced to go through campus and congests traffic.
- It would have to be Unitrans busses only and they would have to be very sensitive to bike traffic on the path. I am concerned, though, that allowing an entry will become a slippery slope and the city and UCD will eventually convert it to a regular road in the future. There is no way I would support a regular road entering Russell from West Village.



- The separation of transit between communities should have never occurred in the first place. A stupid concept meant to appease the anti-UCD crowd. A transit only corridor is a logical compromise, but should include vehicles as well.
- This is so scary. but yes I think a good idea if can avoid impacting traffic on Russell and the grade separated bike path. That might mean bridge/tunnel to maintain the path. Don't need another light there. And maybe a new lane at the point it joins to prevent traffic issues. Might as well say it can be used for uber/lyft and pizza deliveries as well.
- This was contentious 8 years ago and it still is. West Davis residents don't want the bus traffic or tge car traffic! .
- This was already addressed by the city. West Village traffic is directed to Hutchinson. You must take into consideration the truckers on Rd 98. This is still an ag area.
- Need clearly signed and well designed connection such that a connection is not a confusion point for other vehicles looking to connect with W Villagefrom Russell.
- When you say transit only, Do you mean only bus traffic? If so, how do you prevent bicycle and foot traffic from using the Corredor? Also what about cars?
- How would transit-only be enforced? If it could be enforced, then it is a great idea.
- This would just lead to general auto access to Russell.
- UC Davis needs to contribute significant ongoing annual mitigation funds for the significant damage Unitrans do to Davis roads.
- Sure - if people want to walk up to the bus stop already on Russell, no problem. Otherwise, NO!
- This was part of original agreement not to have access to Russell Blvd with this development
- Russell is terrible. Keep all additional traffic off it.
- This is an essential connector to improving transit access to West Village and greatly improving transit efficiency on the whole west side of town.
- Without seeing a map I don't know what part of town is West Village so I can't answer.
- The busses will still drive on city streets, so I would prefer them to take the most efficient route so they impact the fewest number of intersections. Also improving bus service will lead to fewer cars on the road.
- About 15 years ago the university agreed that there would be no traffic from the developement. At all. That is why the lake was built there.
- Would need to enforce transit only. Gates, maybe?
- No egress or ingress at Russell and West Village. This was already addressed a few years back. Do not revisit.

- I would allow for faster access off-campus if one didn't need to go through the core campus which would be slower. I am not sure if just allowing an exit from it (but not transit entrance via a left turn into west village) would be more appropriate.
- It starts with transit only and next it's a full blown intersection for all vehicles. I can see that is what was envisioned in the first place given the wide access road from the West Village at the Russell/Arthur intersection.
- What would be the value here? Transit to downtown avoiding Campus? Transit to West Davis?
- Embrace Hutchinson!
- No! It will mean that much more traffic on Russell and more noise/pollution
- Must not connect to Arthur or other front yard residential without traffic calming and mitigation. Arlington ok as long as speed control put in near junior high
- It depends on where it comes in and how much traffic is expected.
- We need to maintain landscape connectivity of open space and ag space for wildlife.
- Idk
- Definitely no car access from Russell, transit would be ok. Especially as West Village grows, there will need to be more options for residents to travel in/out. It would be great if bikes/peds also had access through this route.
- There was to be no vehicle access from West Village onto Russell. Has that been forgotten?
- When no west village was built local residents were assured that it would not connect to a Russell. Do not want any road connections here
- a buffer zone was negotiated no access will ever happen you are over building west davis creating an easement is NO
- The traffic at arthur and russel is already bad and the light is long so traffic is already backed up. All we need is a bunch of buses to make it worse. I think uc is going back on promises and if buses are running thru that intersection just a matter of time before they open to cars. There will also be increased bike traffic anyway making it worse. I also think west village will be taking up all the parking in the neighborhood as they are already doing but think this will get worse
- It's not clear at all what you mean by that; i'd give an opinion, but i have no idea what you mean
- Too much , too fast UC transit on Arthur already. Don't dump more from West Village. They can use Hutchison
- Additional buses traveling on Russell Boulevard will negatively impact traffic flow on Russell Boulevard, but I support transit bus access from West Village to Russell Boulevard.
- A transit only access point doesn't solve the problem. The problem is the endless traffic through narrow backstreets between the west village,



Orchard Park and Russell Park. These traffic jams are unsafe. Let the damn cars out onto Russell Blvd easier..

- It should also be non-car users like wheelchairs, bikes, and walkers.
- The West Village was approved with the promise that traffic from that vast new development would never be routed onto Russell Blvd. If UCD wants a transitway (and that is a good idea), build it along Hutchinson - ON CAMPUS - where the students who live in West Village are likely to travel to. A transitway project connecting West Village through Campus to A or B Street would be a wonderful project.
- West Village needs more outbound access than just Hutchinson.
- I'm in favor of full vehicular access to Russell from West Village, but if that's too much, then I think bus access sounds great
- There are a lot of students living in /west Village who will need to get to classes on the ,main campus. Unitrans is the answer!
- I can't think of any reason why people would object to this, unless they are afraid it won't be enforced and cars will use it too. It corrects an error made in the original West Village.
- what is a transit only access point? public transit?
- You will have another lawsuit if you do this.
- Russell has too much traffic already; bus traffic from west village should focus on Hutchinson
- limiting Russel Blvd to one lane is a great idea, and this opening would overload Russell
- Connection would create too much confusion and traffic in an already heavily impacted area
- Stonegate/West Davis Manor had prior assurances that West Village would NOT have break-through access to Russell. Transit access from this over-sized campus housing project should not burden the already over-subscribed artery connecting west Davis neighborhoods to the town center. Inevitably, it will be strongly opposed with lawsuits. Firmly opposed.
- I think cars should be allowed access through this route as well. Additional traffic is currently being pushed towards RD 98 when leaving west village to get to Trader Joe's/hw113,etc and the increase in traffic and inexperienced drivers is becoming a problem.
- It makes sense not to completely cut off the area form West Davis
- You have to adequately protect pedestrians and cyclists who are using a significantly separated route. This will also be important given the bike circle there.
- Why isn't UC Davis pursuing an expansion of its overpass? (I assume expense, but West Village is expensive too)
- Russel is already too busy and Hutchison is not busy. See no need to add more traffic to Russel

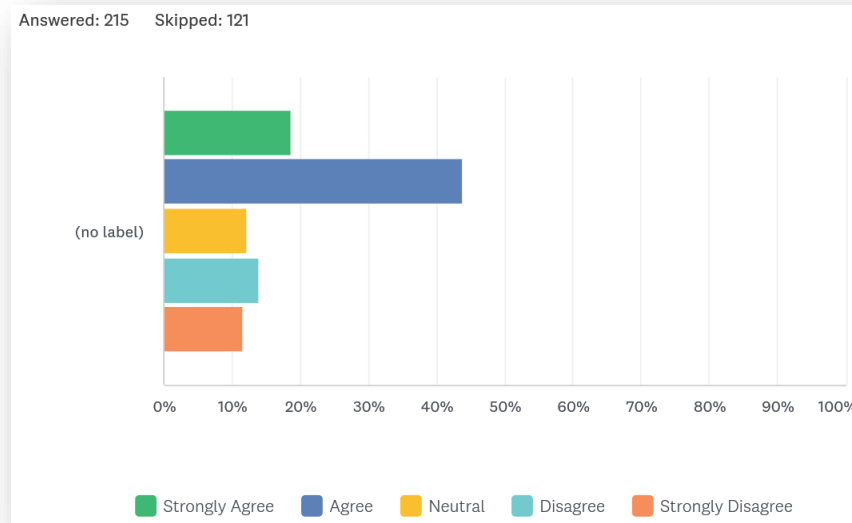


- West Village was approved with the understanding that there would be no access directly to Russell. The City needs to hold the University to that. Russell is already impacted as it is, and reducing from two lanes to one (while I am not opposed to it) will slow traffic somewhat.
- The Russell/Arthur intersection is already very busy, and adding a fourth road to this intersection is not desirable.
- Will the dedicated transit point be separated from bikes & cars. Visibility for all traffic must be enhanced. Pick up & drop off in separate areas off the roadway
- Promises and agreements were made on this topic and should be kept. I am opposed to any ingress/egress from West Village to Russell except bicycles and walkers. Infrastructure for West Village exists at Hutchison, as agreed.
- promises and expectations were made when West Village was proposed. allowing buses to access russell at arnold is not consistent with those promises
- I'd be concerned that it would start as transit only and then allow cars, etc with time moving forward, creating a traffic nightmare and reducing safety as well. I don't know how much better having busses connect to various points along Russell would be over using 113 to access Russell. Also concerned that the protected bike path along Russell could be more dangerous. I'd be open to bike connections between the two without concern.
- It would mean less traffic on Russell Blvd. By West Vilkafe I assume you mean tge UCD housing project off Hutchinson...
- If there is a bus only access point then that is ok but a road there is a slippery slope to allowing more cars in the future which is a bad idea for traffic flow on Russell.
- Protection of neighborhoods on Arthur Humboldt and Shasta from speeding busses making times stops. Want speed tables.
- I'm okay with the concept, but implementation could be impractical.
- I think west village should be fully connected to Russell to access the shops on Lake, Patwin School and the parks.
- It might be useful to allow bikers/pedestrians to also use this transit access point, if desired.
-
- you realize that transit only would in fact prompt bicyclists to go this way, and some motorists as well. I don't know how it would be made to be "transit only" but it could be Pandora's box.
- Absolutely necessary. West Davis residents have nothing to complain about regarding transit only access.
- There should be a road, not just for transit
- This would create a nightmare of added fumes and traffic. Why not direct this traffic to Larue?
- Would depend on location and design



- Haha, this is a sly move to open it up to all vehicles later on, once the roads have been paved...
- Absolutely not! This goes against assurances made to us.
- There's a direct route from West Village to campus. Buses can already use the freeway which doesn't add much additional time or distance.
- We were promised NO access points between West Village and Russell ! This promise MUST be kept.
- The little shopping center on Lake has suffered for lack of patrons. Shutting off access from West Village was a stupid move. I have never had a problem with West Village having access. You just have to make sure there will be no traffic bottlenecks, especially at rush hour.
- Busses from west village should be accessing the campus. Maybe an addyoverpass over 12: is needed by cal trans.
- Traffic for this development should go through campus.
- As long as there is also an option for bicyclists and pedestrians
- Transit only would ensure additional vehicle miles would not be added to the area.
- as cars become more and more electric, they will be used more, not less - there does not need t be an over-prioritization of transit to the exclusion of passenger cars
- N/A
- There should be an all modes, all users connection into the campus west of SR113. Preventing such a connection in the past was a political decision, not a good transportation decision.
- There is already enough traffic on Russell in this part of town. Do not create any access point from West Village to Russell
- The West Village is awful. Completely separated from the rest of the community. It's also a blatant cash grab at expanding student capacity. Which doesn't help with our housing crisis. If you make 2000 units, but then expand enrollment by 2000, how does that help the current population?
- Exclusive use streets are confusing.
- You should allow all traffic at a signal at Eisenhower, not just transit
- I don't live in that area.

Overall, is this project is headed in the right direction?



Open-Ended Question:

- This is not just a waste of time and money. It is a consultant-driven process that will lead to added congestion on Russell.
- Really like the additional trees and greenery, narrowing of streets, addition of meridians, and more and safer bicycle lanes.
- I just want safer bike lanes, more reliable and frequent public transit
- Good direction and ideas that will beautify and enhance travel and safety. Just please avoid creating new problems while earnestly trying to enhance our city. We do not want another East Covell/El Macero type imbroglio. Do not reduce lanes from 2 to 1 in each direction for cars and do not connect Russell to UCD West campus.
- It looks like preference has been given to aesthetics and perceived safety features over functionality and features that will actually create safer conditions (prioritizing vehicle traffic flow).
- There is not enough emphasis on sustainable material integration, not enough integration of permeable pavements already researched and developed by UCD Transportation and Pavement laboratories, not enough emphasis on engaging Arboretum facilities on native/proficient horticulture and silviculture, not enough emphasis on multi-site and large-scale bioswale and raingarden installations for proficient stormwater diversion and watershed impact mitigation, and not any support or identification on endemic and extant replication of pedestrian and bicycle bridges and tunnels both in the city of Davis and on the campus of UC Davis. Additionally, bicycle path alternations



are not generally proficient or sensible, and liable to cause new and aggravate outstanding problems, including reductions or mistreatment of bicyclist safety and efficiency practices.

- No connecting to Russel Blvd.
- I think the design looks good but more must be done to protect cyclists at intersections and reduce traffic speed on Russell.
- Going back on previous agreements is not good business.
- I see a lot of accommodation for pedestrians and bikes, but nothing to slow down or reduce the number of cars on Russell. To me the number and velocity of the cars is a major component of the problem.
- Too many at grade dangerous bike/ped intersections can jam up traffic as well. Need better alternatives.
- I feel there is more effort being put towards making it look pretty instead of making it fully functional. It is nice to have greenery but it is important to imagine how that greenery could create blind spots, how much space it is taking up relative to traffic load, etc.
- In summary, the proposal does not improve transit (fewer lanes are proposed), limits exits onto highway and turning lanes (these need expansion). Includes more bike lanes (west of Arthur) in a very dangerous situation of high speed traffic that at rush hour is obscured by the setting and rising sun.
- it's headed in the right direction, but full car access between West Village and Russell must be allowed.
- could be more aggressive on transit priority and taking space away from cars if this is truly is a design for the future
- Some great ideas mixed with some bad ideas that may seem nice theoretically but not when implemented.
- Neighbors being railroaded by City and UCD. Limited community input.
- This project undercuts decades of investment in the existing Davis grade separated bike path network. You should be enhancing this network rather than planning for bikes to join cars on the roads in ever greater numbers.
- You defiantly have a problem with the bus stops at Arthur and Russell. What happened to our Black Walnut trees? The ones that our beloved Dr. Russell planted over a hundred years ago? What happened to our history? Get those Black Walnut trees back. And then don't butcher them.
- Look up CO2 emissions and climate change
- What about the Lake Blvd. - Russell Blvd. corridor, which you completely left out?
- Other then the areas that already have 2 lanes, the design team has no interest in creating place and a safe pedestrian environment. By keeping 4 lanes on Central Davis, they show that the most important component of the project is moving cars not people!



- There are no good options for this and UCD promised traffic would not be brought out to Russell. Old luck with the ensuing lawsuits and EIR battles.
- You do not have stop signs/lights at Eisenhower or Portage Bay east. And you don't have anything in your maps.
- Just pave it, maintain it, put a light at Arlington and Russell, and relocate your bus stops at Arthur.
- I am between neutral and agree. I am pleased to see that something is moving forward, however I still don't see how traffic is slowed, decreased and pedestrians and bikers better protected. I have to be honest though, I was not at the presentation and maybe you addressed better signals for notorious intersections and better lighting
- These are all definite enhancements
- It looks pretty good but please don't allow traffic coming out of West Village onto Russel.
- No access to russell from west village!!!!
- I don't see any benefit for our west davis neighborhood and no consideration for noise traffic parking.
- More roundabouts, less streetlights needed; most plans reduce traffic throughput where it already can take 20 to 30 minutes to get across such a small town at peak times
- The increasing population in the City of Davis is overwhelming its vehicle traffic infrastructure, but there are no easy affordable solutions to the problem.
- So much greenery, but obviously your not taking climate change into account. This looks like just decoration everywhere and no major functional improvements that would actually make our lives easier and safer. This just socks more natural resources to put on a show. I did undergrad here and came back to do a PhD. Same town, same Nimby, neoliberal issues. It's all about looking good and not safety, sustainability and functionality.
- Why are you lying by saying that this is supposedly in line with a "reimagining"? I'm disappointed with the terrible design. I'm also very skeptical of the non-climate friendly traffic predictions. I have a feeling that the traffic study is not based on more modern standards.
- Some of the design ideas are very nice, but much more thinking needs to go into figuring out how to 1. get drivers to/from the UCD campus to I-80/SR 113 without having to rely on Russell and B Streets, and 2. Creating better connections east-west from West Village to Campus and from Campus to downtown - without needing to use Russell. I also think the impacts of eliminating free right turns at La Rue and B Streets are way under-estimated. I think this plan needs more rounded considerations of how to move forward.
- I'm a little concerned that parts of this project may exacerbate car traffic issues - particularly at B Street. I LOVE the West Davis vision, though

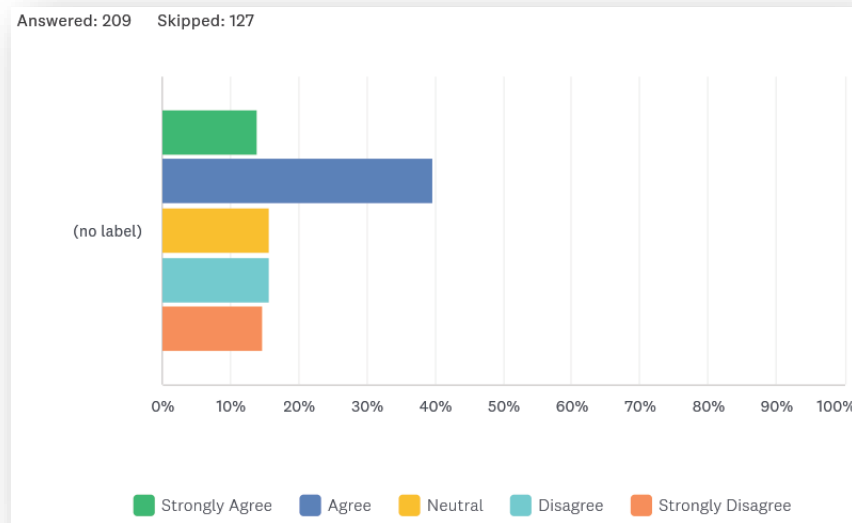


- More greenery needed; perhaps more separation with bike lanes, depending on number and width of lanes.
- Some nice pedestrian and bike friendly concepts but still lots of very wide intersections to accommodate increased traffic volumes.
- Need more indications of traffic calming and mitigation. Facelifts and landscaping will not ease the burden of heavy circulation and excessive speed.
- I think creating a safe transportation corridor is most important. Trying to make it attractive to bikes and pedestrians may be counter to safety. Sacramento, for instance focuses its bicycle and pedestrian friendly corridors to less busy thoroughfares. That's what Davis should do. There are two nice bike only crossings of 113 conveniently located along nice low vehicle thoroughfares like 8th and Villanova/14th and 3rd. Compacting car traffic will only make cars more likely to hit bikes and pedestrians.
- Some good ideas and some bad ones
- What we need is roadwork. Our roads are falling apart and traffic does not flow well. That needs to be fixed.
- How will the maintenance of all of these "hang out" spots be funded? Nice concept, maybe, but the City can't even maintain the parks/walkways/streets we already have!
- Not sure why landscaping seems more important than visibility & safety enhancements.
- Almost everything shown here prioritizes motor vehicle movement and driver convenience. None of it is human-centered. None of it prioritizes active transportation. It reminds me of Roseville.
- I do not agree with removing existing greenery (Cactus Corners, Arlington triangle) for more roadway. I also don't see the point of "rain gardens" and seating areas? Who wants to sit in the midst of traffic? Maybe a bench at the corner but too many annoying bump-outs for this non-functional use. One thing: PLEASE either get rid of that big, ugly concrete barrier across 113 or get a local artist to paint a mural on it. How was that every allowed to be put in place? It's way, way too big and solid for it's location and function.
- pretty much is all unnecessary and gigantic waste of public money
- Take this design to Roseville.
- I am not sure that this work represents and improvement overall to traffic flow. It looks like lots of \$\$ spent for aesthetic purposes. Robust two way bike traffic options off road on Russel is a good direction for safety purposes. I also think the Arlington Traffic circle is a good idea, but going down to one lane on Russell is a bad idea long term. So ,taking the good and the bad, I am neutral.



- Support removal of parking and adding bicycle lanes. I'm concerned about where cyclists will queue at the intersections. Also, sending cyclists around islands for through movements seems messy and potentially confusing.
- The concepts proposed favor reducing vehicular traffic and parking too much. Clearly the concepts favor bicycles over cars. Use of only slightly wider bicycle paths that could be accommodated much more simply by slightly widening existing sidewalks (the campus bike paths are already wide enough) and installing a few signs explaining safe practices for bicycles sharing the paths with pedestrians. E.g., bicycles slow to near walking speed within 20 feet of pedestrians, having horns or other sound emitters on bicycles to alert pedestrians.
- I think turning and merging lanes could be significantly improved. This project helps bikers but I think it will make auto traffic worse.
- These plans really do not address the density of all the extra traffic that West Village will generate on Russell Blvd.
- Traffic congestion is already very heavy on Russell in the evenings especially in front of the school. This design seems like it would exacerbate the issue.
- Agree but for West Village transit access.
- Key issues: 1. Add lighted or other highlighted crosswalk indicators to make pedestrian crossing more visible on Russell Blvd. West of Hwy 113. 2. Do not add a road connecting West Village to Russell.
- In general this reimagining of Russell is just fabulous. I only see a few tweaks that may be needed.
- this is waste of money, it's really not needed
- Failure to acknowledge use of corridor by large vehicles - busses, trucks, trailers.
- Agree, except for an access point for West Village to/from Russell and Cactus Corner
- Too much landscaping. Too many traffic circles

Overall, I believe the design concepts balance the safety, comfort, and traffic impacts for different users on the corridor.



Open-Ended Questions:

- It's still an automobile priority corridor in the concept with a few mitigations for safety at intersections.
- See all previous notes
- I think cars will have to slow down. They will be mad about that. As a pedestrian/biker I don't think them saving 5 mins is worth my life.
- unable to judge
- As stated above
- Truthfully...what is needed for pedestrians in the future is a canopy of trees. This is encourage both pedestrians AND bike riders.t
- Crossings are still a big problem without bridges, undercrossings etc.
- While it does improve safety and comfort, I don't think it considers traffic impacts as well. Medians are cute, but take up room. And this is a main transit road for the city and UCD that gets gridlocked during peak hours.
- I feel like these proposals would make car traffic worse
- i think the intersections could give more room the bikers so they feel safe
- Overall the concepts presented prioritize flow of traffic and convenience for people in cars as the number 1 guiding principle.
- private vehicle traffic will slow due to the one-lane concept.
- No it doesn't.



- This plan is skewed towards the internal combustion engine. Wrong idea!
- Focus is on traffic flow...aside from getting rid of a few protected right turn lanes
- People will die. Speeders are all over.
- Same no safety at half of the crossings east of HWY 113.
- I like the new amenities being proposed at the various locations - incorporating art into the roundabouts, having strategically positioned seating and some shade if possible (or cover) from rain/heat).
- I know there are people who insist on riding bikes on streets instead of adjacent bike paths. I'm not sure it's worth catering so much to both...
- University Mall growth impacts may affect the Sycamore intersection more than contemplated by this design. Please check with disability access groups to understand if these designs work for them.
- I think traffic will be worse
- I fear the loss of slip lanes addition of car roundabouts and narrowing of Russell will increase travel time for cars.
- stop ruining davis
- I don't see any benefit for safety. Just a benefit for ucd to add more problems and invade local neighborhoods
- I have no problem with Russell Blvd as it currently exists. I think it is fine the way it is.
- traffic impacts will be significant for cars; other modes of transport will benefit but car traffic will be a lot worse
- No. It is so very much an effort to facilitate car traffic at the expense of disabled, walkers, and cyclists.
- It seems like the traffic impacts at B Street might be pronounced
- Not sure!
- Have not addressed the 113/Russell safety issues.
- Did not address need for safer crossing at other locations on Russell west of 113
- Will see how plan develops and encourage follow-up surveys.
- This looks like it would make things worse for cars
- Does not do enough to address car traffic along Russell which as ugly as it may be to some is the main purpose of a road
- There seems to be little understanding that 5th St./Russell is only one of two crosstown corridors that move traffic from one end of the City to the other, and with all of the reductions in traffic lanes, etc. it's getting progressively harder to make that journey. In particular for shopping, it's becoming much easier/quicker to simply leave Davis and shop elsewhere, though that probably wasn't the City's goal.
- Not sure if new design enhances traffic flow or safety for pedestrians and bike riders. Need more traffic lights & completely off the road bus stops.



- There is no way to "balance" with motor vehicles unless you specifically prioritize the design for those people who are outside of motor vehicles. What has been done here at best is to accommodate those who are outside of cars. And that doesn't make them safer.
- Seems like drivers would have to navigate a lot of new obstacles in these plans, and lose several existing lanes as well. This doesn't make sense to me given the car-centric nature of Russell. I don't think its realistic to think that's going to change, much as we might like to encourage cycling...
- Traffic impacts? What does that mean? Cars first? It sure seems that way.
- Most of the proposed changes are expensive but provide limited or negative benefits. Go back to the drawing board, starting with gathering data to document the real current situation before trying to solve problems that are simple assumed to exist . The City of Davis has made too many mistakes in changing traffic flows with "improvements" that turned out to provide either no or negative benefits. We need to see more proof that problems really exist before we spend a lot of money solving problems that are simply assumed to exist.
- It appears that traffic impacts are somewhat sacrificed, but this tradeoff doesn't bother me.
- See comments on previous questions. I don't think the traffic study was accurate. I don't think there are enough dedicated turning and merging lanes. etc.
- I believe Russell Blvd will become an unsafe, congested nightmare with some of these plans.
- It will be confusing at first. Roundabouts took awhile for people to understand and feel comfortable/safe. The bike lanes, which I support 100%, are somewhat confusing to me because they aren't standard yet.
- When can you get started?
- Again, major impediments for larger vehicles that need to use this travel route, including creating artificial travel time delays for transit vehicles (which discourages transit use!), for negligible safety improvements for other users is not a good thing.
- I think it's much better than whats there now, but doesn't serve all transportation groups equitably.



Please provide any additional thoughts, comments, or suggestions that may not have been addressed in the survey.

Open-Ended Questions:

- There seems to be a strong impetus toward beautifying Russell Boulevard so as to create a university image or presentation of itself. Couldn't they do that by developing the entrance to the University coming off 80? It really doesn't seem that the city of Davis and its residents (other than students, visiting scholars, potential donors etc.
- Seems like you are promoting buses a lot. I tried to take the bus to work and back but the schedule is very infrequent and often routes are offline. Turned out to be too much of a chore. Would love to have something like the Portland light rail system that goes all the time. Biking is fine too but often bikes are forced out into the streets. After hearing about biker deaths or hit and runs, it's not something I'm comfortable with. Putting one of those diagonal cross lights on Anderson/Russell would let bikes and peds cross diagonally without bikes needing to get into the left hand turn lane with cars.
- I appreciate the effort to make Davis safer for Vehicles and Bicyclists but believe this is a step in the wrong direction. There is considerable vehicle traffic in Davis that will not go away and efforts should be made to address this instead of trying to artificially limit vehicle lanes/lane room. This will not discourage people from driving but will create agitated and unsafe drivers.
- This is a farce. What timeline? How long did it take to do a block or two of Third Street by campus? ?? And why is this a good use of money?
- Please promote a healthy and robust tree canopy along the entire corridor.
- No connections to Russel.
- Really appreciate attention to pedestrian and bike safety!
- How will vehicle speeds on Russell and other nearby roads be reduced? This is a key safety issue. Hopefully this can be improved with design and more ticketing.
- Traffic speed
- The number areas to focus on first should be the areas East of 113.
- I feel like most people don't walk the duration of Russell Blvd because it is in direct sun for a majority of the route. I'm not sure if the green areas added will be bushes or trees that provide shade, but it would probably be nice to have something more shaded- especially on the West side.
- love the entire concept and upgrades- hopefully natural plants and trees will feature prominently
-



- Widening the bike lanes and making sure that there are as many trees as possible to lower the temperatures of the asphalt in the summer, this will encourage cycling and walking.
- the education factor for students with phones instead of helmets, the need for improved lighting all along this road. both are paramount.
- Intersections need shade at lights for bicycles and pedestrians for the summer heat. Some of these longer lights are really hot! And often the mature trees are cut down for the redesigned intersections.
- The project should have better public outreach. I have seen many people online feel angry that they did not know about this work earlier.
- The proposal is ok east of 113, and terrible west of 113. In general it does nothing to expand transport on our key road through Davis. Look to the future, don't cement us in the limited transport route we currently have.
- Stop making weird non-standard intersections. Many of the newer intersections around town seem to be geared towards safety, but cause a lot of confusion instead. People know how to use simple, common intersections. When you build intersections that are complex and unique, it causes confusion, which causes accidents and slowdowns.
- I am a previous student and now happy resident of Davis. I've been hoping that the city would improve upon its infrastructure to better accommodate for pedestrians and cyclists (and other modes of non-automobile transportation) because of the large portion of the community that does not use cars. Being someone that commutes both via car and bicycle, I think that these changes would bring great safety improvements (and possibly accident reduction) along Russell.
- Eisenhower corner needs more attention from a safety perspective, and this redesign is the place to do it. Suggest closing it off completely and removing its designation as a collector street. Alternative suggestions would be to only allow outbound from the neighborhood, or to put blocks at Calaveras and Eisenhower so school traffic uses Arlington instead, as it should. Been witness to too many accidents, injuries, and some near deaths.
- Please add benches and seating areas in all of the nice green spaces being added. Please protect and prioritize bike lanes wherever possible to keep bikers safe from the cars.
- I feel the implementation of additional lanes without consideration for any transit only lanes is very foolish. The « improvements » seem very car oriented.
- I have lived in Davis >25 years and have seen declines in bike riding and increased car usage. We need to stick to the original vision of Davis as a bike-friendly city and do all we can to promote bike riding including e-bikes, scooters, etc.
- Enhance/Protect grade separated bike and pedestrian pathways.
- Do not connect the UCD West Village with West Davis other than using HWY 113.



- How will it be funded? And what are the realistic chances it will be completed as proposed here?
- The City of Davis receives an F for maintenance of our streets and Russell Blvd shows it. Cheaper than hiring an expensive out of town design group to come up with a "Concept".
- Please consider planning for shade-providing, drought-resistant trees.
- No auto access from UCD to Russell. Period.
- the switch on UCD connecting to Russell seems like a really big issue.
- Less lanes! Russell has 4 lanes and should have 2.
- Iso, require reduced speed on Russell Blvd.
- I meant west of HWY 113.
- As mentioned, let's not have another "Mess on Mace" because you're heading that way.
- Speeding along Russell between Arlington and Cactus Corner is not really addressed. The videos don't make clear where crossing lights will be or not. I oppose bike lanes on Russell vs. the separated ones we have currently. I love all the traffic circles you have planned. They'll increase safety as well as slow down traffic.
- From the actual presentation concepts for the stretch from 113 to Howard Ave in particular _ think concept 2 makes the most sense to try to have more of a barrier for pedestrian /bicycle traffic (and to protect bicycle traffic from vehicular traffic). I would make sure the pedestrian walk can be more dedicated if possible - currently the shared space is not particularly pedestrian friendly on that south side of the road.. for the north side of Russell between Lake Boulevard to Cactus Corner - I'd suggest trying to move the bike lane so it's off-road (and dedicate a section of that shared walkway to bike and pedestrian traffic (and have it be separated as much as possible)).e
- Olive trees are not nice over bike paths. Oaks like to rip the paths up. Remember that you have to contend with old US 40 slabs under a lot of this section.
- I want to minimize traffic on Russell and having access to West Village is just an opener for full access. It would be a disaster at Eisenhower.
- Don't dump through traffic in residential neighborhoods that already have uncontrolled speeding near the junior high on Humboldt from Arthur
- Graphics seem to show landscape will allow for substantial tree growth. However, there are watering and soil issues that make it hard to grow plants there. Need to make sure appropriate soil and water conditions exist. Consider more artistic elements. Please make sure seating elements have interesting viewpoint and are shaded.
- Na
- looks over function is what I got out of the proposals



- The residents of west Davis are sensitive to expansion and growth. We want green space and do not want buses connecting from west Davis to Russell. The expansion Out here has been too much.
- I hadn't heard about this project until I saw a post on next door about it. I think it could be publicized more. I'm glad this project is happening.
- no access will ever happen we will fight you
- I have no problem with Russell Blvd as it currently exists. I think it is fine the way it is.
- More roundabouts less stop signs and streetlights
- The Russell Boulevard redesign plan needs to be better integrated into the overall City of Davis traffic plan. Covell Blvd and Russell Blvd gridlock are already forcing traffic onto Eight Street and the problem will worsen significantly in the future.
- Rebalancing priorities to give equal thought to non-vehicular travel is top priority. Slowing speeds is the top consideration for vehicles.
- The Evenstar Crosswalk across Russell needs an electric blinky signal.
- This clearly represents a HUGE amount of work! Thank you to all the folks who have spent so much time getting the project this far!
- Overall these changes are mostly aesthetic. I don't believe they will improve safety. The islands for bikes and bike path concepts are confusing '.
- The design team has done better work in other cities. Are Davis drivers more vocal and angry than those places?
- Add additional safety considerations for Russell crossings west of 113 such as traffic islands or additional signaling or speed table/humps to ensure slower speeds
- Village Homes HOA, and especially the real-estate company owned by Village Homes (Plumshire Inc) would be an important partner in building out the parts between Arlington and Portage Bay, where you are planning a new roundabout and some crossings. I encourage you to contact Plumshire Inc to see what they could contribute:
- Landscaped medians should be designed wherever practicable. This would encourage slower auto speeds while separating auto traffic. This should be in design proposal for both Russell and Arlington Blvd. curbing at all intersections should be sloped to allow for large vehicle turning. Signalized flashing lights designed for ped/cycling crossing on Russell at Evenstar
- Updated traffic flows should be studied now that the campus is back for in person classes.
- I didn't see the plan design for Lake Boulevard to City limit like it was shown in the last meeting. I care the most about the section
- I saw nothing in this survey of Russell at Arthur or Eisenhower, which I find disturbing. As a resident off Arlington I find the current situation at Arthur and Eisenhower less than ideal.
- Ensure bike lanes are well lit at night



- As is sounds like another big waste of money
- Before money is spent redecorating Russell Blvd., how about repairing the rest of the roads in the City to actually make them at least driveable?!
- I'm beginning to avoid Russell Boulevard, as my family and I have had many near accidents while driving and biking there. Increased policing is needed to deter speeding and wreckless driving.
- Training needed for all the proposed roundabouts, better signage, brighter colors designating the roundabout
- Could the cacti at cactus corners be put in the middle of the roundabout to highlight their ties to the community? Also, I do not like the idea of single lanes for car traffic and the "newish" lane reduction at Russell and B is not user friendly for cars. It would be nice if that could be put back to 2 lanes to ease the flow. oa
- Everything shown prioritizes motor vehicle movement and driver convenience. Active transportation has been accommodated, but it should be *prioritized.* This is a big difference.
- Please Reimagine Russell. Don't amplify the problems with this street.
- I have a hard time believing the traffic simulations adequately represent future traffic given the trends I've seen along these roads in the past 25 years. Traffic continues to grow along these main points of Russell, & if changes are made to these roads without considering that impact (or accidentally misunderstanding them), it could make things worse instead of better. I especially like the bus turnouts and increased protected crossings/areas for pedestrians and bikers. I do not think reducing Russell to 1 lane near Arlington and putting a bike lane next to vehicular traffic increases safety or travel efficiency; rather I think using signage to help bikers navigate and prevent them from trying to cross at the Arlington /Russell branch point as well as continuing to improve the safety of the Eisenhower intersection are the ways to go. I love the idea of a traffic circle at Cactus Corner.
- The less concrete the better. Shade is so important in the Davis
- The plantings should be native or similar and HIGHLY drought tolerant with a minimum of long term maintenance.
- Design for road should not assume bicycles will use the multi use path during times of heavy pedestrian use.
- Please save the cactus at cactus corner. As much green canopy as possible. That road is often hot for biking or walking but a necessary pasty for those of us west of Lake to get downtown
- The objectives stated can be achieved with much simpler changes than have been proposed. Too many problems have been assumed to exist, with little or no real data to document that those problems exist. More common sense is needed in this process - don't just try to spend money because we can get some of the funds from state and federal funding - it still is a net loss to the city.



- Medians are poorly maintained now. Engage Arboretum so medians get appropriate planting selections.
- I walk the Russell, A, B, Howard Way, and La Rue intersections extensively for access to / from campus and during lunch. It is extremely safe and comfortable for pedestrians now. Some bike improvement makes sense in the campus area, but those new islands within intersections are not approved!
- Stop trying to force people not to drive
- Is it possible to widen Russell Blvd and add an extra lane? At certain times of the day, it takes a very long time to get across town as things are now. I can only image how backed up things will become in the future if some of these plans are implemented.
- Thanks for your work to make Davis a great city
- Can't wait to see this project get off the ground. It is exciting and a much needed improvement. It has the potential to be an extremely beautiful project.
- It was a mistake to squeeze vehicular traffic on 5th/Russell. There are plenty of other ways to make Davis more bicycle and pedestrian friendly. As things stand now, the city is merely squeezing a balloon and forcing traffic onto secondary streets and Covell.
- Providing additional safety at midblock crosswalks can be achieved by creating a hybrid speed table and crosswalk.
- N/A
- A lot of the improvements proposed here seem to be the current en vogue solutions. The last several projects where we've done that have all been failures, often for the very users they were alleging to serve. When are we going to learn the lessons of Covell/J (huge pedestrian crossing distances), Covell/L (less safe for on-street riders), Mace/Cowell (bad turning radii)?
- The access point from West Village to Russell seems like a tricky thing to try to sneak into this project. I'd recommend being very transparent and doing a lot of effective public notification/comment period if that is part of the plan
- My top questions... 1. How are the arts being integrated into this? Is there a plan or budget for that? Have the correct people been notified? 2. Some bike considerations to make. 3. I wish there were more opportunities for activities or small business development on this path. What are the features that would attract me to be here other commuting?
- I still have not seen an answer to a question I have: what will the surface be like on the pedestrian section just next to the new Russell bike path from Arthur to Lake? This was the "old" bike path, and now it's just dirt. But, ped use the new bike path. I think peds should have their own separate area, allowing bikes to travel at higher speeds.