

Appendix A

Public Engagement Summaries

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Appendix A

- Virtual Community Workshop #1 Summary (April 28, 2021)
- Online Community Survey Summary & Appendix (April to May 2021)
- Virtual Community Workshop #2 Summary (October 6, 2021)
- Online Community Survey Summary (October to November 2021)
- Virtual Community Workshop #3 Summary (February 8, 2022)

Project Overview

The City of Davis and UC Davis are working on a joint planning and conceptual design effort to address a 3-mile stretch of Russell Boulevard from B Street to the western City limit. The purpose of the project is to develop a comprehensive vision, including guidelines for improvements to multimodal transportation facilities, stormwater infrastructure, and community landscape spaces.

Serving as a vital east-west arterial in the City of Davis and a primary western gateway to both the City and University, Russell Boulevard plays a critical role in the community's multimodal transportation network.

The purpose of the Russell Boulevard Corridor Plan ("Reimagine Russell") is to determine a comprehensive and community-based vision for the corridor. This vision will be supported by best practices in street design, landscape and gateway guidelines, and conceptual plans and community input. Ultimately, the Plan will identify ways the City and University can address safety concerns and provide enhanced connections for the 8,000 bicyclists, 20,000 vehicles, and 13,000 transit riders that travel along the boulevard on a typical weekday. This Project is a long-range transportation planning effort to develop a vision framework plan that will accommodate future community and campus growth and address demand for travel on the corridor.



Image 1: View of Russell Boulevard



Image 2: Russell Boulevard Project Study Area

Workshop Overview

The first Reimagine Russell Boulevard community workshop was held on Wednesday, April 28, 2021. The goal of the workshop was to provide a general project introduction and learn from the workshop participants about their experiences, concerns, and aspirations for Russell Boulevard. City of Davis staff, UC Davis staff, and project team members provided a general project overview, summary of existing conditions analysis work completed to date, and facilitated small group discussions to learn from community members. Community members had the opportunity to discuss their experiences traveling along Russell Boulevard, their vision of how Russell Boulevard might be improved while maintaining the unique characteristics of the surrounding community, and how multimodal transportation, placemaking, and green infrastructure concepts apply to the corridor. After the presentation and small group activity, the workshop concluded with project next steps and highlighted the online map-based survey as an additional opportunity for community members to provide input.

To view the presentation slides and a recording of the workshop, please visit the project website (www.reimaginerussell.com).

Workshop Format

The workshop was designed to provide participants with a sound foundation of the project scope and existing conditions of the project study area and to solicit community feedback to inform the conceptual design process. Due to the current pandemic and necessary safety precautions, the workshop was held via Zoom. Roughly 170 participants attended and participated in the workshop.

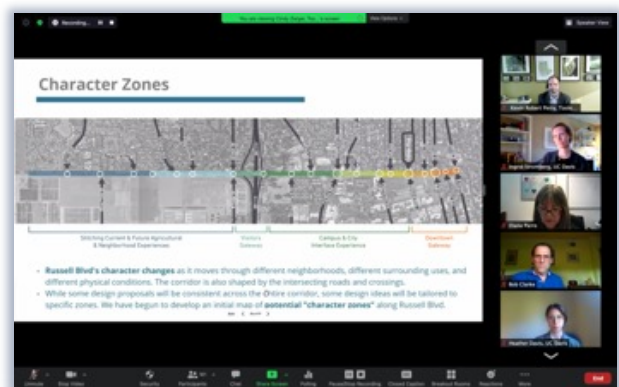


Image 3: Screenshot of the Virtual Workshop presentation and some participants

The workshop was organized into three sections:

1. Project introduction and a summary of existing conditions;
2. An interactive small group activity to gather feedback from participants on existing conditions and personal experiences on the corridor, as well as

- aspirations for what they want Russell Boulevard to be in the future; and,
3. Project next steps including additional detail on the project schedule, the next community workshop, and instructions on how to access the online survey.

Project staff facilitated the small group activity using maps and taking notes within MIRO, a digital collaboration tool. This allowed participants to see comments from other participants in their group, respond to what they heard during the presentation, and add new information to the conversation. There were 10 small groups comprised of 10-20 participants that were moderated by a group facilitator and note taker. Facilitators asked five questions during the 45-minute small group activity. The questions were:

| Discussion Question | Input Category |
|---|-------------------------------|
| What did we miss or what would you like to add? | Existing Conditions Inventory |
| What do you like and wish to see preserved? | Conceptual Design process |
| What do you dislike and wish to see changed? | Conceptual Design process |
| What is missing and you wish to see created? | Conceptual Design process |
| What are your hopes and dreams for Russell Boulevard in 10 years? | Community Vision Statement |

Table 1: Small Group Activity Discussion Questions

Summary of Key Themes



Image 4: Screenshot of a MIRO Existing Conditions Board

The following provides a summary of key themes that emerged during the workshop.

What did we miss or what would you like to add?

When asked about existing conditions and any additional detail, participants added a number of comments that fell into a few general categories: crossings/conflict considerations, experiential qualities, greater network considerations, and human behavior.

Crossings / conflict considerations

- There are a lot of crossings that feel unsafe, especially west of SR-113.
- Bicycle/pedestrian crash data does not seem to reflect recent crashes.
- Some bicyclists use the sidewalk on the north side to avoid crossing to the shared use path which can be challenging for pedestrians.
- The shared use path can be difficult for pedestrians when there are a lot of bicyclists present.

Experiential qualities

- The viewshed to the west and toward the agricultural fields is a wonderful asset.
- The intramural fields and track are wonderful assets – you can see “campus life” happening and the green space provides a sense of “relief” from the built up areas.
- Tree roots and tree fruit impact user experience of the trail on the south side and the sidewalks on the north side.

Greater network considerations

- Russell Boulevard is part of a greater street network and changes to the corridor may have impacts on other streets.
- Connections / transitions to other sidewalks and bikeways are generally good but could be improved.

Driver, bicyclist, and pedestrian behavior

- Fast driving is very common west of SR-113.
- Pedestrians and bicyclists at different speeds can create safety concerns on the trail.
- Pedestrian and bicyclist behavior can be unpredictable throughout the corridor.

What do you like and wish to see preserved?

Many community members expressed that Russell Boulevard is an important community asset and beautiful boulevard. Its tree canopy, shared use path, transit operations, and transition from an urban to a rural setting make it a well-used and loved corridor. Many

respondents agreed that these aspects of the corridor should be preserved, and in some cases enhanced. Some additional corridor characteristics that participants wanted to see preserved were:

- Viewsheds that allow users to enjoy the sunset and agricultural nature of the campus and west of the City limits.
- Retain the off-street trail to the south and consider ways to make it safer for pedestrians and bicyclists.
- Crossings where you can make eye contact with other users really help and should be maintained (e.g. LaRue Road, College Avenue).
- Celebrate elements that contribute to Davis' and UC Davis' identity (e.g., the pennyfarthing bike and other art elements, banners).
- Watching campus life happen on the fields is an asset for the community.



Image 5: Screenshot of Miro Board showing Community Comments

What do you dislike and wish to see changed?

When asked what participants disliked, many comments were related to speed, safety, behavior, and vegetation health and maintenance. Some key themes and recommendations from participants are summarized below:

- Sidewalk improvements: The sidewalk on Russell Boulevard from Arthur Street to Eisenhower Street feels unsafe on the north side due to the size of the sidewalk, tree locations, and lack of street lighting. Additionally, narrow sidewalks create obstacles and bottlenecks for all modes due to the high number of bicyclists along the corridor, especially at Oak Avenue.
- Intersections are a challenge for all modes: Arlington and Russell Boulevard is particularly fast and has challenging crossings for all modes. Some thought that a different intersection configuration should be considered. A particular look at how best to handle all intersections and crossings, address signal timings, and make pedestrians and bicyclists very visible were all items that participants mentioned.
- Stormwater management: Throughout the corridor, there are spaces to address flooding and better manage large storm events. Participants mentioned Orchard Park and sidewalks flooding along the north side of Russell Boulevard near Oak Avenue as particular areas to consider.
- Shade and plants: Increase shade and colorful trees in the median on the west side of Russell Boulevard, with increased majestic trees, fruit bearing trees, and maintenance to promote tree health.



Image 6: Screenshot of Miro Board showing Community Comments

What is missing, and what would you wish to see created?

When asked what is missing and what participants would like to see created, the responses generally fell into categories of better mobility and safety. Many also felt that there should be opportunities to make Russell Boulevard a memorable experience for residents, students, and visitors alike. The following provides a sampling of the comments:

- Create a slower environment so pedestrians crossing feel safer, particularly at intersections west of SR-113 and California Avenue.
- Encourage a better tree canopy where needed, keep the trees that provide shade and incorporate new trees that can tolerate heat.
- Find ways to address flooding and deal with the stormwater on site, especially if this can become a “feature” of the boulevard.
- Multimodal connections could be improved at LaRue / Anderson / Russell Boulevard as the University Mall is redeveloped by integrating traffic calming into the project.
- Separate spaces for pedestrians, bicyclists, scooters, and skateboarders.
- Incorporate gateway elements, wayfinding, and places to gather to create a sense of place for Russell Boulevard.



Image 7: Screenshot of Miro Board showing Community Comments

What are your hopes and dreams for Russell Boulevard in 10 years?

The small group activity concluded with an aspirational question asking participants to share what they would like the corridor to be in 10 years. Many participants shared that they saw Russell Boulevard as a great amenity for the City of Davis and UC Davis, and as a signature space that the community could be known for. Participants mentioned that the ability to reimagine Russell Boulevard is a once-in-a-lifetime opportunity to make this corridor a place that people want to be. The following provides a snapshot of some of the things people mentioned when asked about what Russell Boulevard could be in 10 years:

- A place of innovation and demonstration that showcases some of what Davis is known for: agriculture and bicycling.
- A corridor that feels comfortable whether bicycling, walking, or driving.
- A place that encourages people to walk, which means better shade and things to look at.
- A boulevard that has healthy trees that will survive and thrive in the future.
- Welcoming gateways that tell people where they are in Davis, at UC Davis, and throughout the corridor.

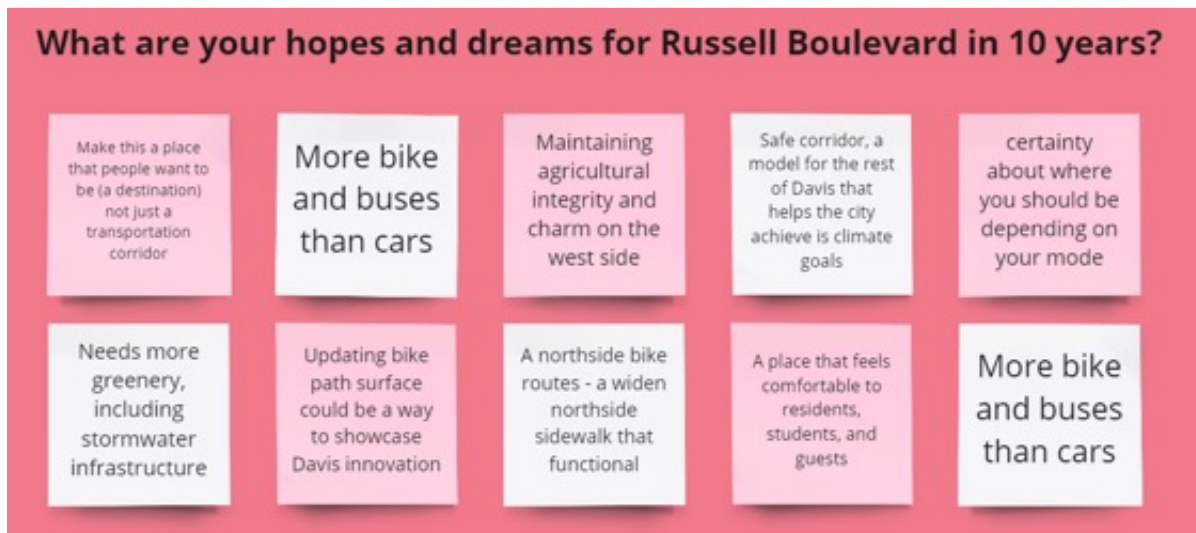


Image 8: Screenshot of Miro Board showing Community Comments

Workshop Notification

Below is a summary of the efforts to build awareness about the City of Davis and UC Davis' Reimagine Russell Boulevard Project and notify Davis community members about the first workshop. 254 community members registered for the virtual community workshop on Wednesday, April 28th, 2021 from 5:30 to 7:00 p.m.

Several publicity tactics were employed to raise awareness about the project and the first virtual workshop. This included a media release that was sent to more than twenty local news sources, including print, TV, radio and media outlets. Of those media outlets, Davis Enterprise, The Davis Vanguard, The Dirt Davis, and the Daily Democrat released articles about the Reimagine Russell Boulevard Community Workshop. Direct emails were sent to more than 1,200 community members who have participated in past Davis land-use or transportation-related projects. Social media strategies included a Facebook advertisement to Facebook users within a fifteen-mile radius of Davis, and Twitter messages were released from the City of Davis' Twitter account. In addition, UC Davis encouraged participation through The Aggie paper and by reaching out to key stakeholder organizations such as ASCUD, GSA, Student Affairs, and other University-based interest groups.



Image 9: Notification Material for Community Workshop

Beyond digital awareness techniques, approximately 42 H-stake signs (lawn signs) were placed around Davis at key activity centers, on the University campus, and along Russell Boulevard. The lawn signs included the project website and a QR code to encourage those who saw them to visit the project website and sign up for the virtual community workshop. Project messaging at bus stops and throughout the Unitrans bus fleet were also deployed to raise awareness on the effort.



Online Community Survey Summary

Introduction

The City of Davis and UC Davis implemented a two-week online community questionnaire for the Reimagine Russell effort to engage Davis residents and other community members on ways to improve Russell Blvd. The questionnaire was open from April 29 – May 13 and the project team received 594 community responses.

The project team received
594 community responses.

Project Overview

Reimagine Russell Boulevard is a City of Davis and UC Davis joint planning and conceptual design effort to address a 3.5-mile stretch of Russell Boulevard from B Street to County Road 98 (Lincoln Highway). Serving as a vital east-west arterial in the City of Davis and a primary western gateway to both the City and University, Russell Boulevard plays a critical role in the community's multimodal transportation system.



Reimagine Russell Boulevard Project Boundaries. Note: while the project area has been extended to County Road 98/Cactus Corner, this engagement was conducted prior to that scope change, so all online survey maps reflect the original extent of B Street to the Davis City limit.

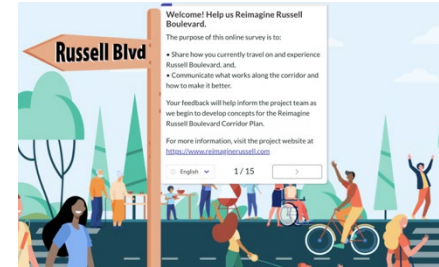
The purpose of the Russell Boulevard Corridor Plan (“Reimagine Russell”) is to determine a comprehensive and community-based vision for the corridor, including improvements to multimodal transportation facilities, stormwater infrastructure, and community landscape spaces. This vision will be supported by best practices in street design, landscape and gateway guidelines, and conceptual plans. Ultimately, the Plan will identify ways the City and University can address safety concerns and provide enhanced connections.

Methodology

The online community questionnaire served as a forum for participants to share their current travel experiences on Russell Boulevard and ideas for improvements. The questionnaire included a series of five multiple-choice, map-based, and open-ended response questions.

These five questions are listed below.

1. *How do you travel on Russell Boulevard?*
2. *Why do you use Russell Boulevard?*
3. *What types of improvements do you think could best address safety concerns for those who travel on the corridor?*
4. *What makes it special and unique? Do you see opportunities for improvements?*
5. *What types of features do you think should be included to help achieve this vision? What would make you want to spend time with your friends, family, and neighbors on this corridor?*



Map-based questions asked participants to drop pins and draw bicycle and pedestrian routes to highlight specific opportunities for potential multimodal improvements on Russell Boulevard.

Overview of Results

Below is a summary of the 594 community submissions. A full list of the comments submitted is available in Appendix A.

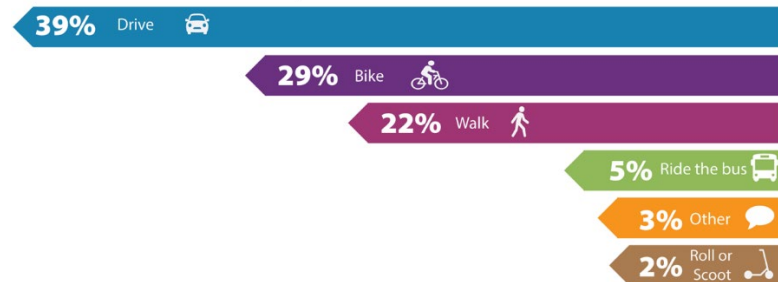
Questions addressed three topics:

- *Modes and Patterns of Travel on Russell Boulevard*
- *Safety Improvements for Russell Boulevard*
- *Celebrating Russell Boulevard*

Modes and Patterns of Travel on Russell Boulevard (Questions 1 and 2)

Questions in this portion of the survey were focused on understanding participants' transportation modes on Russell Boulevard, as well as the role and importance of the Boulevard in connecting Davis's neighborhoods and key destinations. The maps produced by participants' responses show a few themes that will inform the ongoing planning and design process for this critical transportation corridor.

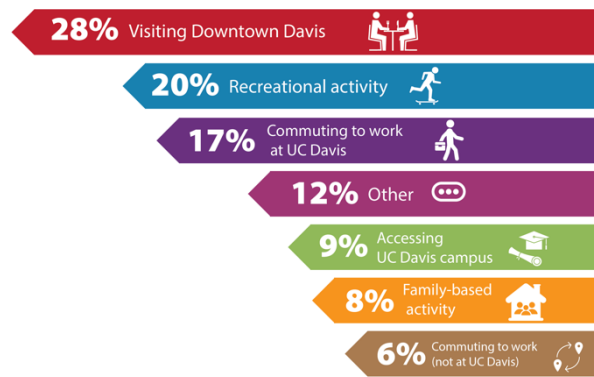
Question 1: How do you travel on Russell Boulevard?



Participants also listed several "other" modes of transportation, including:

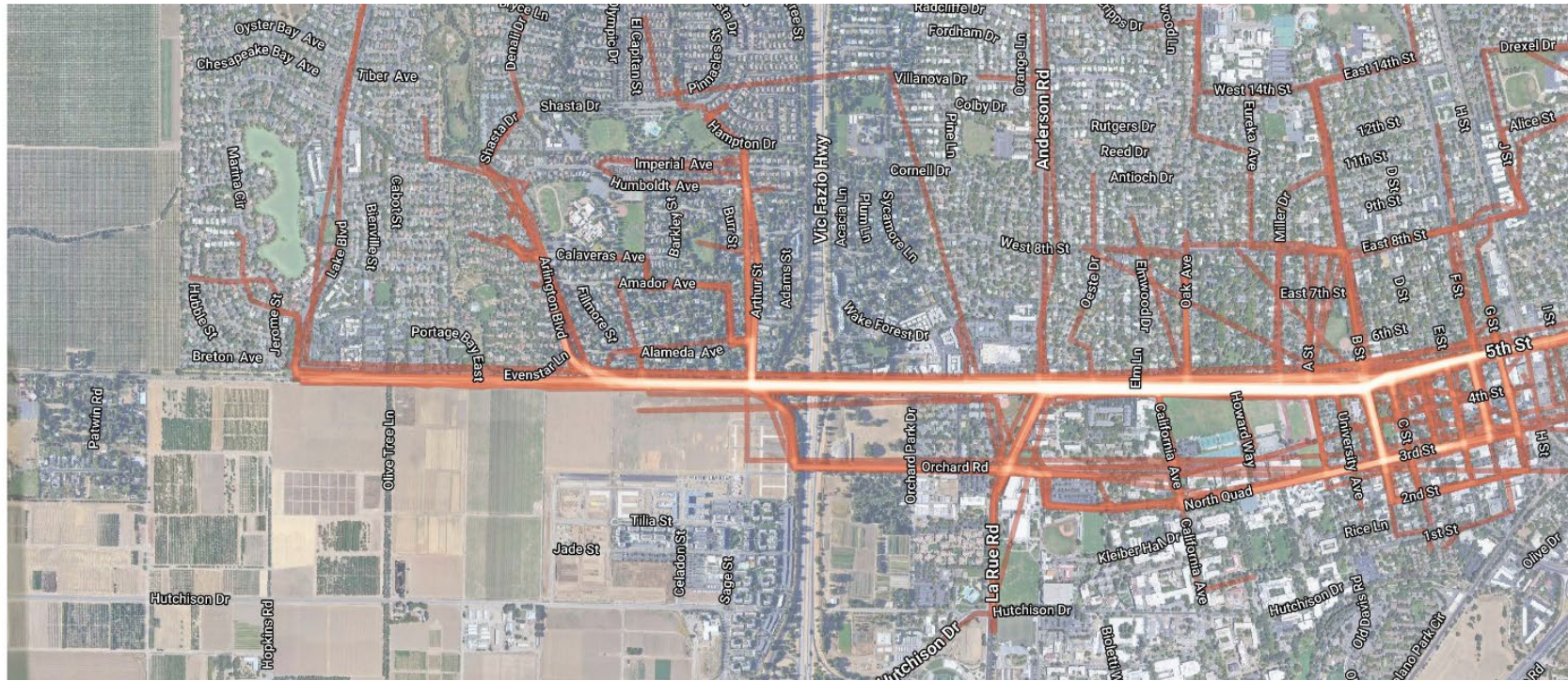
- Jog / run
- Motorcycle
- Skateboard
- Carpool

Question 2: Why do you use Russell Boulevard?

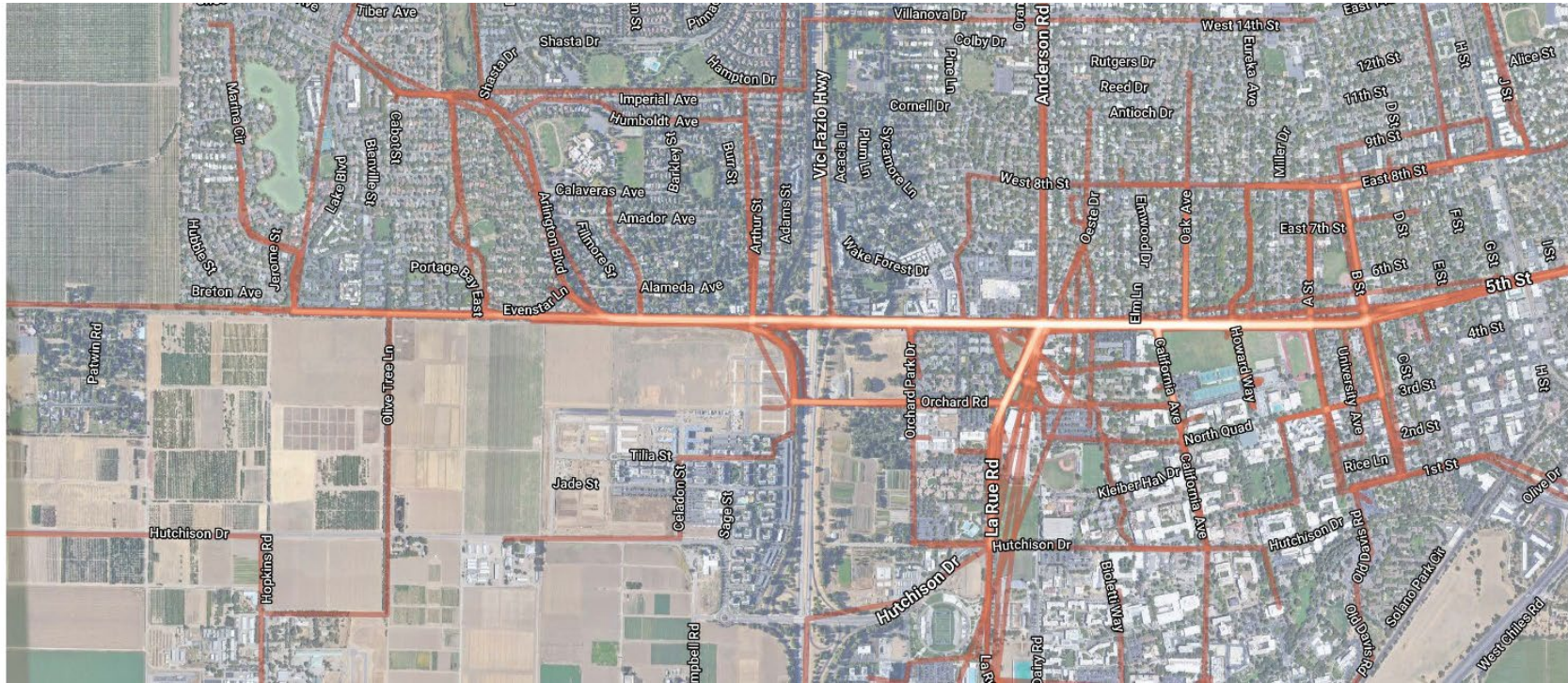


In this section the survey included an interactive map on which participants could indicate their typical routes involving Russell Boulevard. The following “heat maps” display origin-destination information by survey participants and illustrate a few points also communicated during the public workshop:

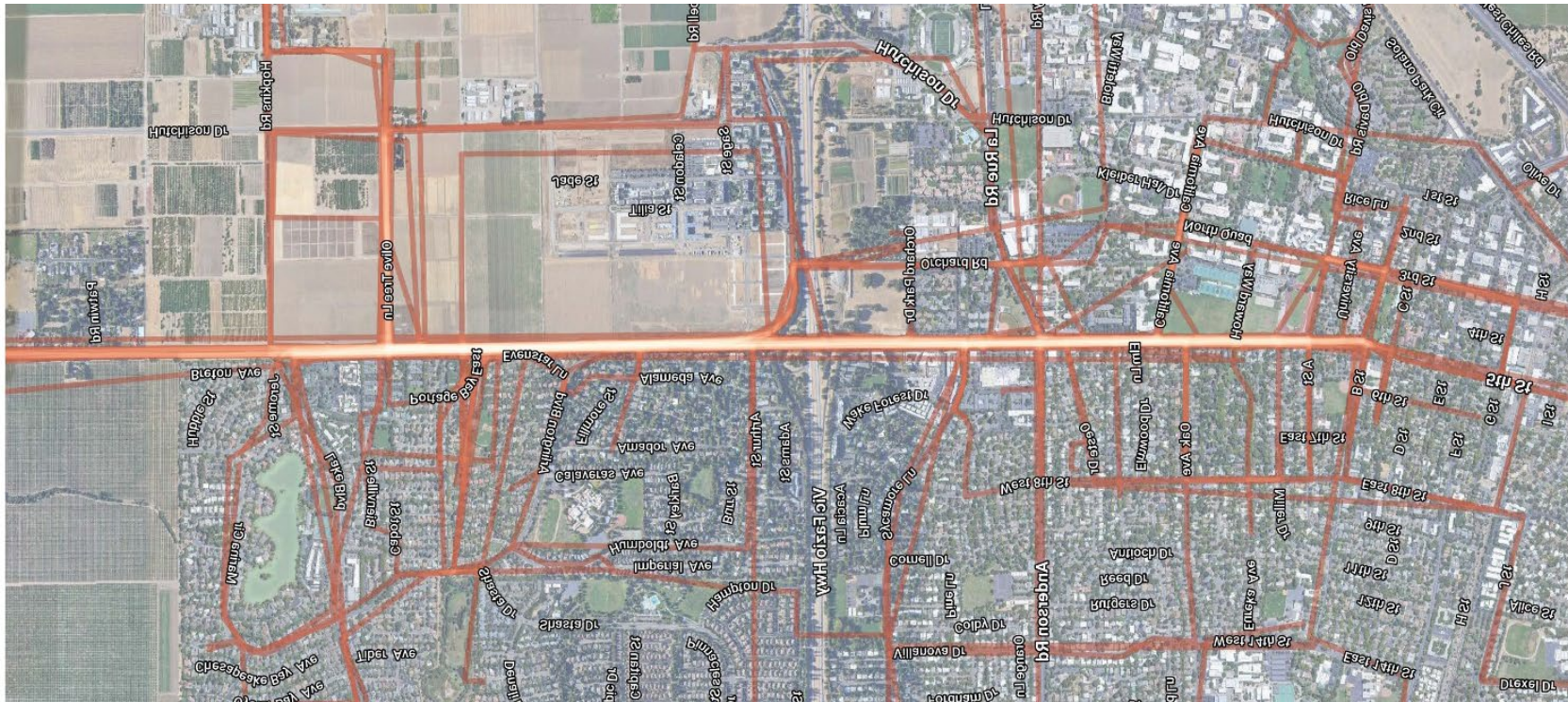
1. Russell Boulevard is a critical east-west route for accessing destinations downtown and at UC Davis, as shown by the convergence of different types of itineraries on Russell in these maps.
2. Highest use of Russell Boulevard by survey participants in the study area are concentrated between Rte. 113 and B Street, as various itineraries converge toward downtown and campus destinations. Note that brighter lines indicate more overlapping responses.
3. While trips for commuting, errands, and cultural visits follow the pattern described in point 2, recreational use of Russell Boulevard shows a different pattern, with consistent high use of the corridor extending west past the study area.



Map displaying survey participants routes indicated when visiting downtown Davis.



Map displaying survey participants routes indicated when commuting to UC Davis

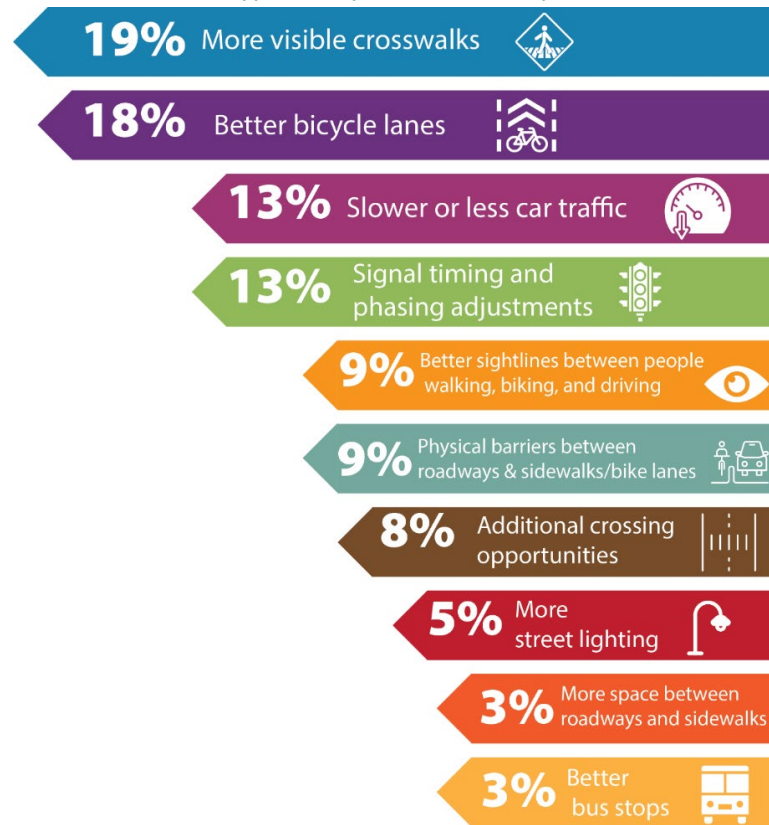


Map displaying survey participants routes indicated when recreating in the area.

Safety Improvements for Russell Boulevard (Questions 3)

In the next section of the survey, participants were invited to recommend improvements measures for people walking, biking, and taking transit on Russell Boulevard. Results indicate community priorities for safety improvements, as well as revealing specific problem areas to prioritize for redesign.

Question 3: What type of improvements do you think could best address safety concerns for those who travel on the corridor?



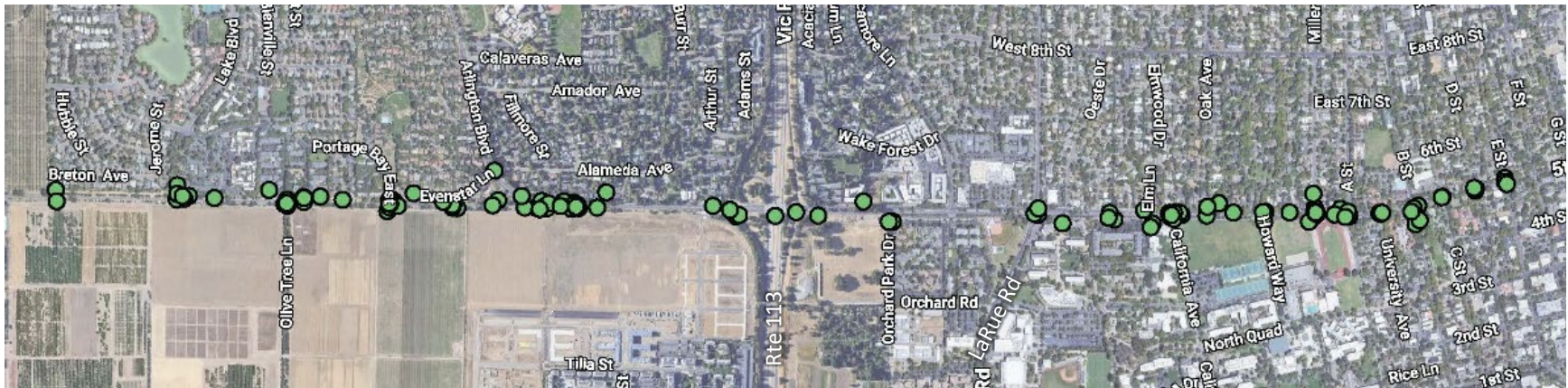
Improvements across and along Russell Boulevard:

Participant responses indicate that connections *across* the boulevard (north-south) are as important as connections and improvements *along* the roadway (east-west). North-south connections help integrate the boulevard into the life of adjoining neighborhoods and campus facilities, and may transform the corridor from a barrier between these areas into a welcoming threshold and shared civic space. The following series of maps displays general locations of where participants saw opportunities to make improvements to Russell Boulevard.

Improvements across Russell Boulevard:

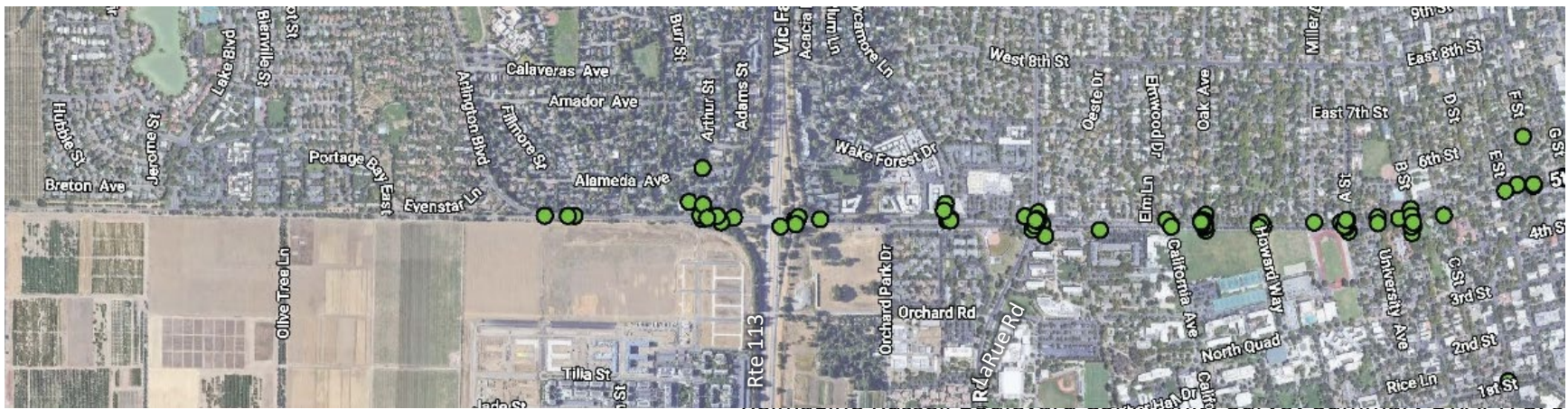
More Visible Crosswalks

153 participants recommended improvements to crosswalk visibility and noted specific locations of concern in the interactive map. This concern was fairly uniform throughout the corridor, with the exception of Sycamore Lane, where crossing visibility appears to be better than the typical condition.



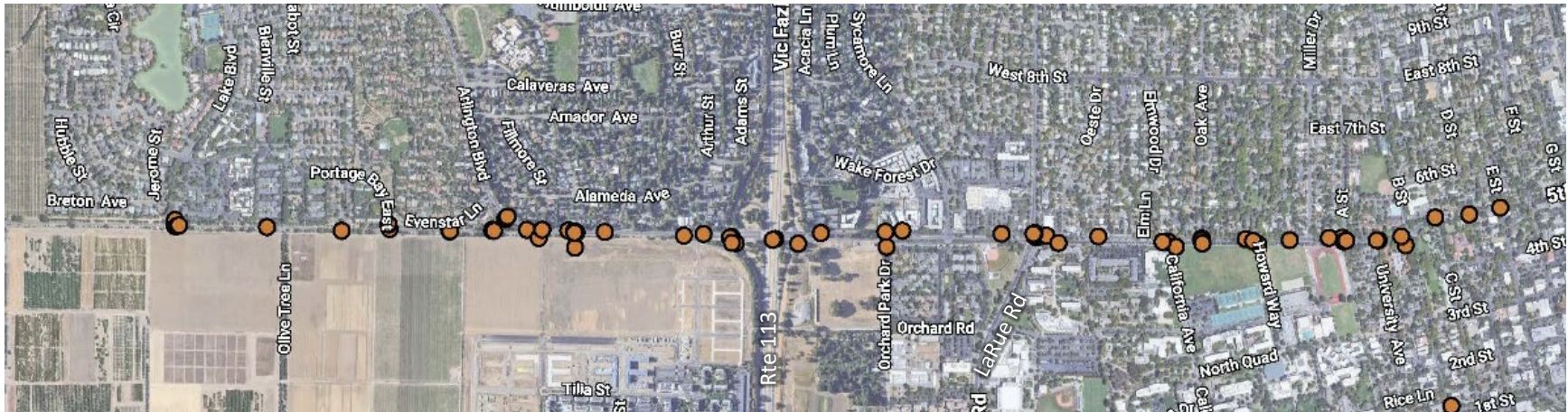
Signal Timing and Phasing Adjustments

107 participants recommended improvements to signal timing and phasing, with these recommendations focused on crossings east of Arlington.



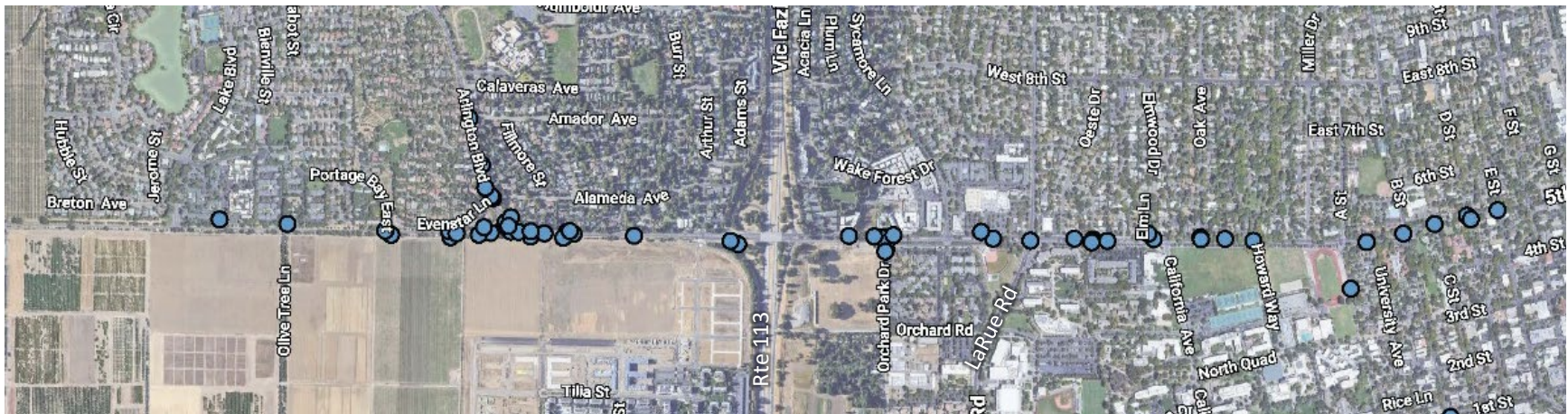
Better Sightlines between People Walking/Biking/Driving

73 participants recommended better sightlines at crossings. Mapped responses show that this is a concern throughout the study area.



Additional Crossing Opportunities

63 participants recommended adding crossings and indicated the Arlington Blvd area as a priority for pedestrian and overall north-south connection upgrades.

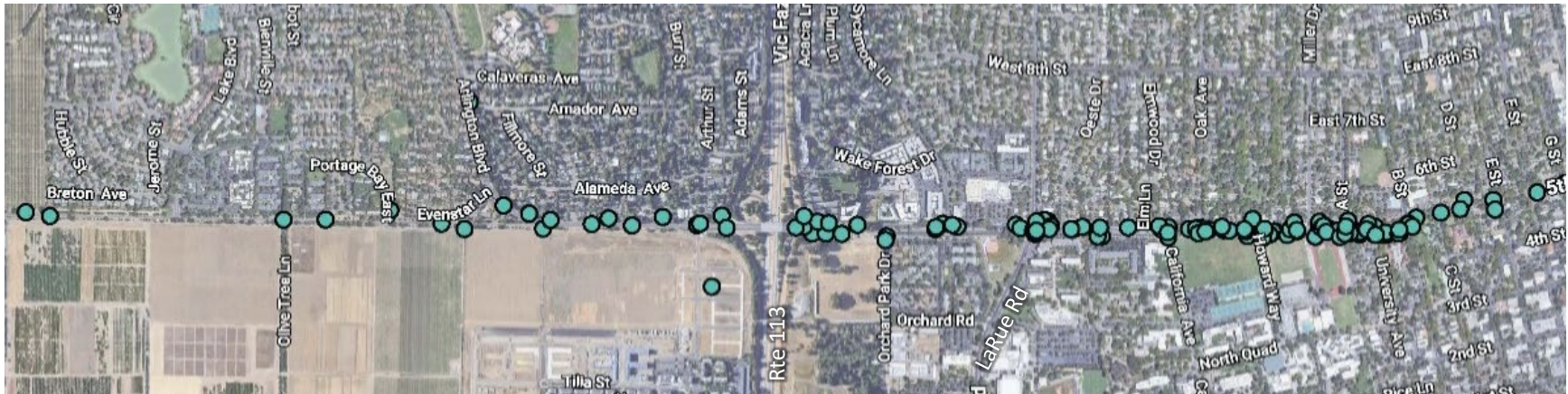


Improvements along Russell Boulevard:

The interactive map allowed participants to place a point on the map, not a linear feature. The following information but it is important to understand many of the following recommendations in terms of linear zones for prioritizing certain areas of the corridor for improvement, rather than indicating discrete points for interventions. For facilities such as bike lanes, consistency and continuity are critical for users' safety and comfort, and especially important for encouraging people of varied cycling comfort levels to use the facilities. The design team has interpreted responses for the linear improvements with these concepts in mind.

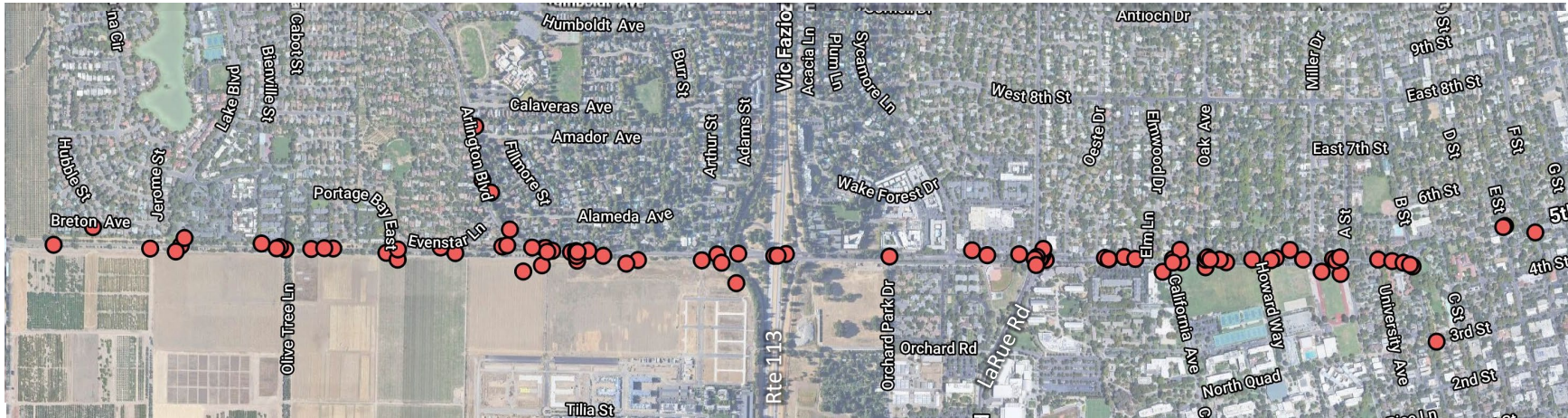
Better Bicycle Lanes

148 participants recommended better bicycle lanes, with desire for improved facilities focused east of 113, particularly around key access roads into the UC Davis campus.



Slower or Less Car Traffic

105 participants supported traffic calming throughout the corridor. This concern extends to the western end of the study area.



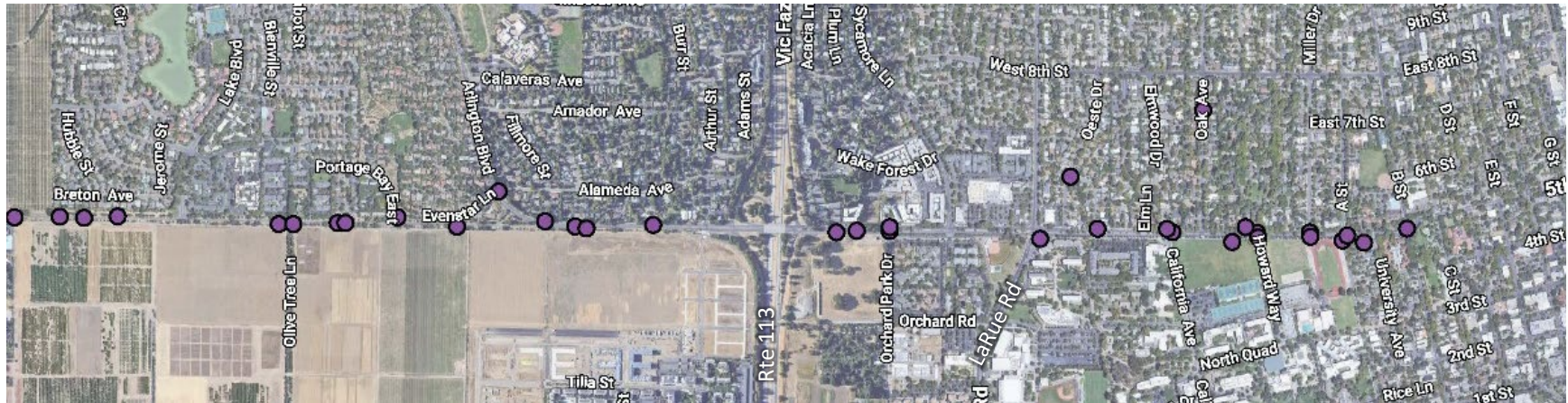
Physical Barriers Between Roadways and Sidewalks/Bike Lanes

70 participants recommended more separation between modes. Separated bike facilities were mostly recommended east of Arlington Boulevard, where traffic volumes tend to be greater.



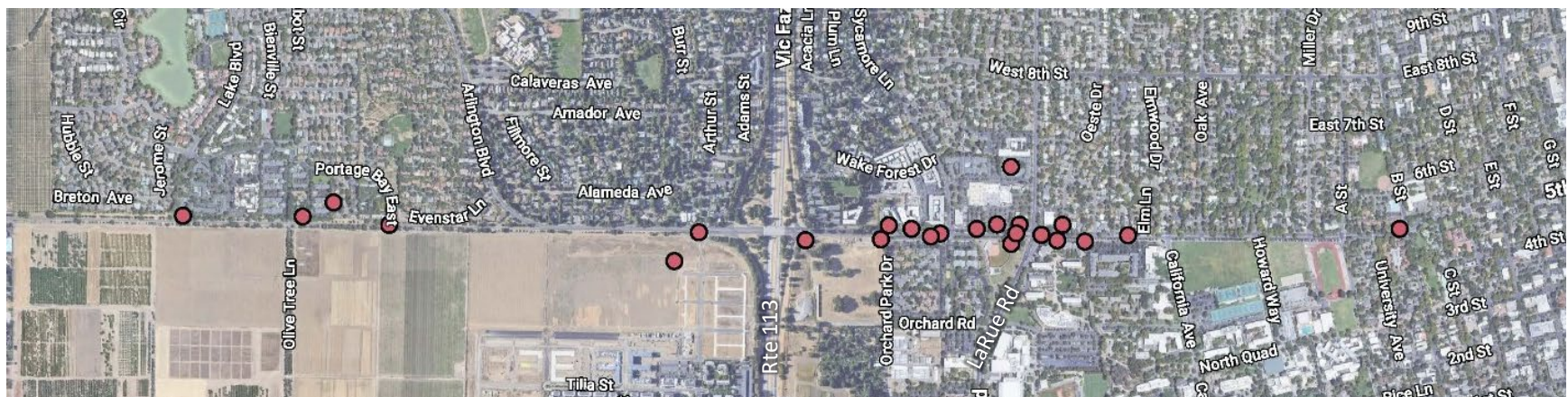
More Street Lighting

37 participants recommended more street lighting. The map highlights the need for more lighting in the more rural western portion of the study area.



Better bus stops

24 participants recommended better bus stops, with concerns concentrated between Orchard Park Drive and California Avenue.



Celebrating Russell Boulevard (Questions 4 and 5)

The final set of questions addressed participants' perceptions of Russell Boulevard as a cultural asset, and explored opportunities to create new features and preserve aspects of the corridor's character that are valued by the community.

After broadly identifying locations for improvement, new features, or preservation (Question 4) participants recommended specific measures for enacting these changes to Russell Boulevard (Question 5).

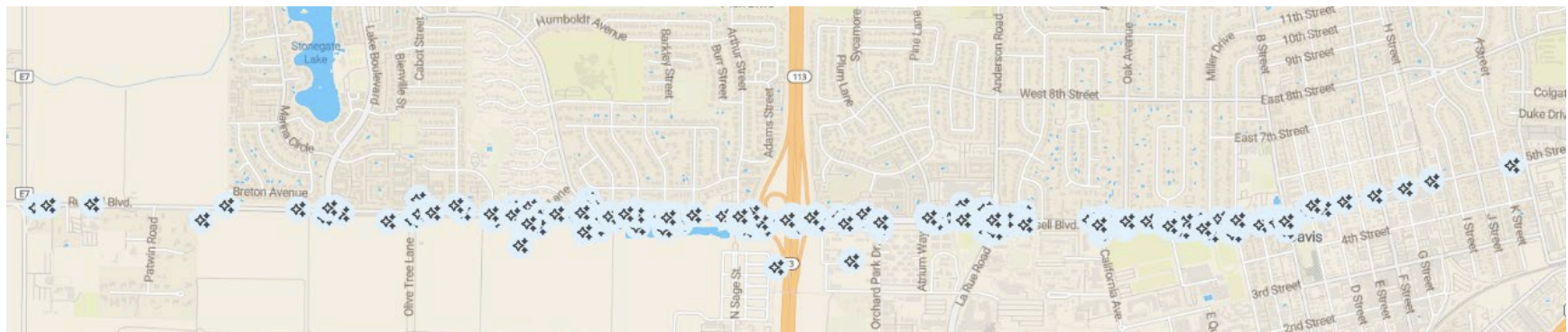
Question 4: What makes Russell Boulevard special and unique? Do you see opportunities for improvements?

A. Improve

246 participants placed a marker and shared ideas for improvement along the corridor. Some frequent responses include items like:

- A better tree canopy that provides shade and is maintained
- Better separation for pedestrians and bicyclists
- Slow traffic in some areas and accommodate all modes, including motor vehicles
- Safer crossings
- Improved bus stops

See Appendix A for full comment list.

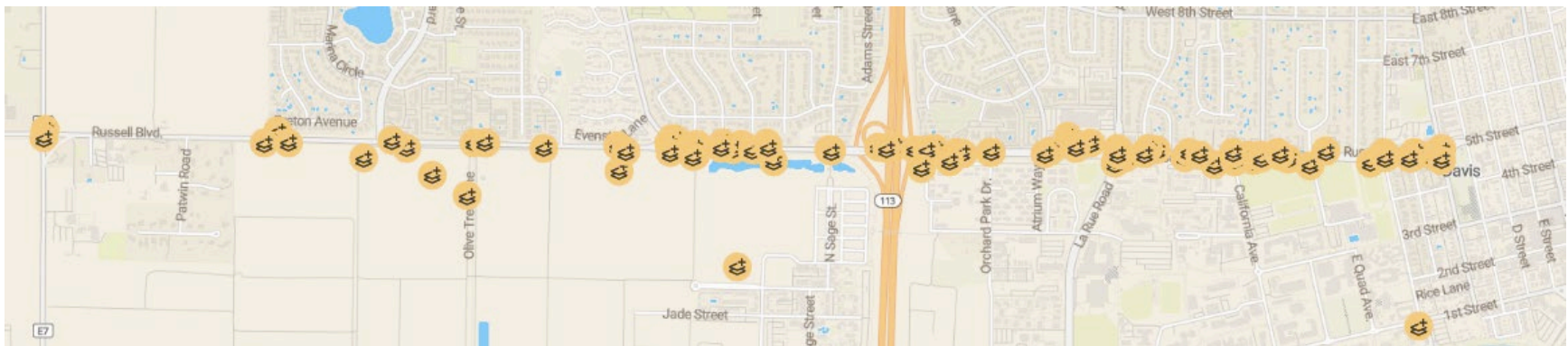


B. Create

117 participants identified locations to create new features along Russell Boulevard. Some frequent responses include items like:

- Improved signal timing
- New plantings (trees, shrubs, perennials) that improve the experience along the corridor
- Places to sit and enjoy special views (west and into the campus), drinking fountains and other amenities
- Improved intersections for all modes
- Wayfinding and art integration

See Appendix A for full comment list.

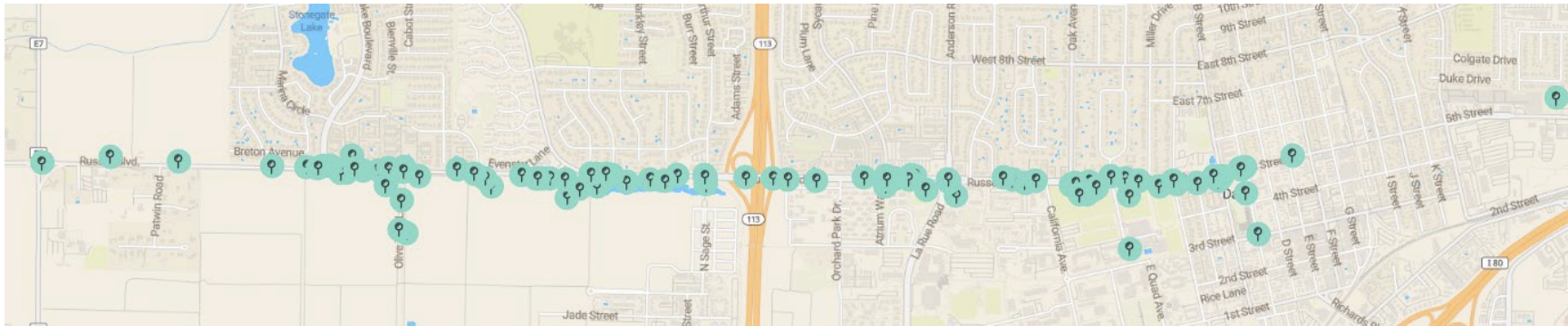


C. Preserve

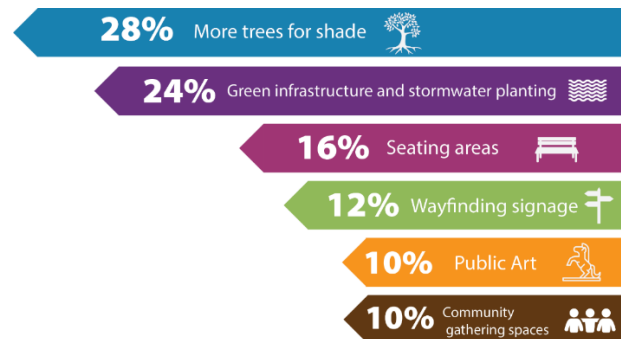
101 participants identified features or sites to preserve along the corridor. Some frequent responses include items like:

- Separated path from the road
- Preserve trees and shade
- Center median provides shade and is an asset
- Open fields, views to the west and into campus

See Appendix A for full comment list.



Question 5: What types of features do you think should be included to help achieve this vision?



When participants were prompted to choose which features would help make Russell Boulevard a welcoming and dynamic corridor, 28% of respondents chose more trees for shade, 24% chose green infrastructure and stormwater planting, and 16% requested seating areas. Additionally, 12% chose wayfinding signage, 10% would like to see public art added, and 10% chose more community gathering spaces.

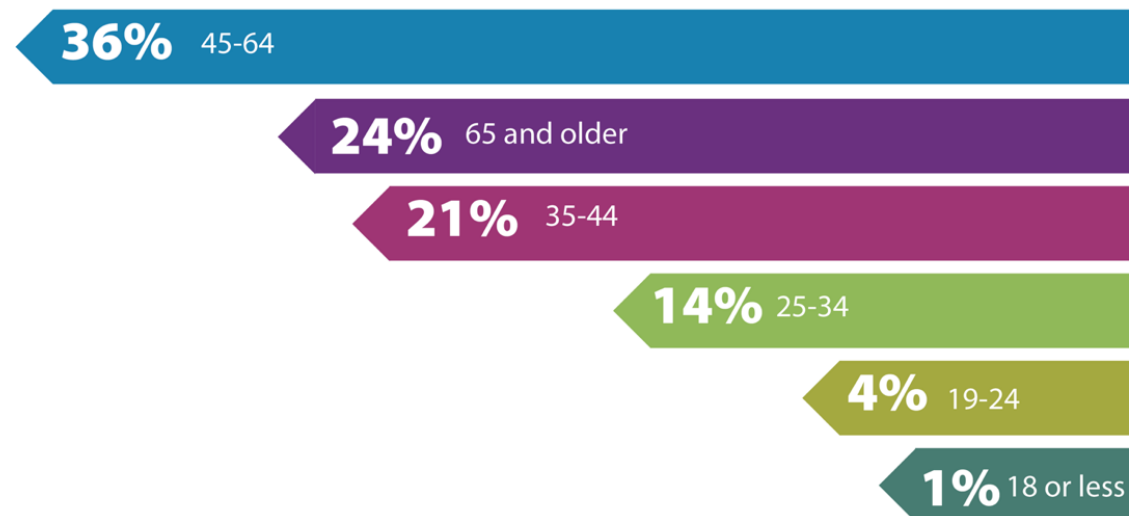
Demographic Questions

The online questionnaire also asked a series of optional demographics questions. Participant responses are summarized by the graphs below.

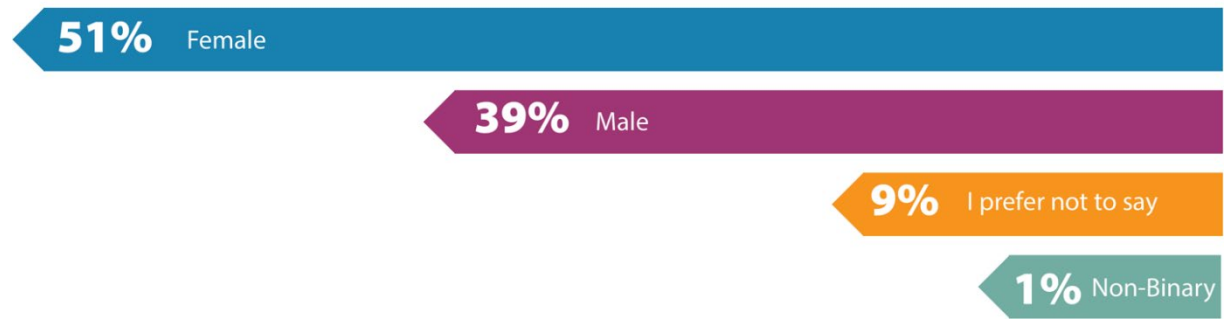
DEMOGRAPHICS Do you live in Davis?



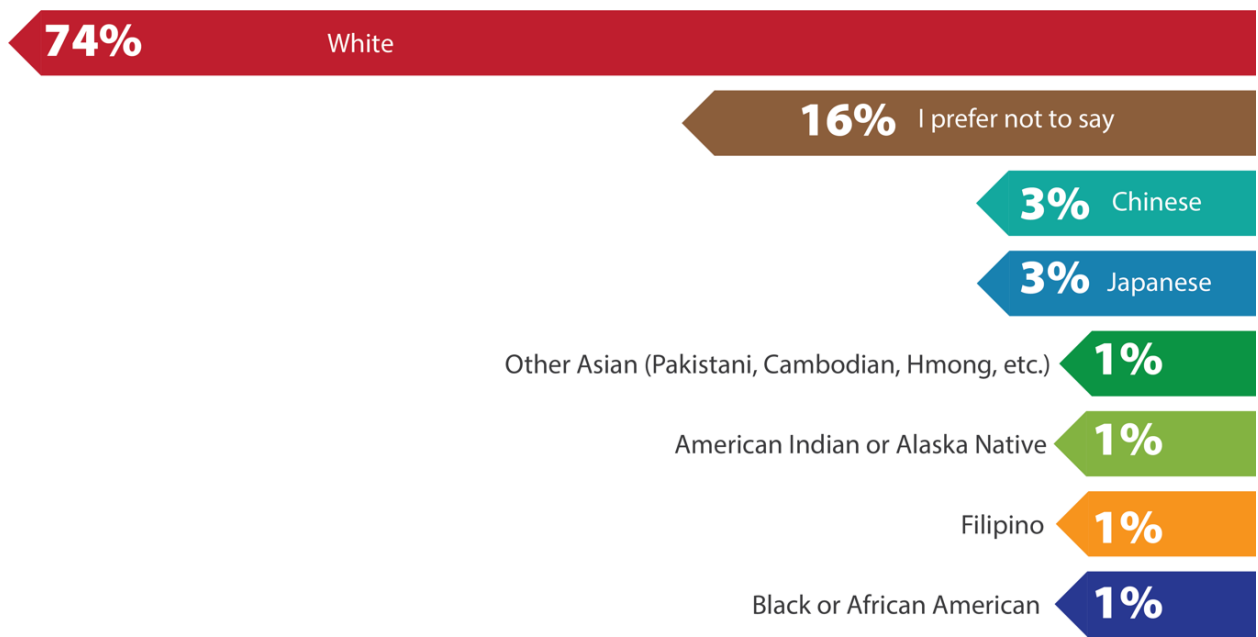
DEMOGRAPHICS What is your age?

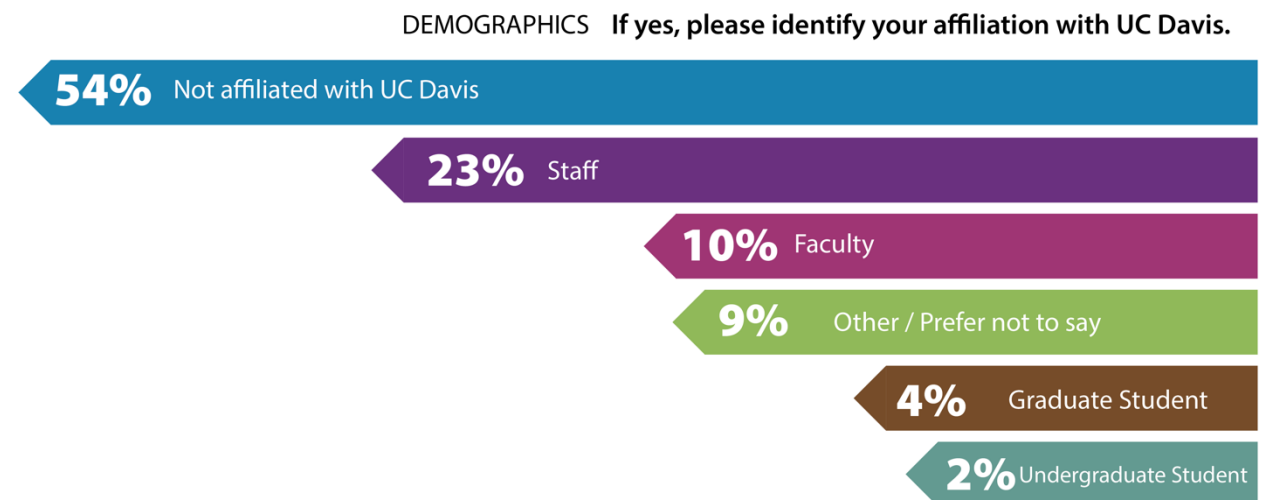
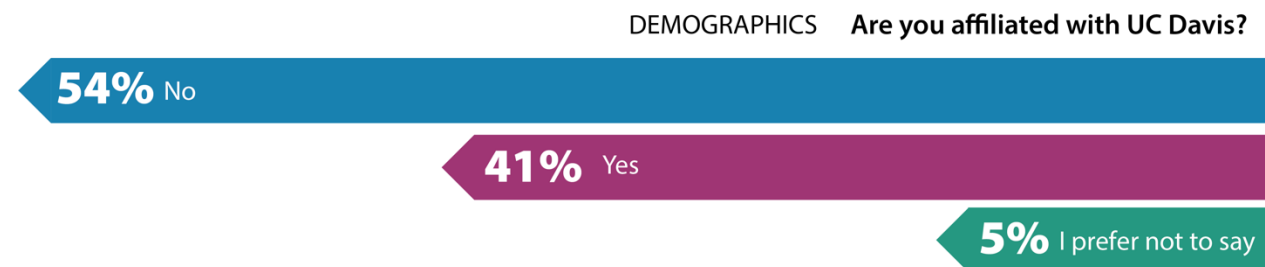


DEMOGRAPHICS What is your gender identity?

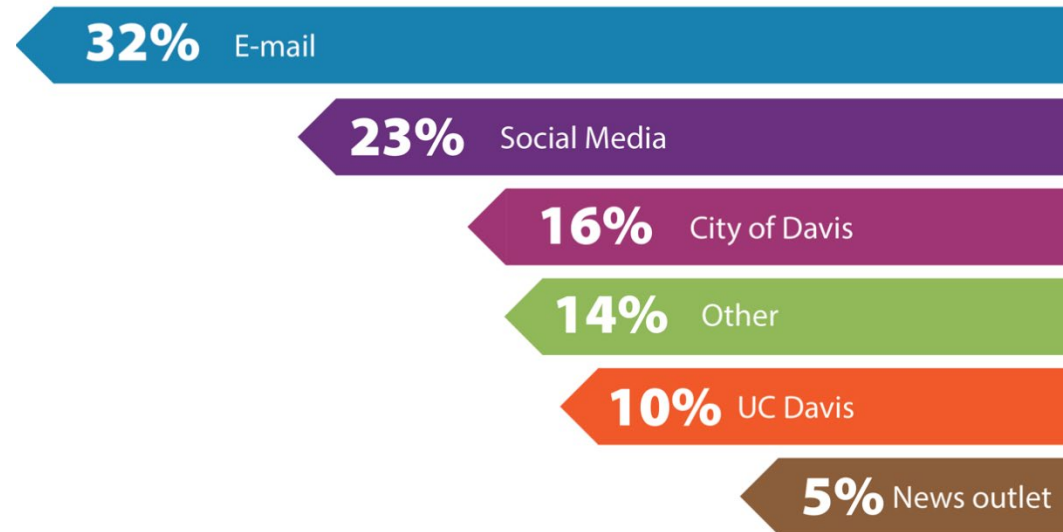


DEMOGRAPHICS What races or ethnicities do you identify with?





How did you hear about Reimagine Russell?



Online Survey Publicity Efforts

The City of Davis posted the online community questionnaire on the [project administrative website](#). The online community questionnaire was also posted on the Reimagine Russell Boulevard project website located at: <https://www.reimaginerussell.com/>

The project team distributed four e-mail notifications to a database of more than 1,750 recipients, which included residents, businesses, and community groups. Social media messages were posted on Facebook, Twitter, Instagram, and NextDoor.

Beyond digital awareness techniques, approximately 42 H-stake signs (lawn signs) were placed around Davis at key activity centers and along Russell Boulevard. The lawn signs included the project website and a QR code to encourage those who saw them to visit the project website and sign up for the virtual community workshop. Project messaging at bus stops and throughout the Unitrans bus fleet were also deployed to raise awareness on the effort.



Appendix A: Comprehensive List of Community Comments

This appendix includes a full list of community survey responses by question.

Think about your experience traveling on Russell Boulevard. What would help make you feel safer when walking, biking, rolling, driving, and getting to transit?

Responses:

- Yellow flashing light at LaRue Road /Russell Boulevard. intersection to protect bicyclists/pedestrians heading to campus.
- Wider road to accommodate traffic flow.
- An Uber/Lyft pickup area near Cuarto.
- The transition from Westbound Russell at A to Bike Path is problematic. The transition from Bike Path to Eastbound Russell at A is problematic especially at B street.
- Traffic slowing is the most important thing along Russell Blvd. Especially since Covid, traffic has increased in speed, and it is dangerous.
- Traffic calming throughout the corridor. Not just blinking lights at Lake Boulevard.
- To get to other parts of Davis (South Davis, Target, etc).
- This is very difficult to use. I should just be able to answer questions without using map...also weighted towards alternative types of travel. Not all of us can go by bike all the time!
- There needs to be a stop sign or light at Russell and Eisenhower Street. I have seen too many accidents there. Do we have to wait for someone to die (like at Lake and Russell) before we get some type of sign/signal there?
- There is serious danger at the Eisenhower crossing and merge with Arlington and Russell. Traffic merges blindly right where people/pedestrians often cross 4 lanes of traffic.
- The transitions between bike lane and bike path aren't well thought out and the bike lanes east of B street need to be re-painted and the road could be paved. It would be nice if the city would stop allowing people to block the bike lane with their yard refuse.

- The transition between Russell and 5th when heading from A street towards B street is confusing. Even with the dotted lines it's not clear which lane to be in to continue on 5th street rather than ending up on B street. Perhaps some markings on the ground to indicate the -right-hand lane ahead is a right turn only lane?
- The Russell 113 overpass is not designed with bike traffic in mind. Bike lights should be timed to follow green traffic lights for cars going straight on Russell by default, rather than making bike traffic stop to push a button. The fact that the bike lane runs south of Russell for both directions of travel, sets up a scenario where west-bound bicyclists on Russell between La Rue and the 113 and on the overpass are blinded by the headlights of oncoming traffic and creates a massive dark spot behind the concrete barrier flanking the bike lane of the overpass. It is impossible to see the debris that tends to accumulate here on the bike lane at night. The Bike crossing on the west end of Orchard park way is now very awkward, please fix.
- The options I wanted most here are to slow traffic - narrower and fewer lanes (no 4 lane speedway between Arlington curve and 113); better striping and signage; traffic calming measures such as dots, roundabouts.
- The negative impacts on autos (on what is the main auto route through central Davis) to accommodate bikes (when there are so many other bike options through that part of Davis) makes no sense. The fact that the lights are not staggered such that someone in a car can drive through downtown Davis without having to stop is ridiculous. When I am walking or biking, I constantly see cars pushing safety lines to try to get through a light because they know it will take them forever to get through Davis because of the lack of signal timing and phasing. But this is an even bigger problem on 1st Street and out over the overpass toward Cowell (both ways), which seems like it could easily be solved with light phasing yet no one with the City seems to care, so that I doubt you'll care about phasing through Russell.
- The interface seems to let you add as many as you want, but is it recording all your responses?
- The current transition at Russell & A Street from the Class I path south of the street to on-street painted bike lanes is awkward to navigate by bike, and harrowing at times. Bike infrastructure improvements on the north side of Russell, especially on the SR-113 bridge, would also be beneficial, allowing people to access places such as

Village Homes and University Mall without needing to cross Russell twice. And finally, though I know this will involve significant coordination with Yolo County and SACOG, it would be incredibly beneficial for the region to widen/upgrade the entire length of the Class I path paralleling Russell (all the way to County Road 95A) to the standards of the new West Davis segment and, ideally, extend the path all the way to Winters with a connection to the El Rio Villa housing complex.

- The city council is not getting involved here.
- The bike path in front of the University is dangerous for anyone riding at commuting speeds. The traffic circles are poorly placed for anyone heading east. Crossing the cross streets going east on the bike path is also dangerous as cars may turn left into you because the bike path is set back so far from the road. I always bike on the street because it is safer, even without bike lanes, because it is always safer and a faster route, unless it is poor weather during rush hour.
- The 4-lane zone between Arlington and Arthur needs to be reduced to 2 lanes with a median. Unprotected oncoming traffic is dangerous in this area.
- stop light at lake and Russell WITH crosswalk signal here!
- Some areas had been obscured by vegetation although it is much improved with the newest updates to the bike lane; bike/pedestrian crossing at eastbound onramp to the southbound 113 at Russell is scary.
- Soft surface running/walking trail next to bike trail.
- Smoother pavement on the paths, for a more pleasant biking experience.
- Slower traffic all along Russell Blvd!
- Since Covid started, I have noticed a large increase in SPEEDs on Russell as well as other places. Slowing car traffic is key here!
- Signal timing and phasing along the entire Blvd. Smart traffic signals like Roseville + Folsom. The university will continue to grow and needs traffic improvements for automobiles, events snarl the Blvd.
- Shade!!!!
- Shade is extremely important; too hot to ride bike or walk without adequate shade.
- A separated natural path for walkers/dog walkers.
- Separation of bike and pedestrian way between B st and Lake Boulevard
- Separation between bikes and pedestrians

- Separate sure pack/decomposed granite walking/jogging path parallel to new bike lane between 113 and cactus corner. Bikes are fast! Beautification with bee garden type native plants in between.
- Separate pedestrians and bicycles; shade from well-maintained trees (why did UCD cut down trees lining the edge of the old Orchard Park? Both south side near the Domes and near Russell!; bike counters; safety at 113: north & south sides, on- and off-ramps.
- See my Reimagining Russell Personal Jam Session document here for my thoughts:
https://docs.google.com/document/d/1KNLZDXrBYFA_KkPVXdCVOZ4x2n87bkZXjkEtcxe1bqs/edit?usp=sharing
- Safer crossing area.
- Safe crossings. The number of crosswalks is not the issue; their safety is.
- Russell at Arlington split should be slower and only 1 lane each direction with on road bike lanes in addition to the busy mixed-use path.
- Russell (from 113 to Lake) needs to have a full sidewalk alongside the bike lane and additional trees for shade. It's been a very hot bike ride since all those gorgeous trees got cut down in Fall 2020.
- Roundabouts at intersections with improved marked crossings & lights west of Arthur and a pedestrian path adjacent to the bike path west of Arthur.
- Roundabout
- Right turn lane at Russell and Arthur.
- Repave and re-line Russell west of 113. DO keep it two lanes please! Otherwise, it would be much too noisy for residential area.
- Re-pave surface west of 113!
- Protected left turn.
- Pedestrian only times of the week, e.g. on Saturday for the farmers market shut down Russell from Anderson to C Street.
- Pedestrian cut through on Amador Ave Court and Butte Place are not visible on map.
- Optimize drive time.
- No u-turns at Oak and Russell.

- More ways to cross onto bike path that are safe. Cars often do not see the person in the cross walk, especially where it is four lanes.
- More visual cues and physical barriers to keep traffic speeds down.
- More street lighting along both sides of the entire corridor. A bike lane on northside of Russell.
- More shoulder for those who prefer to run on dirt.
- More shade with new trees.
- More shade just east of the highway!! There's 300 yards of complete nothingness. In the spring and summer, it's a killer to walk. It deters me from going downtown.
- More shade along the south side of Russell, especially west of Orchard Park Dr. and an accessible path on north side of Russell between Arlington and Arthur.
- More roundabouts to improve flow of traffic.
- More robust landscaping.
- More plants between the bike lane and road!!
- Less bikes. This is a main road for vehicles. And should be treated that way. Stop reducing car lanes causing more issues in Davis.
- It can be difficult for cyclists to be on the bike trail due to pedestrians. It is also difficult for cyclists to be on the road because of cars.
- Increase vehicle flow.
- If you add lighting, make certain it doesn't add too much light to residents along Hutchison. I can currently read a book at night in my drive way because it's too bright. Enforce bike stops. I see bikes blow through stops routinely. Coordinate traffic light timing. Recognize Hutchison is a major pathway for commercial vehicles, by trying to make Hutchison more people friendly, think about the current residents and the noise impacts from speed tables and pedestrians. I routinely get to hear the cell calls from people walking on the path across Hutchison. SOUND CARRIES. Take this into account.
- I wanted to put pins at G and F, and at Anderson. Your program doesn't let me undo my pin at B.
- I think Russell Blvd works very well now. I have no problems at all on the street.
- I think it would address a huge safety need to place a traffic light at Russell and Eisenhower. The cars come very fast from the light at Arthur and simply do not stop

for pedestrians or cyclists, even those who are already in the crosswalk!! I have had several near accidents because cars on the westward lanes did not stop, even though I was already halfway crossing. This is an extremely dangerous spot and I have stopped using it because I fear for my physical integrity. There have also been several car crashes there with cars on Eisenhower trying to turn onto Russell. Thank you for your consideration.

- I see cars racing almost every time I drive on Russel. Something to make racing less possible would be helpful.
- I like it the way it is, especially walking by the walnut trees on the way to olive lane. Driving is not a hassle for me, Ah, except for the weird transition from Arlington to Russell.
- I don't see a need to change. Absolutely do not have a physical barrier between bike lanes...the ones on Mace are always filled with debris
- I don't feel safe riding my bike west on Russell. The cars go fast. I usually take the bike lane along the University.
- Honestly, I try to avoid the section of Russell that goes through campus. To get to downtown and beyond, I usually take 8th.
- Higher and denser housing
- Heading East on the bike path contains high risk of cars (especially visitors) trying to find access to campus and turning Right at street crossings at California Ave and Howard. if you have ever ridden that stretch and made those crossings on a bike it seems more dangerous and annoying than riding on Russell. Most drivers have never yielded like that to cyclists and so they are not looking for signage or cyclists. Concurrently, most cyclists don't even know what to do there (e.g. do I stop or go with a greenlight without looking over my shoulder). Heading West on Covell the problem is that it is hard even for experienced cyclists to cross the divided streets to get on the bike path that even local say we should be on. Seems like the right thing to do for eastbound is to remove the parking spots on the North side of the street and make that a bike lane.
- Get the bikes off the sidewalks. Reduce vegetation and other obstructions to sidewalks. Separate bikes and pedestrians everywhere possible.

- Frustrating interface! It only let me pick 3 signal locations. But frankly all of them need to be improved to increase traffic flow, especially during rush hour. It has always been clear to me that the focus is getting cars onto campus instead of getting cars past campus. When I go to campus I ride my bike, but when I do everything else, I drive, and getting past campus can be a nightmare due to the ill-timed signals that force me to stop at every red light going across town. Often for no apparent reason. The left turn from Russell to northbound 113 takes forever. I am often stopped there for a full cycle with NO traffic coming from the other direction. What happened to the sensors for left turns?
- Flashing light or something similar for pedestrian crossing at Eisenhower and Russell!!! super dangerous right now and kids use it after leaving Emerson
- fix the crazy intersection of Russell that veers off towards Village Homes. It's long past due to correct that mistake.
- Faster car traffic so we can get through it quicker.
- Do a better job maintaining the median and landscape!
- Construct box culverts carrying the bike lane under the streets going into campus. The curves around the intersections are dangerous.
- Car speed is untenable west of 113 -- Significant calming measures.
- A better way to turn left or continue at Russell and Arlington in both directions.
- Better visibility when turning left onto Orchard Park Drive from Russell Blvd. It's effectively a blind turn. You need to speed through so you don't get hit, and then immediately slow down so that you can yield for cyclists. The whole intersection is an accident waiting to happen.
- Better signage and destination navigation that directs people downtown.
- Better separation between bikers and walkers/joggers. We like to walk to downtown and speeding bikes can be an issue.
- At the intersection of Oak and Russell a smoother curb coming down onto the street. It is steep and very bumpy and is in a high traffic area. Also, making that location more visible for drivers on Russell and for bikers crossing Russell! It is a very dangerous intersection for all.
- An additional car lane.
- Add a second vehicle lane from A Street to L Street.

- A sidewalk separated from the bike/multiuse path.
- A long-term problem with traffic flow on Russell is getting vehicles off local streets and onto I-80 more efficiently. There is no easy solution but a stop sign at B & 1st + the E Street underpass create traffic problems that back up onto Russell.

Think about Russell Boulevard as it is now. What makes it special and unique? Do you see opportunities for improvements? Let us know by clicking the buttons below to place points on the map and share your thoughts in the comment box below.

Responses

- Without a bike lane on the north side of the road, crossing Russell is dangerous on a bicycle; on foot it is tempting to jaywalk between Anderson and Oak.
- When Sterling has occupants, it will be miserable for those of us who live east of it and travel on 5th.
- Coordinate ALL Lights Better.
- Use smart lighting (gentle lighting that's triggered). Find sound buffers (hard surfaces=noise). Enforce rules of the road for cyclists.
- There needs to be better management of trees and landscaping along Russell. The landscaping could also add a lot more greenery/native plant.
- There could be improvements in crosswalk marking, signal timing, maybe some other minor changes. There is no need to improve bike lanes – there already is a bike path on the campus side of Russell. There is no need to change the separation between bike lanes and sidewalks and Russell -- there is already substantial separation on both sides. It would be easy to advocate less car traffic on Russell -- but that raises the question of where the traffic would move -- likely Eighth St. between Sycamore and B, a two-lane street through a more residential neighborhood.
- The whole length of it could benefit from better separation between bikers and pedestrians. We live in West Davis and love walking the whole length of it, whether to get to downtown or simply for exercise.
- The urban design around Russell Boulevard is generally pleasant and (I think) well thought out. Suggest continuing improving non-motorized routes, better bus stops and generally more bus service.
- The tree canopy provides a sense of warmth and “old country road” feel that is welcoming.
- The traffic goes too fast!!!
- The section from A to L streets is nice because of the big trees

- The new paved path along Russell Blvd, west of Arthur Street, has loose sand and gravel adjacent to the pavement, which easily gets scattered onto the nice smooth pavement. This design flaw needs to be fixed.
- Since there are only two roads that go from west of Highway 113 to central and East Davis, it is vital to preserve the ability of Russell to carry cars. Your graphics show bikes, wheelchairs, dogs, etc. But no cars. There are already parks, bike lanes and greenbelts for community uses, but elderly drivers like me are absolutely dependent on Russell to get downtown and through town.
- Signal timing on the whole corridor is poor, especially at Arthur / SR113
- Separated bike lanes in both directions (both sides of the road) would be a big improvement. Pavement is very rough and should be repaved with smooth asphalt. Pedestrians should have their own sidewalk, separate from bike lanes.
- Russell is not a pedestrian-friendly street where adding art or benches would be helpful, because it is a congested, air-polluted, 4-lane highway!
- Russell is a nightmare. I plan my routes to avoid it.
- People love the new bike path, and it gets a lot of use from all modes of users. When they removed the old bike path, they made a mess of loose gravel so rollers skaters, skateboarders and other people on wheels had to deal with dangerous surfaces. Also, both paths were being used so it was a loss when the other path was removed.
- One of the 3 east west routes through town left! Please don't make it more difficult to use for vehicular traffic (most of us travel that way).
- We need traffic calming measures and more crosswalks between Sycamore and A Street.
- More shade, separate pedestrian, and bike lanes.
- More native plantings, e.g. hedgerows for pollinators.
- More left turn lanes for cars should improve flow. Also, right turn lanes from F St accessing Russell should help traffic flow when pedestrians are in the intersection and only a few cars would otherwise be able to make the green light to cross Russell.
- It is the main entry into city from the west on old Highway 40.
- Landscaping.

- It's fairly developed and quite bike friendly already-not sure I understand the push to 'reimagine'.
- It is uniquely badly planned. It was much better when it had two lanes each way.
- It is disgusting that UCD wants to make this another self-promoting entrance to campus. Just slow the traffic.
- It is a unique, small city street. Beautiful views, trees shading the sidewalks and streets. There is a lot of character as it is, with a beautiful university, small businesses, and neighborhoods on each side.
- Improvement is mostly needed from the 113 to 5th street.
- Improve large tree plantings and maintenance along Russell west of 113.
- If you want walkability/biking, you need to reduce car lanes and make Russell a thoroughfare for walkers and biking like Third Street at B St.
- I usually avoid driving down Russell and take 8th instead because there's less traffic.
- I love the new bike path west of 113
- I like all three
- I got to experience Broadway Blvd for 5 years living in Boulder, Colorado. Similar setting adjacent to a university but also a high car volume crosstown route. Under road bike ped tunnels combined with separated bike paths along the route were a pleasure to navigate on bike/foot and reduced conflicts with vehicle traffic. I know many will say that tunnels are cost prohibitive, but I suspect this project is an investment that it is intended to last decades. The size of the investment here should match the project lifespan and opportunity for improvement.
- I don't want any changes on Russell Boulevard that would increase drive times
- I don't know if my other comments translated, so will repeat them. There needs to be better weed control/eradication on the north and south sides of Russell from Hwy 113 to the west boundary. We need a safer way for pedestrians and cyclists to cross at Russell and Eisenhower. Optimally, there should be more crosswalks/stop signs or signals besides just the one at Arlington and Calaveras and then no "safe" way to cross until you reach Arthur. Finally, there should be a safer way for cyclists to go south on Arlington and not fear that Russell traffic won't yield as drivers make the left-hand jog to continue west on Russell.

- I do not want the light at Arthur/Russell or anywhere along Russell open to UC Davis west of 113. That will significantly increase traffic along Russell and impact nearby neighborhoods.
- I avoid Russell past the campus. It's not the best way to navigate through town.
- I am concerned that whatever is done to "improve" Russell will just result in more traffic on 8th Street.
- I actually think Russell Blvd. is fine, but the traffic needs to slow down and I think the money for this project could be better spent elsewhere.
- Heading east, as soon as one passes Sycamore, the lights are not coordinated and traffic, when UCD is in session, it takes so long to navigate, I'd rather drive to Woodland than downtown Davis.
- Don't make a big production out of this. Just tweak and improve.
- Create broad pedestrian/bike areas on both sides the entire length from 5th to the 113. Not paved, park-like, with street vendors and stuff.
- Car speed west of 113 is untenable -- Significant calming measures are required.
- BUS RAPID TRANSIT.
- Bike lanes should be along Russell Blvd from City Limits to A St.
- Better visual of crossings where bicycles/peds cross. Better bike/ped access along northside of Russell. Preserve the mature trees.

What do you want to see on Russell Blvd or share any additional ideas!

Responses

- Would love to see more bike themed art (such as painting utility boxes, and installations)
- Widen Russell and/or synchronize traffic lights
- West of 113 needs traffic calming , bicycle crossings need to be more obvious, better signed and signaled. Right now it is just a wide open road that encourages speeding
- We have to use this major street anyway to get to and from many destinations. If we increase the wonderfulness of it, I suspect there will be MORE traffic!
- Visual enhancement of 113/ Russell intersection.
- Use locally native plant species.

- Tree identification. Planting identification on UCD Ag fields.
- To want to hang out on Russell with my friends and family there would have to be no cars. Russell is the car thoroughfare. This question seems silly.
- These might be nice, but not at the expense of traffic lanes. Don't repeat the Mace Mess.
- The public art in this town is often deplorably unartistic. Better to use plants as an art form, using it to create permeable surfaces to capture rainwater and have it percolate into the ground. More shade trees are essential. Wouldn't mind way finding signs either.
- The old trees out on the West Davis stretch seem to be in hazardous conditions, please have them evaluated for public safety. New planting that will lead to more shade in the years to come would be great
- The idea of public spaces is great but with level of traffic it just sounds unpleasant.
- Street or pathway lighting.
- Stop wasting money on this type of stuff. Put it into infrastructure for vehicle traffic.
- Smooth roads
- Small Commercial areas along the way.
- Slower traffic (quiet), better restaurants with outdoor seating.
- Separate pedestrian sidewalks and bike paths - both clearly marked.
- Separate lanes for pedestrians and cyclists, they have different needs
- Safety crossings. Slower traffic. More trees. Please don't add "art" or more signage. This really is not the "gateway" to Davis!
- Safer crosswalks.
- Safer crossing for bikes, peds, dogs.
- Russell Blvd is not a destination, and many of these suggestions are destination amenities.
- Reduce conflicts on bike paths. Improve paving quality. Make paths wider. My suggestions for undercrossing (box culverts) will solve the conflicts and greatly increase safety
- Public bike pumps and water bottle refill stations.
- Please don't create sleeping areas.
- Places TO BE are a great idea.

- Permeable vs. impermeable surfaces where feasible.
- Pedestrian crossing improvements -- anything to make drivers aware that they must share the road with crossing pedestrians.
- One small criticism (overall I think this is a great project!): The bollards at Lake and Russell that supposedly make bicycles navigate away from cars are just ridiculous and in the way. I think they should be removed. The green striping is adequate to show where bikes should go. It is just confusing the way it is now.
- One does not sit for pleasure where many cars pass by so adding amenities without reducing the volume of car passing by won't help. This is a major corridor through town, and it needs to remain so or other streets, 8th for example with largely residential properties will be severely impacted.
- Nothing. It's the busiest road through Central Davis so why would anyone want to hang out there? Just improve its function to get into and through Downtown and leave it alone. All you've done so far is screw that function up and it seems you plan to screw it up more with features that really belong elsewhere.
- Nothing? This is basically a campus through way (without a lot of "through").
- Not sure anything needs to change. First, I don't think you will listen to suggestions. Second, if you throttle the traffic, it will move to 8th street. You can't force people to bike and there is easily accessible option that aren't Russel.
- No public art.
- More trash cans for dog walkers
- More dirt/gravel running paths since we now can't go in the fields next to the bike path
- Maybe community garden spaces or fruit tree plantings?
- KEEP ALL THE TREES.
- Just eliminate the loose sand and gravel next to the multi-use path, and fix the pavement on road, instead of wasting money on fancy "features."
- Information & location maps about Davis, where you are, what is good to know about Davis, how to get somewhere, connections to bigger bike path network, arboretum, downtown, Central Park, things to encourage people & visitors exploring community on bike and foot.

- Improved intersections, narrow car lanes to reduce speed, keep up the banners along the Russell Blvd.
- I'm thinking about improvement for folks who are older. Improvements that would lend itself to being considered age friendly.
- I use Russell Blvd to transit, not to "enjoy".
- I don't want to spend time on this corridor (though maybe I would if it was vastly improved), I want to traverse it safely. Until significant bike/ped safety improvements are made, please don't waste money on art, benches, planting, or anything else!!
- I don't see any reason there would need to be community space along Russell. Improve what is there and don't add anything that would bring more traffic please.
- Having served as the first manager of the UC Davis Olive Oil and the founding director of UC Davis Olive Center, just a reminder that if additional olives are planted on Russell they should be non-fruiting. The existing olives on Russell need more room, as the city prunes the roadside of the tree and the campus prunes the bike path side of the tree, resulting in misshapen trees. We headed back the main scaffold limbs that hung over bike path in 2007 for safety purposes which led to a great deal of suckers at the base of the trees.
- Habitat management for Magpies, Swainson, and other regional rare species.
- Good lighting.
- Fully segregated bike lanes, i.e., with a physical barrier to traffic.
- FIX the bike paths especially along north side of fifth from the Zaragoza entrance to Pole Line, and the south bike path from San Rafael to L Street. And clean litter on the south side.
- Fewer cars.
- Eliminate the racist and classist zoning that restricts height and requires parking. Parking should never be required for cars!
- Drinking fountains, public bathrooms, fruit trees, public solar charging stations, gazebos, animal reserve.
- Drinking fountain on section west of Arlington.
- Don't waste money on art and trees. Just build safe, reliable infrastructure.
- Dog park.

- Dedicated walk paths, separate from bike lanes.
- Dedicated dog-friendly trail (on leash ok).
- Clear markings to tell bikes and walkers/rollers how to share the pathways safely
- Can we use porous pavement that allows rainwater to enter the soil?
- Build out bicycle and pedestrian paths from Russell, which could serve as the main approach artery into Davis from the west. It could spawn bike paths onto the UCD campus to the south and into the greenways and parks of West Davis to the north.
- Bike repair tool kiosk (like those found on UCD campus); trash/recycling cans; exercise stations (like the ones available at arroyo park); butterfly/pollinator-friendly plantings everywhere!
- Bike lanes where they don't exist.
- Bicycle pumps, tools, water fountains.
- Better traffic light timing.
- Better bike paths, traffic calming infrastructure.
- Better bike lanes, not having to be in car traffic to make the left into campus.
- At least one, small public restroom.
- Are you kidding! Maintaining what is there would be a good start!
- Anything that will move traffic better and faster.
- An interactive participatory activity like the Sagan Planet Walk in Ithaca, New York.
- Accessible bike parking, for recumbent bikes, and other accessible infrastructure. Prioritizing people over cars (replacing car parking with bike parking & ride share pickups; redesigned streets w/ physical barriers to protect cyclists; bike paths separate from sidewalks (maybe - IF data shows bikers stick to paths); BIGGER BUS SHELTERS (with LIGHTS).

Reimagine Russell Boulevard Corridor Plan

Virtual Community Workshop #2 Summary

Project Overview

The City of Davis and UC Davis are working on a joint planning and conceptual design effort to address a 3-mile stretch of Russell Boulevard from B Street to the western City limit. The purpose of the project is to develop a comprehensive vision, including improvements to multimodal transportation facilities, stormwater infrastructure, and community landscape spaces. Serving as a vital east-west arterial route in the City of Davis and a primary western gateway to both the City and University, Russell Boulevard plays a critical role in the community's multimodal transportation network.

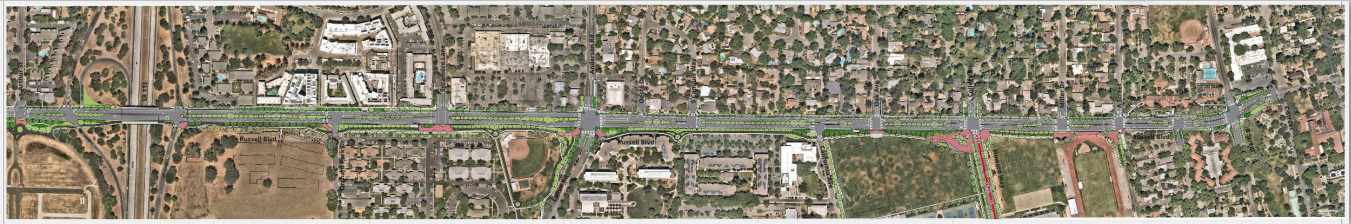


Russell Boulevard street view

The purpose of the Russell Boulevard Corridor Plan ("Reimagine Russell") is to determine a comprehensive and community-based vision for the corridor. This vision will be supported by best practices in street design, landscape and gateway guidelines, and conceptual plans, informed by community input. Ultimately, the Plan will identify ways the City and University can address safety concerns and provide enhanced connections for the 8,000 cyclists, 20,000 vehicles, and 13,000 transit riders that travel along the boulevard on a typical weekday. This Project is part of a long-range transportation planning effort to develop a master plan that will accommodate future community members.

Workshop Overview

The second Reimagine Russell Boulevard community workshop was held on Wednesday, October 6, 2021. The goal of the workshop was to present and obtain community feedback on design concepts for Russell Boulevard. These community-driven design concepts reflect the vision, design direction, and detailed input gathered through the engagement process, including the community steering committee meetings held April 27, 2021 and September 29, 2021, the first community workshop held on April 28, 2021, as well as a map-based online questionnaire that was available from April 29, 2021, through May 13, 2021.



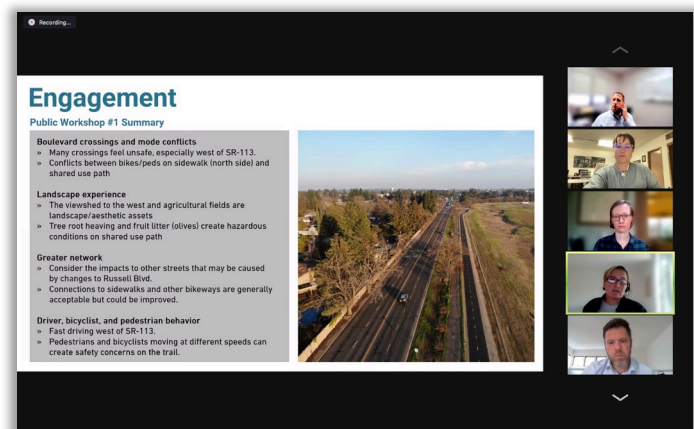
Russell Boulevard project study area

City of Davis staff, UC Davis staff, and project team members began with a general project overview, engagement process to date, and overall corridor vision, before presenting preliminary design concepts, cross-sections, placemaking opportunities, and options for each segment and intersection. The project team reiterated to workshop attendees that the concepts and ideas developed to date were still very much preliminary and would welcome the public's input to carry the design of Russell Boulevard forward. The project team then facilitated small group discussions to get reactions from community members, wherein participants had the opportunity to ask questions about the design concepts, then comment about aspects they liked and those they felt needed improvement or change. The meeting concluded with summaries of each of the small group discussions and the next steps towards refining the concepts including placemaking and green infrastructure opportunities.

To view the presentation slides and a recording of the meeting, please access the PDF and video posted to the project website: www.reimagine russell.com.

Workshop Format

The workshop was designed to provide participants with a sound foundation of the project scope and existing conditions of the project study area and to solicit community feedback to inform the conceptual design process. Due to the current pandemic and necessary safety precautions, the meeting was held via Zoom. Roughly 179 community members registered for the meeting, with approximately 104 participants attending and participating in the workshop.



Screenshot of the Virtual Workshop presentation

The meeting was organized into four sections:

1. Project background and schedule

2. A summary of engagement activities and corridor vision
3. A comprehensive presentation of design concepts with cross sections by segment and intersections and placemaking opportunities, including video simulations of four key locations
4. An interactive small group activity to answer questions and gather feedback from participants about the design concepts presented, with results summarized for the larger group

Project staff facilitated the small group activity using maps and taking notes within MIRO, a digital collaboration tool. This allowed participants to see comments from other participants in their group, respond to what they heard during the presentation, and add new information to the conversation. There were 6 small groups comprised of 10-20 participants that were moderated by a group facilitator and note taker. Facilitators prompted conversation with six questions during the 40-minute small group activity. The questions were:

| Discussion Question | Input Category |
|---|---|
| What did we get right? | Overall Design Concepts, Cross Sections, and Site Plans |
| What did we miss? | Overall Design Concepts, Cross Sections, and Site Plans |
| What is exciting and compelling to you? | Overall Design Concepts, Cross Sections, and Site Plans |
| What other questions do you have? | Overall Design Concepts, Cross Sections, and Site Plans |
| Which concept options do you prefer? | Cross Section: B Street to 113 |
| Where would you like to see transit connect to the West Village? A (Arthur), B (Eisenhower), or C (west of Eisenhower)? | Transit |

Summary of Key Themes

The following provides a summary of key themes that emerged during the small group activity in the workshop.



Miro Board featuring a map of the project area

What did we get right?

When asked about the aspects of the design concepts that they liked, participants focused on several key features:

- **Functional improvements**
 - Arlington Road Roundabout was mentioned by many as an important and well-received improvement
 - County intersections
 - Continuous bike lanes
 - Safety improvements
- **Placemaking**
 - Art
 - Pedestrian/gathering space
 - Seating area/shade structure at the terminus of Miller Drive was well-received.
- **Green Infrastructure**
 - Good to address local flooding issues along Russell Boulevard
 - Street trees will be a great element to the corridor.
- **Overall**
 - “Great opportunity – redesign is going to make things better”

What did we miss?

While there were many aspects of the design concepts that were compelling to the participants, many focused on specific concerns and details, particularly as they experience the corridor. Some noted issues they felt were not addressed, while others had concerns about how the corridor designs might operate. These issues are summarized by theme and location:

West of 113

- **Safety**

- Lighting needs to be added to bike paths and rapid flashing beacons at all crossings (it is very dark out there)
- On-ramp to 113 needs to be addressed
- **Access**
 - School commute traffic at Eisenhower should be considered
 - Concern over the overall Eisenhower intersection
 - Some felt that the overall placemaking element for places to gather/sit was not needed along Russell Boulevard because it primarily serves as a roadway throughput

113 to Anderson Rd/LaRue Rd

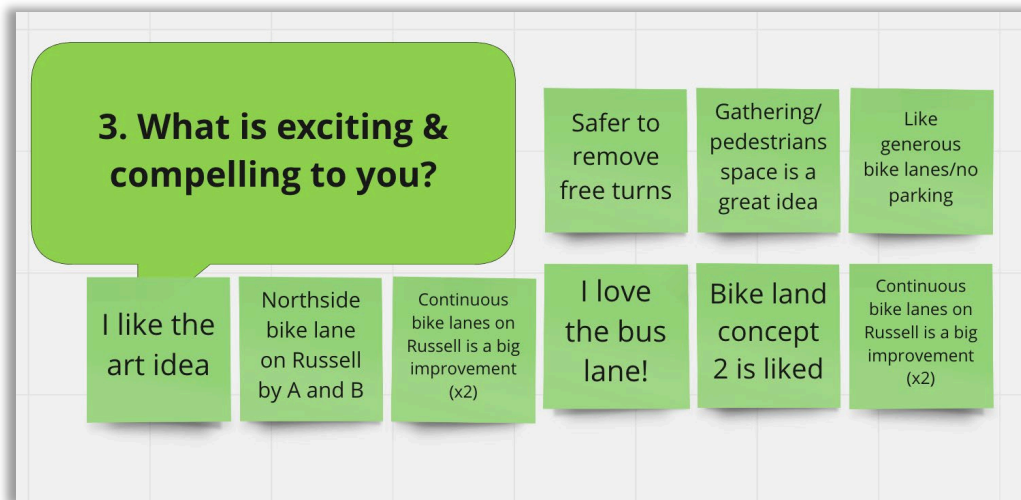
- **Reconfiguration of Anderson Rd/LaRue Rd intersection**
 - General concerns about reconfiguration will create confusion, increase backups at Anderson Rd.
 - Bike lanes get too narrow at La Rue Rd.
 - Concerns about bicyclist/driver conflicts with raised corner controls (worried about similar Mace Boulevard conditions)

Anderson Rd/LaRue Rd to B Street

- **Reconfiguration of Howard Way/College Park intersection**
 - Some suggested removing bollards at College Park, while others supported retaining them
 - Bus turn movements and signalization needs further consideration, with potential conflicts with turning movements from bikes and vehicles cited
 - Concern that pedestrian/placemaking areas will be underused, and landscaping will inhibit bike movements
- **California Ave intersection**
 - Reconsider traffic control options to eliminate need for commuters to go eastbound and make a U turn to go westbound
- **B Street intersection**
 - Should be worked to expect both vehicular cyclists and those who prefer bike paths/lanes
 - Concerns about bicyclist/driver conflicts with raised corner controls (worried about similar Mace Boulevard conditions)

Overall Corridor

- **Safety**
 - Various pedestrian intersections need crossing improvements to be safe. This is still a high-speed corridor, and side paths should be safe for all pedestrians.
 - More lighting is needed in general, particularly safety lighting
 - Concerns about pedestrian and bike access/safety at all Hwy 113 crossing points
- **Accessibility**
 - What about people with disabilities?
- **Transportation Modes**
 - Consideration of e-bikes on street or off street to pass someone going slower. There is an efficient green opportunity with e-bikes.
 - Some noted four lanes is still car-centric, while others emphasized the need to efficiently move cars east and west
 - Consider giving bikes priority at traffic lights
- **Green Infrastructure**
 - Concerns about stormwater runoff degrading adjacent roadway structure
 - Support for green infrastructure to deal with existing ponding in the roadway
 - Make sure trees are adequately maintained for the long-term

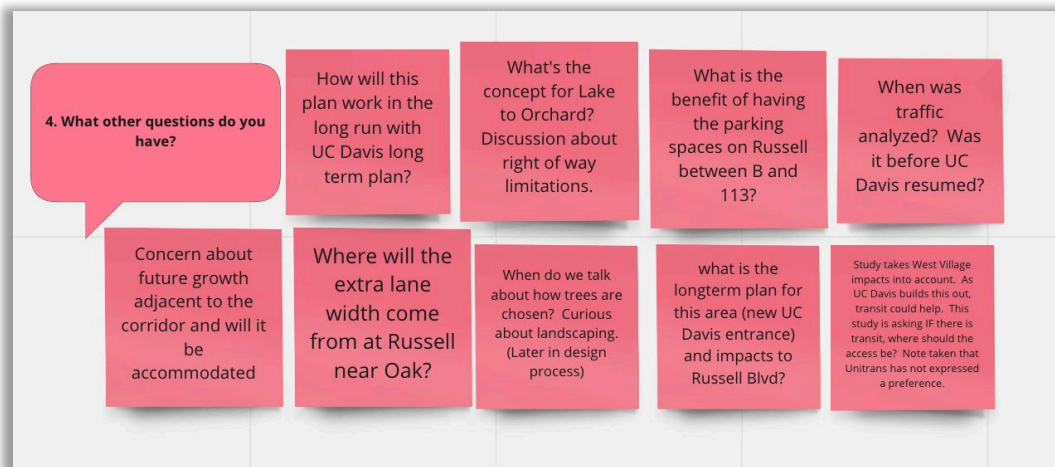


Comments on the Miro Board

What is exciting and compelling to you?

When asked what participants found most exciting and compelling, there were several thoughts including:

- **Bicycling infrastructure improvements**
 - Improved bike lane continuity and safety
- **Environmental aspects**
 - Increased green space throughout the design
- **Placemaking**
 - Incorporating art and engineering solutions into placemaking
- **Functional safety**
 - Improved safety at Arlington roundabout location



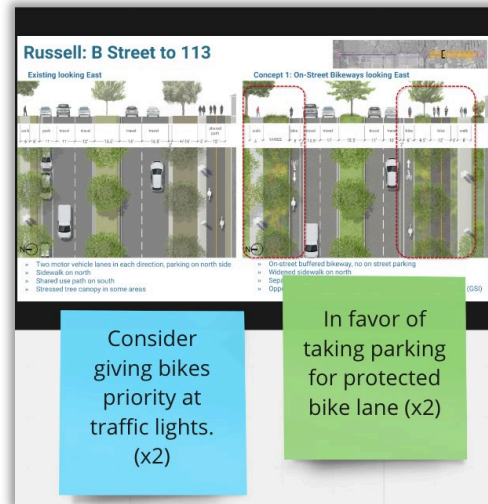
Comments on the Miro Board

What other questions do you have?

The conceptual designs brought out numerous questions from the participants in all the small discussion groups as they delved into the details of how these concepts would operate. A general sampling of the questions include:

- **Background Data**
 - Did we consider future growth in traffic modeling?
 - Do slow turn movements impact congestion?
 - When was traffic analyzed? Was it analyzed when traffic was reduced during the pandemic?
 - How will this plan work in the long run with UC Davis long term plans?
- **Bicycle Operations**
 - Is there a potential for backup of cyclists at the protected corner at Anderson Rd?

- Can we incorporate bikes within the roundabout, rather than pushing into the pedestrian path?
- **Transit Operations**
 - Will bus stops be in lane or pullouts? Can we reinforce curbs?
 - Would the bus have its own signal phase at Howard Way? Risk of right hook accidents exists with the lane marking.
 - Concerns about existing signal timing. Buses often run red lights to get through the signal phase
 - Concerns about buses stopping in lane and blocking through traffic. Some would prefer the bus pull out for transit stops to allow traffic to move during stop time.
 - Would like to hear more about how bike traffic will work at Orchard Park Dr.
- **Vehicular Operations**
 - Would a bulb out help at Eisenhower? Block vehicle access partially or completely?
 - Crossing at Miller Drive is not safe – is traffic going to be stopped?
 - Concerns about traffic backing up if slip lanes are removed
- **Environmental/Green Spaces**
 - Can stormwater drainage amendments be elaborated further as to the exact mechanisms?
 - Would placemaking be incorporated into any elements beyond green spaces, like paving, manhole covers, etc.?
 - Why isn't green marking in intersections aside from B Street?



Miro Board showing participants comments for Russell Boulevard from B street to 113

What concept options do you prefer for Russell Blvd: B Street to 113?

A specific question posed in the small group activity was on three options for the design of Russell Blvd between B Street and 113. Concept 1 would remove on-street parking and add buffered on-street bikeways. Concept 2 would also remove on-street parking and add fully protected on-street bikeways, while Concept 3 would retain the on-street parking and add landscaping and expand the adjacent sidewalk on the north side. All options retain the separated bikeway and sidewalk on the south.

The overall consensus was a preference towards removal of on-street parking and introducing continuous bicycling facilities shown in Concepts 1 and 2; however, there were some concerns expressed about the impact of displacement of parking. A flavor of the commentary was variable, and includes:

- **General statements from attendees**
 - Concept 2 vehicular/bike right of way is great for keeping away from slower bike traffic
 - I would choose a bike lane over on-street parking. Need a bike lane on an arterial.
 - Concept 3 is nice, keeps bikes off the roadway
 - In favor of taking parking for protected bike lane (Concepts 1 or 2)
 - “Somewhere between Concepts 1 and 2 is where the magic is”
- **Concerns/Suggestions**
 - Landscape buffer is not wide enough for a tree and will break at intersections and access points
 - What about limited hours of on street parking/shoulder areas for bikes or buses during peak times only?
 - What happens when parking goes away? It displaces a lot of parking to other streets

Where would you like to see transit connect to the West Village? A (Arthur), B (Eisenhower), or C (west of Eisenhower)?

The small group activity concluded with a specific question about where a potential transit connection to the future West Village might be located, with options at Arthur, Eisenhower, or west of Eisenhower. Most groups noted there are ongoing issues with the development of the West Village in the community, with a history of community protest.

Participants had many concerns and questions as they expressed preferences, a sampling of which is below:

- **Preferences**
 - Discourage connection at Eisenhower
 - Prefer option A: natural connection, won't create additional traffic
 - Not opposed to transit connection but it needs to be mitigated.
 - If we block Eisenhower then we can have transit exit here
 - Prefer Option C only if there is a roundabout
 - Arthur is a good choice, too much backup with bike phase only
 - Move bus connection to the furthest east as possible

- **Comments/Questions**

- Previous discussion by UC Davis that this area would not have transit access. Is that still true?
- Look at Hopkins and Horizon and connect transit here, don't make a new street.
- We need traffic analysis to make decision
- Does this service West Village and taking people to core campus? What loop makes sense to capture most passengers?
- Concern about impacts with existing school traffic flows

Workshop Notification

Below is a summary of the efforts to build awareness about the City of Davis and UC Davis' Reimagine Russell Boulevard Project and notify Davis community members about the first workshop. 179 community members registered for the virtual community meeting on Wednesday, October 6th, 2021, from 5:30 to 7:30 p.m.

As with the first community workshop, a variety of publicity tactics were employed to raise awareness about the project and this second virtual workshop. This included a media release that was sent to more than twenty local news sources, including print, TV, radio and media outlets. Of those media outlets, Davis Enterprise, The Davis Vanguard, The Dirt Davis, and the Daily Democrat released articles about the Reimagine Russell Boulevard Community Workshop. Direct emails to more than 1,200 community members who have participated in past community inclusive Davis land-use or transportation-related projects. Social media strategies include a Facebook advertisement to Facebook users within a fifteen-mile radius of Davis, and the City of Davis posted the awareness graphic on their Facebook and Twitter.

Beyond digital awareness techniques, approximately 42 H-stake signs (lawn signs) were placed around Davis at key activity centers and along Russell Boulevard. The lawn signs included the project website and a QR code to encourage those who saw them to visit the project website and sign up for the virtual community meeting. In addition, project messaging was posted at the 20 most used Unitrans bus stops to raise awareness on the effort.



Reimagine Russell Boulevard Awareness Graphic



Appendix

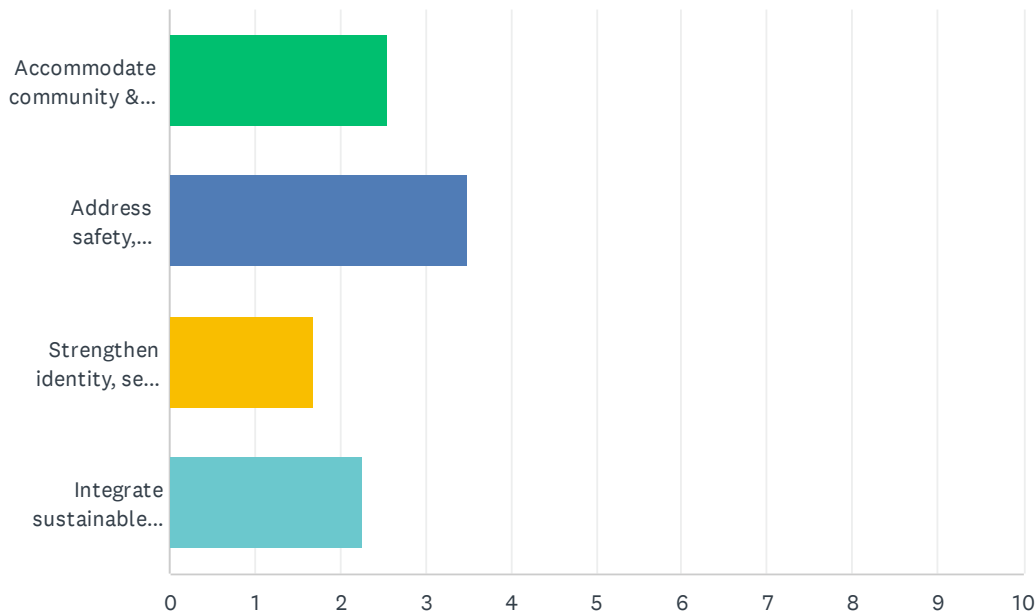
- Awareness Flyer
- Awareness Graphic
- Meeting Presentation

Q1 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.

Answered: 265 Skipped: 5



| | 1 | 2 | 3 | 4 | TOTAL | SCORE |
|---|---------------|--------------|---------------|---------------|-------|-------|
| Accommodate community & campus growth and demand for travel on corridor | 22.90% 60 | 36.26% 95 | 14.50% 38 | 26.34% 69 | 262 | 2.56 |
| Address safety, circulation, and multi-modal transportation needs | 61.00% 158 | 29.34% 76 | 8.11% 21 | 1.54% 4 | 259 | 3.50 |
| Strengthen identity, sense of place on City/Campus interface | 4.25% 11 | 12.36% 32 | 30.89% 80 | 52.51% 136 | 259 | 1.68 |
| Integrate sustainable design into the corridor | 12.31% 32 | 21.92% 57 | 45.38% 118 | 20.38% 53 | 260 | 2.26 |

Q2 Please provide any additional comments here.

Answered: 93 Skipped: 177

| # | RESPONSES | DATE |
|----|--|---------------------|
| 1 | 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. | 11/2/2021 2:10 PM |
| 2 | 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) | 11/2/2021 1:39 PM |
| 3 | 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. | 11/1/2021 11:25 PM |
| 4 | Safety concerns are paramount and need addressing. | 11/1/2021 9:52 PM |
| 5 | 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. | 11/1/2021 4:45 PM |
| 6 | 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 image will be more so for people new to town. | 11/1/2021 10:12 AM |
| 7 | 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. | 10/31/2021 8:22 PM |
| 8 | Safety is critical with high number of students and commuters crossing Russell every day to access the bike path | 10/31/2021 6:18 PM |
| 9 | 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. | 10/31/2021 10:48 AM |
| 10 | No trees that can be infected with mistletoe | 10/31/2021 10:27 AM |
| 11 | Way finding signage for bicyclists on Russel including signage to point them to Westlake Shopping Ctr. | 10/31/2021 10:21 AM |
| 12 | do not proceed with this project. it will increase accidents on russel | 10/31/2021 9:50 AM |
| 13 | 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, majevit harder, not easier to drive to destinations. Increase transit (bus) expand bicycle opportunities. | 10/30/2021 9:03 PM |
| 14 | 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 | 10/30/2021 8:38 PM |
| 15 | What do you mean by „demand for travel on corridor” | 10/30/2021 7:01 PM |
| 16 | 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. | 10/30/2021 3:05 PM |
| 17 | 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. | 10/30/2021 1:43 PM |
| 18 | Something needs to be done at the bicycle crossing at the 113 on ramp on Russell Blvd in | 10/30/2021 12:44 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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.

| | | |
|----|---|---------------------|
| 19 | 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! | 10/30/2021 9:40 AM |
| 20 | 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. | 10/30/2021 8:41 AM |
| 21 | I would prefer reduced car traffic/ fewer car lanes. Provide more space for buses and cyclists in order to reduce noise and increase safety. | 10/29/2021 5:57 PM |
| 22 | 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. | 10/29/2021 5:14 AM |
| 23 | 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. | 10/28/2021 6:37 PM |
| 24 | 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 | 10/28/2021 3:55 PM |
| 25 | Separation of cyclists and pedestrians is desirable. | 10/28/2021 12:33 PM |
| 26 | 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. | 10/28/2021 11:57 AM |
| 27 | 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." | 10/28/2021 10:58 AM |
| 28 | bushes and soundproofing along russell by village homes. lots of traffic and noise there. thick bushes and trees would help | 10/27/2021 8:50 PM |
| 29 | Minimize air pollution and noise from standing traffic. | 10/27/2021 5:58 PM |
| 30 | 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. | 10/27/2021 5:33 PM |
| 31 | Safety is my main concern | 10/27/2021 12:13 PM |
| 32 | 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. | 10/27/2021 8:48 AM |
| 33 | 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?????? | 10/26/2021 7:39 PM |
| 34 | Car traffic back up are a recent ting on Russell. I'd like this plan to also make them a thing of the past. | 10/26/2021 5:11 PM |
| 35 | I have no problem with the way it currently exists. | 10/26/2021 4:58 PM |
| 36 | Traffic and congestion and srudent parking in local neighborhoods need to be considered. | 10/26/2021 4:58 PM |
| 37 | PLEASE STOP ADDING STREETLIGHTS; GIVE US ROUNDABOUTS, more traffic throughput, much cheaper, safer, and always work | 10/26/2021 4:09 PM |
| 38 | 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. | 10/26/2021 3:09 PM |
| 39 | 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 | 10/26/2021 1:19 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

| | | |
|----|---|---------------------|
| 40 | Safety first | 10/26/2021 12:41 PM |
| 41 | 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. | 10/26/2021 11:05 AM |
| 42 | 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. | 10/26/2021 10:15 AM |
| 43 | Minimize car emissions | 10/26/2021 9:09 AM |
| 44 | It is essential to separate bike and pedestrian traffic. Mixed use pathways are very dangerous to pedestrians and frustrating to bikers | 10/26/2021 9:04 AM |
| 45 | 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... | 10/26/2021 8:10 AM |
| 46 | I personally have zero interest in using Russell Blvd to facilitate growth on the UCD West Campus. | 10/25/2021 11:34 PM |
| 47 | 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 | 10/25/2021 11:15 PM |
| 48 | Safety top priority. Well lit bike paths. | 10/25/2021 10:39 PM |
| 49 | Safety should prioritize most vulnerable users, including traffic speed reduction. | 10/25/2021 9:43 PM |
| 50 | 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 breach of trust. | 10/25/2021 8:35 PM |
| 51 | 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. | 10/25/2021 6:17 PM |
| 52 | Prioritize pedestrian, bike, and local traffic over any through town traffic | 10/25/2021 5:50 PM |
| 53 | Traffic lights synch to make travel from Sutter Davis Hospital to Pole Line with fewer stops. Roundabouts and bike lanes with fewer traffic lights | 10/25/2021 5:19 PM |
| 54 | Keep environmentally friendly country feel | 10/25/2021 4:58 PM |
| 55 | Russell Blvd worked better before the city reduced lanes through town. | 10/25/2021 1:19 PM |
| 56 | 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. | 10/25/2021 9:42 AM |
| 57 | Poor survey design: the choices are not exclusive of one another, making ranking impossible. | 10/25/2021 7:25 AM |
| 58 | 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 | 10/25/2021 12:12 AM |
| 59 | Shift away from cars, towards pedestrians and bikers | 10/24/2021 10:56 PM |
| 60 | 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 | 10/24/2021 8:13 PM |
| 61 | Safety and expansion of school and housing is what is important | 10/24/2021 4:50 PM |
| 62 | 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. | 10/24/2021 3:25 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

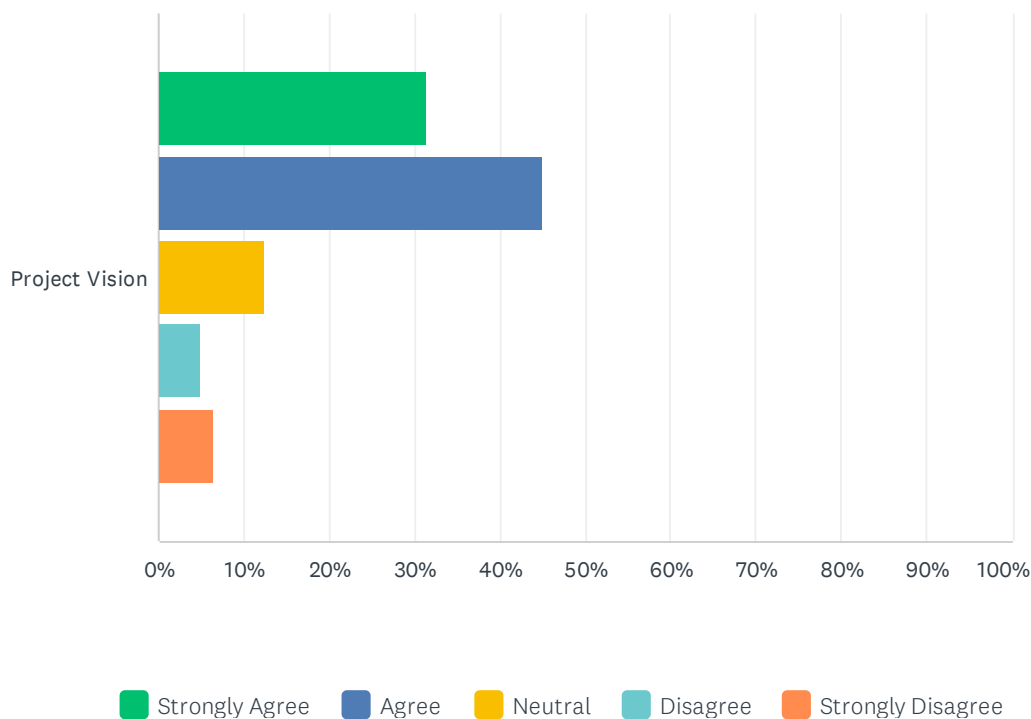
| | | |
|----|--|---------------------|
| 63 | Safety first for bike riders & pedestrians intersecting with vehicles. Include bike safety traffic lights at crossings to prohibit any vehicle movement while bikes & pedestrians are crossing such as the traffic light at Russell & Sycamore near Trader Joes | 10/24/2021 3:10 PM |
| 64 | 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. | 10/24/2021 2:16 PM |
| 65 | Increasing safety for all road users, rather than just moving automobiles as quickly as possible | 10/24/2021 12:09 PM |
| 66 | 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. | 10/24/2021 12:02 PM |
| 67 | Art enhancement is important to me. | 10/24/2021 11:03 AM |
| 68 | 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. | 10/24/2021 9:59 AM |
| 69 | 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. | 10/24/2021 9:26 AM |
| 70 | Not keen to connect traffic corridor through existing residential neighborhoods | 10/24/2021 9:07 AM |
| 71 | We accommodate growth by providing alternatives to private vehicles. | 10/24/2021 8:51 AM |
| 72 | West village should have access to Russell and Lake. So that housing is integrated with the community. | 10/24/2021 8:40 AM |
| 73 | 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. It such study has not been performed, then the assertions about dangers are without merit, until that data is obtained. | 10/24/2021 7:36 AM |
| 74 | 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. | 10/23/2021 10:06 PM |
| 75 | Improve transit and local traffic | 10/23/2021 7:19 PM |
| 76 | 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. | 10/23/2021 4:39 PM |
| 77 | 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? | 10/23/2021 8:20 AM |
| 78 | 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 | 10/22/2021 11:07 PM |
| 79 | 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 | 10/22/2021 10:56 PM |
| 80 | 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. | 10/22/2021 10:48 PM |
| 81 | Safety of pedestrians, cyclists, and children should be the #1 priority. | 10/22/2021 10:11 PM |
| 82 | None at this time | 10/22/2021 10:06 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

| | | |
|----|--|--------------------|
| 83 | It's not clear what "Strengthen identity, sense of place on City/Campus interface" and "Integrate sustainable design into the corridor" mean. | 10/22/2021 7:49 PM |
| 84 | 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. | 10/22/2021 6:37 PM |
| 85 | 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. | 10/22/2021 6:06 PM |
| 86 | 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. | 10/22/2021 5:51 PM |
| 87 | The corridor should incorporate the best options for moving the most amount of people efficiently such as with transit and active transportation methods. | 10/22/2021 5:16 PM |
| 88 | 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. | 10/22/2021 5:02 PM |
| 89 | all things are equally important and ranking them seems arbitrary | 10/22/2021 4:36 PM |
| 90 | nothing else | 10/22/2021 4:33 PM |
| 91 | 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. | 10/22/2021 4:22 PM |
| 92 | Ranking these seems odd, as I think these are all interconnected topics. The best solution to improvement would involve supporting all of these priorities. | 10/22/2021 3:36 PM |
| 93 | More green, more bike and walk areas, less heat-absorbing and heat-promoting hard surfaces. | 10/22/2021 3:23 PM |

Q3 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?

Answered: 249 Skipped: 21



| | STRONGLY AGREE | AGREE | NEUTRAL | DISAGREE | STRONGLY DISAGREE | TOTAL | WEIGHTED AVERAGE |
|----------------|----------------|---------------|--------------|-------------|-------------------|-------|------------------|
| Project Vision | 31.33% 78 | 44.98% 112 | 12.45% 31 | 4.82% 12 | 6.43% 16 | 249 | 3.90 |

| # | PLEASE PROVIDE ANY ADDITIONAL COMMENTS HERE. | DATE |
|---|---|--------------------|
| 1 | 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. | 11/3/2021 8:30 AM |
| 2 | ensuring Russell is a transportation corridor is the #1 priority. | 11/2/2021 2:10 PM |
| 3 | 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). | 11/1/2021 11:27 PM |
| 4 | Davis is not UC Davis. We are codependent. But not the same thing. | 10/31/2021 8:23 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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| 5 | 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. | 10/31/2021 10:52 AM |
| 6 | real safety should be the priority. to accomplish that would require this project to be terminated. | 10/31/2021 9:51 AM |
| 7 | 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. | 10/30/2021 9:35 PM |
| 8 | This is Not a gateway to Davis. | 10/30/2021 9:04 PM |
| 9 | the redesign of Russell should seek to maintain the small town character of Davis and emphasize tree lined streets. | 10/30/2021 8:40 PM |
| 10 | It will be terrible. | 10/30/2021 3:05 PM |
| 11 | Not sure why this needs to be a gateway to Davis. There are no communities just west of Davis on Russell. | 10/30/2021 1:45 PM |
| 12 | Safety first. | 10/30/2021 12:44 PM |
| 13 | I agree that safely moving traffic is the first priority; sustainability design and culture statements do not concern me. | 10/30/2021 9:42 AM |
| 14 | It should be a corridor that safely and intuitively moves people. That's all it really needs to be. | 10/30/2021 8:43 AM |
| 15 | 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. | 10/29/2021 12:19 PM |
| 16 | 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. | 10/29/2021 5:14 AM |
| 17 | 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. | 10/28/2021 6:44 PM |
| 18 | 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) | 10/28/2021 4:00 PM |
| 19 | 1... a corridor that safety and intuitively moves people, encouraging sustainable transportation options. | 10/28/2021 10:59 AM |
| 20 | I'd like to hear more about trees/vegetation planning | 10/28/2021 8:31 AM |
| 21 | I like the plans. It's attractive and I love the new bike/walking path by the university | 10/27/2021 8:51 PM |
| 22 | not clear on meaning for "welcoming gateway." The most welcoming aspect would be lack of slow-downs...traffic. | 10/27/2021 5:59 PM |
| 23 | I would like to see attention to sustainable landscaping along Russell - for instance planting of native oak trees and other native plants. | 10/27/2021 5:34 PM |
| 24 | 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? | 10/27/2021 5:09 PM |
| 25 | Again safety needs to be the ultimate priority | 10/27/2021 12:14 PM |
| 26 | Community workshops are valuable and work. Thanks. | 10/27/2021 8:49 AM |
| 27 | THERE WAS TO BE NO VEHICULAR ACCESS OF ANY MEANS FROM WEST VILLAGE ONTO RUSSELL.. | 10/26/2021 7:40 PM |
| 28 | Don't want west village connected to our neighborhoods that are north of Russell | 10/26/2021 7:39 PM |
| 29 | all the ucd facilities wants is to surround this town in overpopulated unwarranted growth | 10/26/2021 5:36 PM |
| 30 | I think the neighborhood is going to be negatively affected | 10/26/2021 5:01 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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| 31 | I have no problem with Russell Blvd as it currently exists. I think it is fine. | 10/26/2021 4:59 PM |
| 32 | PLEASE STOP ADDING STREETLIGHTS; GIVE US ROUNDABOUTS, more traffic throughput, much cheaper, safer, and always work | 10/26/2021 4:10 PM |
| 33 | It is unrealistic to attempt to force people to abandon their cars for bicycles and other human powered transportation. | 10/26/2021 11:08 AM |
| 34 | This location isn't and shouldn't become a major "gateway" to Davis. | 10/26/2021 9:11 AM |
| 35 | Pedestrian safety needs to be accommodated. I have been nearly hit by cars many times. | 10/26/2021 9:05 AM |
| 36 | Nothing defined; nothing to agree or disagree with... | 10/26/2021 8:11 AM |
| 37 | Sounds great! I look forward to seeing innovative designs develop! | 10/25/2021 11:16 PM |
| 38 | 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! | 10/25/2021 9:55 PM |
| 39 | Yes to "Human centered" | 10/25/2021 9:44 PM |
| 40 | Most I agree with except for bringing cars from West Village onto Russell. Cyclists and pedestrians are more than welcome. | 10/25/2021 8:37 PM |
| 41 | Russell Blvd. is the main automobile thoroughfare and needs to continue to be. | 10/25/2021 6:19 PM |
| 42 | 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 | 10/25/2021 3:57 PM |
| 43 | It's only 3 miles. What about the entire rest of downtown? This strikes me as a university beautification project. | 10/25/2021 3:38 PM |
| 44 | Safety first | 10/25/2021 1:07 PM |
| 45 | 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. | 10/25/2021 9:44 AM |
| 46 | 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 | 10/25/2021 7:26 AM |
| 47 | I want a road that efficiently get people from point A to BThe rest sounds like horse shit how's that for authentic Davis | 10/24/2021 8:16 PM |
| 48 | Safety should be first priority including enhanced visibility for all vehicles, bikes & cars. | 10/24/2021 3:12 PM |
| 49 | But these are not presented as options/choices in the new design. These sound great! But we still put cars first in every way. | 10/24/2021 2:17 PM |
| 50 | The vision statement doesn't acknowledge that Russell is the main east/west car artery in Davis and will continue to be. | 10/24/2021 1:43 PM |
| 51 | 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. | 10/24/2021 12:05 PM |
| 52 | #3 seems adequate without all the rest. | 10/24/2021 11:04 AM |
| 53 | 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. | 10/24/2021 10:01 AM |
| 54 | A stronger effort should be put on moving bicycles and autos safely. Davis is no longer a small college town. | 10/24/2021 9:29 AM |
| 55 | 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) | 10/23/2021 7:20 PM |
| 56 | More welcoming Davis/UC Davis visual, less freeway on ramp. | 10/23/2021 4:40 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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| 57 | Don't think you can achieve all 4. Simplify to #1 and and #4, or just #1 | 10/23/2021 11:42 AM |
| 58 | 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? | 10/23/2021 8:22 AM |
| 59 | Moving cars should not be a priority | 10/23/2021 6:11 AM |
| 60 | 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? | 10/22/2021 10:58 PM |
| 61 | 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. | 10/22/2021 10:52 PM |
| 62 | safety should be the #1 priority. | 10/22/2021 10:12 PM |
| 63 | None at this time | 10/22/2021 10:07 PM |
| 64 | 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. | 10/22/2021 6:39 PM |
| 65 | 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! | 10/22/2021 6:08 PM |
| 66 | 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. | 10/22/2021 5:55 PM |
| 67 | 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? | 10/22/2021 4:23 PM |
| 68 | 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). | 10/22/2021 3:05 PM |

Q4 Enter Comments Here:

Answered: 113 Skipped: 157

| # | RESPONSES | DATE |
|----|--|---------------------|
| 1 | Busses currently take up a active lane while unloading. Often there are two busses at rush hour. This is a huge traffic obstruction. In the design all major bus stops should allow TWO busses to pull completely out of active lanes. | 11/3/2021 8:32 AM |
| 2 | i like the proposal. it includes several needed improvements, and the improvement to the eastbound bike lane at Russell x B St is much needed. However, the raised islands in the intersection are dangerous, the existing ones around town are difficult to see and do not provide safety, which i assume is their purpose. they are not bike or pedestrian friendly. | 11/2/2021 2:15 PM |
| 3 | concerned with bike queuing if headed south from library trying to get to central park. where do kids wait? Can it be protected better? right now we wait in the ped area that is currently protected... i like the separated bike lanes a lot on 5th. love the new entrance into uc davis. Ever consider putting shade structures next to where bike wait to cross at intersections. give them a break from the hot hot sun. | 11/2/2021 1:48 PM |
| 4 | These are all slight incremental improvements to the existing, not the "re imagine" vision that was presented at the onset of the project. Design details on the bike infrastructure are lacking. People biking need a consistent experience through the corridor; going from a protected bike lane east of B st, to a painted lane west of B (where there is more vehicle traffic) doesn't make sense and is not inviting. Same with eastbound bike lane. Unclear what people will be looking at when sitting in the cove, can you clarify why this location was chosen (other than "that's where we had space available")? | 11/1/2021 11:34 PM |
| 5 | I think protected bike lanes are really important in Davis (especially with the growing student population). Also a fan of the improved landscaping concepts that both offer functionality and aesthetic value. The concepts of the project so far look like they'd bring Davis up to speed with other countries/towns that have infrastructure that caters to multiple forms of travel. | 11/1/2021 11:13 PM |
| 6 | Would like to see evidence on the benefits of slip lane removal | 11/1/2021 9:55 PM |
| 7 | I love all of the changes to the B street intersection. This will make it much safer for pedestrians and bikes and hopefully also improve traffic flow. I like the design of the seating cove, but I am not wild about the placement (looking out onto the Miller intersection). Please consider an alternate placement - looking in at the track or a double sided-structure with seats facing both in and out. | 11/1/2021 6:00 PM |
| 8 | 1.) I love the idea of protected bike lanes. Bike riders tend to have minor injuries when they crash alone and series injuries or death when they collide with vehicles. Keeping bike lanes protected and away from cars is a great way to keep Davis citizen-bikers safe! 2.) While slip lanes are convenient when driving, as a parent with young children who bike, I believe that they are a lot more dangerous to bikers than regular 4-way intersections, so I support removal of the slip lanes even though I know it will take me longer to drive through those areas. 3) The shaded seating looks like an aesthetically pleasing and useful addition that I also appreciate. 4) I always appreciate the addition of more trees and green spaces in our city environment, so thanks for including those in the plan as well. | 11/1/2021 4:53 PM |
| 9 | Making the north lane going east, into downtown a turn only lane is going to cause even more problems with lane changing/back ups. Now with the slip lane, it allows drivers to move over more quickly, but it already bottle necks. With this plan I see more of that. Also don't like the idea of bikers along Russell/5th, even in bike lanes. Going one lane of traffic with bikes makes it really feel dangerous/chaotic. I would prefer to see bike paths separated from traffic. | 11/1/2021 10:19 AM |
| 10 | I like having dedicated bike lanes as those are somewhat missing today - but even better is a completely separated and raised bike path. I am not in favor of replacing the slip lanes with extra stopped traffic lanes. This seems like a downgrade. | 10/31/2021 8:30 PM |
| 11 | Works for me! | 10/31/2021 12:10 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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| 12 | Heading west on 5th St making that turn onto B St will be tight without the turning one. | 10/31/2021 10:55 AM |
| 13 | The removal of the slip lane for EB Russel turning south on B appears to result in a tight turning radius for larger vehicles that may result in he'd on conflicts with vehicles in the NB B street queue waiting to turn left on WB Russel. | 10/31/2021 10:28 AM |
| 14 | as silly as the downtown narrowing of 5th. | 10/31/2021 9:53 AM |
| 15 | I like the protected bike lane. The 3 lanes going to 1 heading towards town might be problematic. Clear signage as drivers approach the intersection would be helpful. Currently people zoom down the right lane the cut back to the left to go straight at the last minute. | 10/31/2021 8:34 AM |
| 16 | Bike lanes should be protected. | 10/30/2021 9:37 PM |
| 17 | the redesign of the B street intersection for the east bound traffic seems like a step backwards. it makes it less clear that the right lane must turn right, combined with the very narrow lane across B seems destined to create confusion and bad traffic situations | 10/30/2021 8:45 PM |
| 18 | Why not maintain only 1 lane each way? Why not take out the light and have a roundabout? Moving cars is obviously the most important thing here....though i am glad you dropped the protected right turn lane. | 10/30/2021 7:05 PM |
| 19 | This is a terrible idea. | 10/30/2021 3:06 PM |
| 20 | I love the removal of the B St slip lanes. It's a bit scary crossing that lane to stay in the bike lane heading east on Russell. | 10/30/2021 2:47 PM |
| 21 | Do we need so many car lanes? As a pedestrian I never feel safe when I have to cross 4-5 lanes. One lane each direction should do. Also, please give pedestrians space separate from bikes. There are so many bicyclists there and many do not look out for pedestrians. | 10/30/2021 1:54 PM |
| 22 | I like the regular bike lane and raised pedestrian sidewalk concept. Not sure the green space in the middle of Russell is needed? | 10/30/2021 9:47 AM |
| 23 | I would prefer having a bus lane instead of two lanes of car traffic in each direction | 10/29/2021 6:00 PM |
| 24 | I like how bikers will be better protected around the intersection on B Street. I would like to know if improved lighting on the intersections and crosswalks is part of the project. Currently, especially downtown lighting is very poor, which increases the risk for accidents between cars and pedestrians/bikers | 10/28/2021 4:07 PM |
| 25 | Design does not appear to provide protected bike left turns from B onto 5th or from 5th onto B Street. Existing modestly protected green stopping place for bikes southbound on B is eliminated. | 10/28/2021 12:43 PM |
| 26 | I like the various enhancements, color strips to more carefully delineate bike and pedestrian crossings; more protection for bikes and the covered areas on the campus side (a more inviting experience for pedestrians) and slows down vehicular traffic better. | 10/28/2021 11:28 AM |
| 27 | The unprotected crossing at Miller Drive is concerning. The animations clearly show more vehicles than other modes, and the designs too seem to be more inclined to support driving than encourage fast bicycle movement. | 10/28/2021 11:07 AM |
| 28 | This segment seems ok. I'd probably switch the right turn and bike lane on the south west corner. | 10/27/2021 9:33 PM |
| 29 | Looks good, still could be stressful for drivers and bikers heading east through the intersection as it becomes only one lane once you past B St. From a driver's vantage there's a lot going on that could make it stressful. | 10/27/2021 5:11 PM |
| 30 | Without the slip lanes traffic will back up | 10/27/2021 12:21 PM |
| 31 | Is there any evidence that the pedestrian seating will be used? Seems like an unlikely location for people to want to sit (across from Miller Drive). We recommend flashing pedestrian lights at that location as it is quite unsafe and have seen many near accidents. | 10/27/2021 8:56 AM |
| 32 | the new version doesn't seem to improve traffic flow; the right turn lane onto B street from eastbound Russell remains backed up and there is no added safety for bikers | 10/26/2021 9:18 PM |
| 33 | HOW DOES HWY 113 CONNECT TO ROAD 98???? POOR MAP. | 10/26/2021 7:45 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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| 34 | Why is the entrance to University so narrow? Will there still be a bench on the NE corner of A st? the south side of a to b is better for bicycles in this plan. The SW corner of A and Russell should have different colored pavements for pedestrians and bikes. I worry about the loss of slipways at B st causing further back ups. The shade structure at miller isn't very shady. The N corners of A could do with more shade. Bike lane on street on south side of Russell seems redundant. | 10/26/2021 5:23 PM |
| 35 | I have no problem with Russell Blvd as it currently exists. I think it is fine. | 10/26/2021 5:00 PM |
| 36 | Please give us roundabouts instead of all these traffic light and stopsign intersections that are always worse for traffic throughput. Also leave the slipways; why do all these designs insist on make traffic worse | 10/26/2021 4:13 PM |
| 37 | The protected intersection for bikes on Russell and B St is confusing. The main problems I have with this intersection as a cyclist are heading westward and either going straight or turning left. | 10/26/2021 3:13 PM |
| 38 | In general , pedestrian crossings need more safety measures such as flashing lights, large signage . More landscaping doesn't necessarily help with safety. | 10/26/2021 1:26 PM |
| 39 | The projected traffic levels are unrealistically low for 2030. | 10/26/2021 11:12 AM |
| 40 | New pedestrian features along Russell are great. Pretty bold to remove that "classic" slip lane from Russel into Southbound B St, but if traffic flow can handle it then it's great. | 10/26/2021 9:45 AM |
| 41 | I suppose by continuing to induce demand by maintaining the atrocious and dangerous 4 lane road on Russell, this design perpetuates 1980s style pro-car road design and then throwing a few trees that impeded wheelchair users, cyclists, and walkers. It's really sad that the city that built the first bike lane in the United States is designing roads that encourage car use. | 10/26/2021 9:32 AM |
| 42 | Once again, combining bikes and pedestrians is dangerous, especially during peak times. | 10/26/2021 9:12 AM |
| 43 | The "slip lanes" are useful; eliminating them will back traffic up needlessly. If you put the stupid "bulb outs" into the traffic lane to "protect" bicyclists & pedestrians, as has been done in other parts of Davis, you create more problems than you solve. Also makes it harder for larger trucks and emergency vehicles to safely make the turn. I notice the animation does NOT include any emergency vehicles making those turns. | 10/26/2021 8:23 AM |
| 44 | The design is nice, but I question the lack of queuing on Russell/5th to B Street. Unless there is some other major outlet to I-80 or SR 113, there will be big backups along Russell as the free right turn is removed. I personally think that trying to accommodate peds & bikers at Russell & B isn't feasible. To the extent possible, many of the peds & bikers would probably have a more pleasant and safer journey on 3rd Street going into the downtown areas. | 10/25/2021 11:41 PM |
| 45 | the Russell/B Street intersection is often a bit of a traffic mess, and it looks like this design will make that worse. That being said, I like the bike infrastructure. | 10/25/2021 11:21 PM |
| 46 | Sorry I can't tell if all bike riding is now going to be on the street? Or will there still be an option to ride bike on a dedicated path that's not on the street. This would be my personal preference. | 10/25/2021 10:50 PM |
| 47 | Too much street pavement ! | 10/25/2021 9:58 PM |
| 48 | Please consider "floating" bus stop for westbound Russell at City Hall so that buses and bicycles don't need to cross reach others' path. | 10/25/2021 9:48 PM |
| 49 | I really like the improvements for cyclists and pedestrians. | 10/25/2021 8:43 PM |
| 50 | slip lanes should remain. so much concrete, so much money | 10/25/2021 7:58 PM |
| 51 | Benches will not be used to watch traffic. | 10/25/2021 6:21 PM |
| 52 | Mixed pedestrian/bike use can be challenging for through bike traffic and large pedestrian groups. The video projects future use but the relative car vs bike numbers seem disappointingly car centric | 10/25/2021 5:59 PM |
| 53 | I like the proposed design. I work at this corner and this would be a huge improvement. | 10/25/2021 5:23 PM |
| 54 | Any sort of sustainable landscaping and also built structures which help shade the pathway are critical in my opinion. | 10/25/2021 3:59 PM |
| 55 | What are the transitions between like between the modified areas and the "old" segments of | 10/25/2021 3:41 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

| | Russell? | |
|----|--|---------------------|
| 56 | Like the elimination of car slip lane from russell to B; also good to see bike lane designed on north side of Russell continuing west bound beyond A st | 10/25/2021 2:11 PM |
| 57 | Single lane for east/westbound through traffic? Horrible idea | 10/25/2021 1:08 PM |
| 58 | I like the protected bike lanes and removal of the switch lanes | 10/25/2021 9:35 AM |
| 59 | | 10/25/2021 9:22 AM |
| 60 | Removing the slip lanes at b street might back things up substantially. | 10/25/2021 8:32 AM |
| 61 | This concept does little for bike safety for those moving east. City probably should focus more on moving bikes through campus towards 3rd street to enhance bike safet. | 10/25/2021 7:29 AM |
| 62 | Please keep the slip lanes. The shade structure could be shadier. SW corner of A and russell has always been a mess. Good visibility and places for bikes v pedestrians a must. | 10/25/2021 12:18 AM |
| 63 | It looks dangerous for pedestrians crossing south to north with cars turning from north and south lanes into east west lanes | 10/24/2021 8:38 PM |
| 64 | It looks like you're just backing up traffic. Don't get rid of slip lanes | 10/24/2021 8:20 PM |
| 65 | Please DO NOT remove the "slip" lanes! They are extremely useful in funneling traffic to the side streets and reducing wait times. | 10/24/2021 5:20 PM |
| 66 | Definitely need protected bike lanes along this corridor. | 10/24/2021 5:05 PM |
| 67 | Looks good | 10/24/2021 4:53 PM |
| 68 | I prefer having no "right turn only" lane on Russell turning onto B Street. | 10/24/2021 3:28 PM |
| 69 | Bus stops should be located completely off the roadway & bike paths. Bike paths should be completely separated from roadways. | 10/24/2021 3:14 PM |
| 70 | I do not like the idea of the slip lanes being removed. | 10/24/2021 2:53 PM |
| 71 | The animation shows just how horrible this will be. Fives lanes of traffic? Enormous crossing distances? Why are we "imagining" continued motor vehicle dominance? This is tragic and frustrating. | 10/24/2021 2:22 PM |
| 72 | I think it's a mistake to remove the westbound Russell slip lane at B: LOTS of cars use this and without it, things will really back up! I don't see much use for a bumped out corner there--not many pedestrians here. Removing westbound slip lane works if that seems worth it for bikes. | 10/24/2021 1:49 PM |
| 73 | don't need to remove the slip lane--as proposed it will be almost impossible to make the right turn off Russell onto B street with large vehicles or vans | 10/24/2021 1:21 PM |
| 74 | Russell between A and B is a short segment of unprotected bike lanes, yielding a gap in safety between the protected lanes east of B and the off-street bike path west of A. Gaps in the safe cycling network have disproportionately large impacts on ridership, so filling this gap should be a high priority. This block of Russell should be reconfigured to have protected bike lanes on each side, or a protected two-way cycle track on the south side, with an intersection designed for westbound traffic to safely cross from the north to the south side of Russell (e.g. the bike left turn pocket at A). In addition, the bike lane should go behind bus boarding island on the north side of Russell, rather than in front of it, so bus riders don't have to stand in the bike lane to board/alight. Slip lane removal is GOOD! | 10/24/2021 12:25 PM |
| 75 | The "improved" bus stop blocks people on bikes in exchange for not blocking people in cars. That's not "human centered." | 10/24/2021 12:08 PM |
| 76 | I think the improved bus stop and protected bike lanes are excellent. I worry that there may be excessive traffic buildup for the right turn cars which could worsen traffic in the area. | 10/24/2021 11:35 AM |
| 77 | Looks good! | 10/24/2021 11:07 AM |
| 78 | I love the slip lanes present currently because traffic from Russel to b can proceed no matter the traffic flow when there is opportunity. This lane does not back up very far. Please consider that the Mace and Cowell blvd transition got rid of the slip lanes and the people in that neighborhood are very upset. The other thing is that there is ample space for a two way bike | 10/24/2021 10:11 AM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

lane on the campus side of Russell. I do not see the point for any bike lane at all on the north side of Russell when there is safer space totally off road. I would never use the Russell street lane when the off road campus lane is available. My commute currently is from approximately first and A to Russell and Arthur. I also commute to Mace and Cowell regularly. The changes proposed here look much like the "improvements" at Cowell and Mace which lost the slip lanes and made my commute worse.

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| 79 | Bicycles need to move straight across intersection, not move to pedestrian walkways. | 10/24/2021 9:32 AM |
| 80 | Is that a lead pedestrian interval at 5th/B, too? How does that work with bicycles going straight? Where do those cyclists queue? | 10/24/2021 8:58 AM |
| 81 | Love the boulevard concept | 10/24/2021 8:42 AM |
| 82 | The animations are not helpful. They contain many poor assumptions. | 10/24/2021 7:41 AM |
| 83 | This seems like a good overall concept, especially removing the slip road at B street. | 10/23/2021 10:10 PM |
| 84 | It would be good to incorporate a protected I-shaped bike crossing (like an I-shaped dutch intersection) in the northwest corner to move cyclists off the street / sidewalks to the bike path on the souther/campus side | 10/23/2021 7:23 PM |
| 85 | Parking on the main frontage to UCD and the main street in this part of town is not warranted. 5th street got redone and the bike lanes end at A, throwing a monkey wrench into a reasonable bike corridor. | 10/23/2021 4:42 PM |
| 86 | Concerned about removing the slip lane for EB Russell to SB B street. Isn't that intersection already badly impacted during peak hours? Asp concerned about how bikes can effectively and safely make left turns. | 10/23/2021 2:32 PM |
| 87 | Glad to see proposed removal of slip lane at SW corner of Russell & B...very dangerous for cyclists as now constructed! | 10/23/2021 1:34 PM |
| 88 | This does nothing to fix the issue with merging left to continue eastbound on Russel/5th at B st. Also that video of "peak traffic" is BS and anyone who drives that daily can tell you that. | 10/23/2021 12:24 PM |
| 89 | Do not put in islands for bike protection in the intersection- these become dangerous obstacles for bikes, and cars will run into them as well. Also, keep slip turn from east bound russell to south bound B to reduce automotive traffic back up along Russell. Peds have safe island already w/ slip turn. The slip turn to north bound B should remain as well. | 10/23/2021 11:50 AM |
| 90 | The so called improvements are not necessary or desired | 10/23/2021 8:28 AM |
| 91 | Looks good | 10/22/2021 11:11 PM |
| 92 | It's not clear which intersections will have signals. Not clear what is proposed on the south side at A Street. Concerned with removal of right turn lanes exacerbating existing heavy afternoon traffic | 10/22/2021 11:06 PM |
| 93 | The bottleneck created at A Street heading west on Russell as two lanes squeeze down to one lane does not look like a good idea. | 10/22/2021 11:06 PM |
| 94 | I know this is a project to improve Russell Blvd., but a protected bike lane is also needed in both directions on 5th Street between "B" Street and Pole Line Road. But, I guess that is for another day. | 10/22/2021 10:17 PM |
| 95 | Concept looks better than existing. | 10/22/2021 7:53 PM |
| 96 | Do not like removal of the slip lanes. | 10/22/2021 7:03 PM |
| 97 | Love it. I do think the bus stop should have complete shade not just partial, bc it can get so hot in the summer. Love the islands in the middle of the road that add trees to overhand both sides of the street. Love the protected bike lanes. All of it makes it so much safer for all modes of transportation, car, bike or feet. | 10/22/2021 6:45 PM |
| 98 | No one will want to sit by a heavily trafficked road. Noise and pollution would make that undesirable. The bench will become a sleeping spot for homeless. | 10/22/2021 6:13 PM |
| 99 | yay-- protected bike lanes! | 10/22/2021 6:07 PM |
| 100 | The design is only asking for trouble if you eliminate the right turn lane (westbound 5th to | 10/22/2021 5:59 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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| | northbound B) | |
| 101 | Like the addition of more landscaping and softer features but not sure if the roadway is too wide. Might prefer less auto lanes. | 10/22/2021 5:46 PM |
| 102 | To protect cyclists choosing to use the on-road bike lane physical barriers in the form of delineators should be incorporated along the entire route to provide a safe and confident riding environment. | 10/22/2021 5:25 PM |
| 103 | Where in the world will the money come from for these drastic improvements? | 10/22/2021 5:21 PM |
| 104 | Don't remove skip lanes. Cyclists need to learn to deal with cars not fight them. | 10/22/2021 5:05 PM |
| 105 | removal of the slip lanes will result in a heavier traffic congestion. Traffic primarily moves east-west/east-south/west-south into downtown. A roundabout would be far better. | 10/22/2021 4:42 PM |
| 106 | None of the vehicles in your animation are towing trailers, are busses, or are trucks, which presents an unrealistic image of impact of tight intersections on users. Loss of slip lane from EB Russell to SB B St will negatively impact multiple bus routes - busses and trucks turning at other locations with sharp corners have to turn through opposing traffic lanes at other intersections in town, often having to wait for traffic to clear, creating artificial congestion. Russell/Fifth is a major emergency response corridor for fire and ambulance vehicles - hard island between traffic and bike lanes on EB Fifth east of B eliminates pull over space for vehicles, especially critical during forced flow conditions which can exist for several hours in the afternoons, which would prevent vehicles from pulling forward to clear the lane. Floating islands in intersections cause challenges for all right-turning vehicles - did we not already learn this lesson from the Mace/Cowell improvements? Even your ideal animations appear to show several near miss right-hook situations with these floating islands. | 10/22/2021 4:31 PM |
| 107 | I love the new right turn from Russell onto B Street. That was such a dangerous turn when cyclist were headed south on B through the intersection | 10/22/2021 4:13 PM |
| 108 | I like the bike lanes on both E- and W-bound Russell | 10/22/2021 3:45 PM |
| 109 | I'm not sure with such wide pedestrian walk ways if people will actually use the bike lane next to the road along Russell. In general I avoid Russell completely by biking through campus or North near 8th or 14th's st. | 10/22/2021 3:43 PM |
| 110 | These all seem pretty minor. | 10/22/2021 3:24 PM |
| 111 | 2030 traffic will be worse as today's are much worse than this | 10/22/2021 2:48 PM |
| 112 | I like getting rid of the dangerous slipways at B. The changes at A I'm less sure about - why get rid of the protected bike path there? It's really nice to have that protection all along the edge of campus. | 10/22/2021 2:36 PM |
| 113 | looks great! | 10/19/2021 11:27 AM |

Q5 Enter Comments Here:

Answered: 84 Skipped: 186

| # | RESPONSES | DATE |
|----|--|---------------------|
| 1 | the Howard Way improvements seem unnecessary. it is simple and straightforward as it is. i would like to see it remain as-is. | 11/2/2021 2:18 PM |
| 2 | where do bikes wait to cross russell heading north? do they wait behind cars or is there enough room to go around and get in front or to keep moving past a line of cars and head east? i like priority transit lane but must come with a transit light. lots of new hang out area must have shade! either shade structures or trees. | 11/2/2021 1:54 PM |
| 3 | What amenities can be included ont eh "street front " plaza to make it inviting for people, an actual gathering place? Is there space for a coffee kiosk and seating area? Also "bike ped mixing" doesn't sound ideal, probably better to have dedicated space for each transportation mode. | 11/1/2021 11:36 PM |
| 4 | I like the plaza a lot. What would happen to the existing olive trees along the path? | 11/1/2021 6:03 PM |
| 5 | I am ambivalent about the ped/bike mixing area plaza. I assume there is some group who see this as adding a lot of value, but the value is not apparent to me at first glance. Would like to learn more. | 11/1/2021 4:58 PM |
| 6 | Street front plaza with mixed ped/bike needs to be really clearly marked. This corner is already ped/bike mixed use and super dangerous for both bikers and peds. Peds walk in bike lanes, bikers speed through on decomposed granite, corner is too tight for the right turn. Improvement on that corner would be great, but please make clear channels for multi-use. People will cut corners if there are not boundaries set. | 11/1/2021 10:22 AM |
| 7 | I like the bike lane. But see no reason to encroach on the existing atheltic fields for a ped/bike mixing area. What problem are you trying to solve there? No one is mixing there. That is a cross roads. | 10/31/2021 8:31 PM |
| 8 | Like it! | 10/31/2021 12:11 PM |
| 9 | Love all the added trees | 10/31/2021 11:04 AM |
| 10 | Giving a special lane to busses makes no sense. Mostly there are only a few people on those buses. | 10/31/2021 10:59 AM |
| 11 | blind spots and inherantly bad student cyclists will cause more accidents. | 10/31/2021 9:55 AM |
| 12 | The dedicated bus lane makes good sense. | 10/31/2021 8:34 AM |
| 13 | I would like to see dedicated bus lanes especially west of Howard. | 10/30/2021 8:47 PM |
| 14 | Again...Why 4 lanes? If you want something to create a place, having 4 lanes of traffic is not how you doit! | 10/30/2021 7:07 PM |
| 15 | What are you actually thinking? | 10/30/2021 3:06 PM |
| 16 | Again, six lanes for cars is too much. | 10/30/2021 1:56 PM |
| 17 | I like the dedicated bus lane and the rain gardens | 10/29/2021 6:04 PM |
| 18 | My only input is to consider state of the art lighting on the intersection for better visibility of bikers and pedestrians AND somehow along that corridor put up signs for bikers to use the bike path and NOT the street | 10/28/2021 4:10 PM |
| 19 | the dedicated bus lane and bus signal timing will be positive - I would consider having the east side mingling area be larger than depicted (if not the equivalent to what's on the west side.) the improved mingling section along the campus side of Howard Way (with some covering nice in all seasons) | 10/28/2021 11:43 AM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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| 20 | Bus lane, YAY! But this intersection is of a different design than the design at B. Design consistency through the corridor would promote safety. I prefer the design here to that of the B street intersection, only if a "no right on red" rule is enacted and enforced. | 10/28/2021 11:08 AM |
| 21 | Also ok. Maybe a dedicated right turn lane into Howard. Also don't make that turn to sharp for buses. | 10/27/2021 9:37 PM |
| 22 | Bike/ped mixing bad idea | 10/27/2021 8:37 PM |
| 23 | Looks good to avoid existing crowding at this corner. | 10/27/2021 5:25 PM |
| 24 | Pedestrian mixing area looks to be wider than it needs to be - will it get used? We're concerned about loss of field space and amount of concrete here. Excellent location for graduation photos. Area does need improvement. | 10/27/2021 9:01 AM |
| 25 | what is the added benefit of the bus lane? it makes it more difficult for the left turn and right turn lanes to check for traffic when there are buses. removing the tree on the right side of howard seems to be the only change that makes sense as it increases visibility of the intersection | 10/26/2021 9:20 PM |
| 26 | B STREET DOES NOT CONNECT TO HOWARD WAY. | 10/26/2021 7:46 PM |
| 27 | I don't think we need a bike lane on the street surface on the south side of Russell. I think the bike pedestrian mixing area needs more definition. | 10/26/2021 5:45 PM |
| 28 | I have no problem with Russell Blvd as it currently exists. I think it is fine. | 10/26/2021 5:01 PM |
| 29 | Please give us a roundbout instead; protected bus lane, fine, extra trees and infrastructure we don't have water for? no thanks | 10/26/2021 4:16 PM |
| 30 | This seems unnecessary at this location. Not a problem area | 10/26/2021 1:27 PM |
| 31 | Proposed plan seems reasonable to me. | 10/26/2021 11:14 AM |
| 32 | Seems like a weird selection to show to represents everything from A to 113, but it looks good. The bike ped "mixing area" is a nice idea from | 10/26/2021 9:47 AM |
| 33 | The so called dedicated bus lane while continuing to prioritize cars is atrocious. If there was any real care of non-car users then you would design this to have a bus only lane on the entirety of Russell Blvd. It also shows that there is not non-recreational cyclists involved in the process because the design of the cycling part is designed to be annoying to cyclists. | 10/26/2021 9:35 AM |
| 34 | How would a "dedicated bus lane" on Howard Way work for cars? Is there really a need for that? I should think that would just cause confusion!! | 10/26/2021 8:30 AM |
| 35 | The design elements will probably be nice and create a pleasing gateway between town and campus. Not sure what the point of a bus lane on Howard serves without a similar facility on Russell. | 10/25/2021 11:43 PM |
| 36 | dedicated bus lane YES | 10/25/2021 11:34 PM |
| 37 | Looks good! | 10/25/2021 11:22 PM |
| 38 | Has I House been removed? | 10/25/2021 10:00 PM |
| 39 | Re: Single NB bus Lane: Won't the signal have to be really long to allow 9 buses to exit in a single Lane? Does the elimination of bus turning right on red result in delays to riders? | 10/25/2021 9:51 PM |
| 40 | Appealing improvements. | 10/25/2021 8:44 PM |
| 41 | nice improvement | 10/25/2021 5:24 PM |
| 42 | I do not use this road. | 10/25/2021 3:59 PM |
| 43 | Like the SW corner proposal for Howard Way and Russell; Also like removing car parking on north side of Russell to accommodate bike lane and landscape | 10/25/2021 2:17 PM |
| 44 | The buses do not need a separate signal phase at Howard Way. It's pedestrians crossing Russell that slows the buses down. The signal at Russell/College Park/Howard Way needs improvement. Sometimes it works well, but at other times, cars and pedestrians are stopped and no one is crossing. If you reach a turn lane less than 5 to 10 seconds before it is your turn, you are skipped and have to wait for another cycle. pedestrian | 10/25/2021 10:33 AM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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| 45 | Would bikes be allowed going through wrong way on Howard? The corner design is confusing for the biker. | 10/25/2021 9:15 AM |
| 46 | I worry about that massive of/bike mixing area in SW corner. Maybe different colors of pavement could be used to suggest where bikes v peds should be | 10/25/2021 12:21 AM |
| 47 | I would like to see a dedicated bike lane, and a separate dedicated pedestrian lane | 10/24/2021 8:40 PM |
| 48 | Whatever | 10/24/2021 8:21 PM |
| 49 | Fixing the ped/bike mixing area would be great. | 10/24/2021 6:20 PM |
| 50 | Put in trees that branches don't break in the as bad as the ones there are now all over Davis | 10/24/2021 4:57 PM |
| 51 | Good plan to build separate line for buses only. Need separated bike lanes not in path of cars or buses. | 10/24/2021 3:16 PM |
| 52 | Again, total car-dominance. People outside of cars need to cross FIVE lanes of traffic to get to the other side of the road. This is absurd. | 10/24/2021 2:23 PM |
| 53 | This looks like you're just making the entrance to UCD look nicer. The bus lane makes total sense--although I can't see how there's room for 3 lanes on Howard. NOT okay to widen Howard to accomplish this--will ruin the cork oaks there. | 10/24/2021 1:52 PM |
| 54 | Given the presence of the off-street path parallel to Russell, the on-street bike lanes are unlikely to be used by many cyclists. Instead, vehicle traffic will use the extra width to travel at higher speeds. The on-street bike lanes should be removed from Russell, the roadway narrowed, and the resulting extra ROW space used to widen the sidewalks and multi-use path. | 10/24/2021 12:32 PM |
| 55 | Make Howard bus and bike only. Why accommodate individual vehicles? | 10/24/2021 12:09 PM |
| 56 | This looks like an improvement for bus transport. | 10/24/2021 11:36 AM |
| 57 | Looks good. I like the shade and the bus lanes. | 10/24/2021 11:07 AM |
| 58 | I ride my bike here often and the large Mixing area for cyclists and pedestrians looks confusing. | 10/24/2021 10:15 AM |
| 59 | A designated bike path should be provided through the plaza or bicycles will move to the road. | 10/24/2021 9:35 AM |
| 60 | Thruway for bikes needs to be marked so pets don't get run over | 10/24/2021 9:10 AM |
| 61 | Is all the parking removed on the north side of Russell? I support that. | 10/24/2021 9:00 AM |
| 62 | Agree with the green scape, is enough water available | 10/24/2021 8:43 AM |
| 63 | This proposed improvement of the intersection of Russell, Howard Way, and College Park is a disaster waiting to happen. Having a center dedicated bus lane with vehicle and bicycle traffic allowed in a lane to the right of the bus lane is unwise, since it will create a blind pinch point between buses turning right from Howard onto Russell and cars and bicycles that may be too close to Russell for the bus to make the right turn. The current situation is safer, where the buses can take the center of both lanes when turning right, preventing cars from going into the right lane when a bus is turning right. | 10/24/2021 7:47 AM |
| 64 | As long as proper use of the bus lane is enforced, it seems good. My only concern is the left turn lane and interactions with buses, especially in cases where buses and other vehicles are making left turns. A bus turning left may encroach into the vehicle lane if the driver of the vehicle doesn't know to leave extra room for the rear of the bus. | 10/23/2021 10:12 PM |
| 65 | I really like the improve space (this is a hard place to navigate with pedestrians and cyclists) and I loooove the separate bus lane!! | 10/23/2021 7:23 PM |
| 66 | Yes to bus priority and signals that accommodate busses. It's not reasonable for a bus full of people to wait in traffic dominated by SOVs. | 10/23/2021 4:43 PM |
| 67 | Retain existing mature street trees! | 10/23/2021 1:37 PM |
| 68 | What about the WB busses turning left on Howard? They're always backing up traffic behind them during rush hours. Especially since they are in the right lane and then need to suddenly get over to turn on to Howard. | 10/23/2021 12:27 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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| 69 | The street front plaza and ped/bike mixing area not necessary here. There is very little ped traffic now and in future (no new housing possible in vicinity). I'm afraid this plaza mixing area is only for Chancellor's vanity / view. Save \$ for other portions of corridor | 10/23/2021 11:55 AM |
| 70 | This seems much more dangerous for bikes, since buses entering will have to get closer to bikes, since they won't go through the red line entering in the bus stop | 10/23/2021 8:26 AM |
| 71 | It might be a bummer to lose so much grass to the street-front plaza (there's no reason for anyone to hang out there, unless you put in some benches or something for people to sit and watch people playing sports on the grass) | 10/22/2021 11:14 PM |
| 72 | Concerned that having dedicated bus lane which can turn in either direction will be confusing for cars and bikes. Can bikes enter the road from the west for the entire "mixing area?" This would put bikes entering the road quite a bit south of the intersection where cars wouldn't expect bikes to enter road | 10/22/2021 11:11 PM |
| 73 | Somehow, the notion of having essentially three northbound lanes and only one southbound lane on Howard Way. Doesn't seem like a very wise thing to do, but I can't fully figure out WHY I think it is unwise! ♀ | 10/22/2021 10:21 PM |
| 74 | Dedicated bus lane is excellent. Not sure I understand the concept of the bike/ped mixing area. Will there be seating? Right now it looks quite barren. | 10/22/2021 6:48 PM |
| 75 | Like the dedicated bus lane. | 10/22/2021 6:13 PM |
| 76 | More native trees and pollinator gardens! | 10/22/2021 6:08 PM |
| 77 | I'm neutral on the proposal, but safety demands bicycle-only signals at this intersection. It's confusing to combine pedestrian and vehicular signals with those controlling cyclists. (A particular hazard is eastbound vehicles turning south and causing a hazard for cyclists.) | 10/22/2021 6:04 PM |
| 78 | Like the multi modal approach. Looks more inviting | 10/22/2021 5:47 PM |
| 79 | More physical separation from vehicle traffic should be incorporated alongside street bike lanes. Rush hour transit, at minimum, should be incorporated leaving campus to link the dedicated lane to the rest of the city. | 10/22/2021 5:28 PM |
| 80 | Will UCD cover the costs, or at a bare minimum share the cost with Davis? | 10/22/2021 5:22 PM |
| 81 | While the NB dedicated bus lane on Howard would be a definite improvement, once again you are tightening corner radii, making things much harder for right-turning busses. You need to make it easier for busses turning EB Russell to SB Howard, not harder! | 10/22/2021 4:33 PM |
| 82 | I'm concerned about the bike/ped mixing area with bikes that potentially want to reach downtown efficiently. | 10/22/2021 3:46 PM |
| 83 | Not sure a right turn in the bus lane is such a great idea with the option for the car lane to also go forward. Also realizing how much trading is stopped by buses along Russell. Bus stop pull outs would be more desirable than green space where applicable. | 10/22/2021 3:46 PM |
| 84 | I'm confused about the bike/ped mixing - will we still have the protected bike path? I hope so. | 10/22/2021 2:38 PM |

Q6 Enter Comments Here:

Answered: 70 Skipped: 200

| # | RESPONSES | DATE |
|----|--|---------------------|
| 1 | the Oak Ave & California Ave upgrades also seem unnecessary. it's fine as-is. | 11/2/2021 2:19 PM |
| 2 | good that parking has been removed from russell. oak intersection seems good. biggest issues right now are the terrible transitions from street to bike path with crazy uneven pavement and extreme elevation change. | 11/2/2021 1:57 PM |
| 3 | I hope that there are also plans to improve the traffic flow in the Russell Area between California and Oak. One major problem is that motorists exiting California must turn right on Russell and then make a U-turn at Oak if they want to travel east on Russell to Hwy 113. That intersection on Oak has no protected left turn, so cars stack up in the left turn lane. Possible solutions to this problem would be to change the intersection at California to allow a left turn on to Russell or create a protected left turn from Russell at Oak to allow people to safely make U-turns. | 11/1/2021 6:10 PM |
| 4 | I don't think a bus stop there will be a good idea. | 11/1/2021 10:34 AM |
| 5 | Oak is one of the best places to cross Russel, and used it for years. There needs to be a better way for bikers to make a left from Oak onto the bike path heading towards Howard. The corners onto the bike path are very sharp, and the curb cut super steep. Some directional paint for bikers to know whether to make the left on the street in lane of traffic or to stay in bike lane and try to make the sharp turn via the bike path would be helpful. California intersection really tricky in cars when pedestrians are hitting the light every other minute coming from both directions. It's hard to tell where the pedestrian is, whether they've already crossed or in center divide. This should be a ped overpass. | 11/1/2021 10:27 AM |
| 6 | enhanced median and refuge and bus stop are good. But why is the bike path curved? Its perfectly functional today. Unless it serves some greater purpose or solve a problem why make people drive further? | 10/31/2021 8:33 PM |
| 7 | Looks nice! | 10/31/2021 12:11 PM |
| 8 | What is an Enhanced Transit Stop? Can't we say bus stop. | 10/31/2021 11:01 AM |
| 9 | with path and plantings obscuring driver virws of those on paths you will have more accidents. | 10/31/2021 9:56 AM |
| 10 | the "enhanced transit stop" seems to interfere with the bike lane. | 10/30/2021 8:48 PM |
| 11 | Does "enhanced transit stop" mean there's space for bus to pull out of traffic lane for loading/unloading? That would be ideal. | 10/30/2021 8:25 PM |
| 12 | Too many lanes! | 10/30/2021 7:07 PM |
| 13 | This will make this intersection worse than it is. | 10/30/2021 3:07 PM |
| 14 | The enhanced median and refuge area at California is a great idea. It's intimidating to cross Russell there as bike/ped | 10/30/2021 2:51 PM |
| 15 | I like the enhanced median. | 10/30/2021 1:56 PM |
| 16 | The median refuge is nice, and I like that the bus stop is being improved. I still would prefer fewer lanes of car traffic. | 10/29/2021 6:11 PM |
| 17 | Find another place besides Arthur so that do the bus stop enhancement and not block traffic | 10/28/2021 6:48 PM |
| 18 | Currently it's a bottleneck during morning rush hour to turn left onto Oak from Russell, usually the light allows only one, max. two cars to turn left. Will there be a left turning light? Cars often back up onto the left lane of Russell and block traffic, and risky lane changes | 10/28/2021 4:23 PM |
| 19 | I would eliminate the ability to turn left from Russell onto California Ave (as you can't turn left from California onto Russell) - the additional crossing areas make sense - is the speed limit | 10/28/2021 11:47 AM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

going to be reduced - there can be a lot of bike and pedestrian traffic going along there so it would be good to keep cars going somewhat more slowly along there.

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| 20 | Pretty nice, but the right-hook collision risk for EB bicycles is large. Consider a right-turn only lane on EB Russel to California, allowing queue length that cars could yield to though bicycles/pedestrians on the MUP. EB bicyclists riding on Russell could merge to the left of turning cars, protecting them from right-hook collision. | 10/28/2021 11:14 AM |
| 21 | This design doesn't account for bike traffic turn N/S on California. I my experience that's always been a tricky interchange on a bike. | 10/27/2021 9:42 PM |
| 22 | How can inbound on Anderson access campus more readily. This adds extra stoplight for bike not good | 10/27/2021 8:38 PM |
| 23 | Will the plantings between the bike path and pedestrian path survive? | 10/27/2021 9:16 AM |
| 24 | dedicated turn signals would make this intersection safer. the changes shown seems to be mostly aesthetics and not functional | 10/26/2021 9:21 PM |
| 25 | SAME COMMENT AS BEFORE. | 10/26/2021 7:47 PM |
| 26 | Will there be shade over the rounded alcove area south of oak?I like the different colored pavements for pedestrians and cyclists on the SW corner. I like that the big kink on the bike road has been straightened a bit. | 10/26/2021 5:48 PM |
| 27 | I have no problem with Russell Blvd as it currently exists. I think it is fine. | 10/26/2021 5:01 PM |
| 28 | THis is mostly ok assuming no streetlights, just roundabouts at intersections | 10/26/2021 4:18 PM |
| 29 | Improving bike crossing at the intersection of Russell and Oak would be great. The transit stop seems to interfere with the bike lane on Russell going eastbound. | 10/26/2021 3:16 PM |
| 30 | Need to find ways to mitigate the speeding vehicles so bikes and pedestrians can cross safely | 10/26/2021 1:29 PM |
| 31 | Proposed plan seems reasonable to me. | 10/26/2021 11:14 AM |
| 32 | Basically this is just 1980s road design. A true "enhanced" transit stop would be one that facilitates bus travel along Russell. But all I see is pro-car design aimed at minimizing annoying non-car users. This is not climate friendly and I'm disturbed that this is being shown as a possible design. | 10/26/2021 9:37 AM |
| 33 | General comment - larger bike/led path is a great feature along with good landscaping separation from vehicle lanes. Encouraging people to walk between downtown and areas west should be a primary goal of this corridor | 10/26/2021 9:07 AM |
| 34 | Adding a bus bay between California and Oak could be useful and safer than having the bus stop on the street. Hate to lose some Olive Trees, but creative design ideas around an improved bus stop seem worthwhile. The only issue to me is the YoloTrans buses and UCD buses don't share the same stop. If the UCD buses were to also stop there, the bus stop should be long enough to accommodate at least two buses. | 10/25/2021 11:49 PM |
| 35 | how does this address the u-turn problem from: turn right from CA to EB Russell--> desire to travel WB Russell --> u-turn at Oak, one car per light cycle | 10/25/2021 11:36 PM |
| 36 | Looks like you want to add some bushes? Sounds good to me | 10/25/2021 11:23 PM |
| 37 | Where is continuous bike path? | 10/25/2021 10:02 PM |
| 38 | Like proposed SW corner of California/Russell which allows cycling and pedestrian crossing more direct. Also approve of widening ped/cycling island at flashing yellow crossing. | 10/25/2021 2:22 PM |
| 39 | I've never liked the crossing on the south west corner set back so far to the south. I do like the different colored pavements to suggest bike and ped areas. I like the addition of a dedicated side walk for pedestrians | 10/25/2021 12:25 AM |
| 40 | Fix dip along the side of ca ave when turning left onto bike path along russell | 10/24/2021 11:01 PM |
| 41 | Okay | 10/24/2021 4:57 PM |
| 42 | Transit stop would only work if not blocking traffic. | 10/24/2021 3:29 PM |
| 43 | Will greenbelt along roadway allow room for separated bike lane? | 10/24/2021 3:17 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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| 44 | Entire "design" is dominated by motor-vehicle convenience. Priority is to be placed on "human" not car. | 10/24/2021 2:24 PM |
| 45 | Bus stop in this trafficked, narrow area seems like a bad idea. Surprised there's not more effort to solve the problem of cars exiting California and having to make a U-turn at Oak to go west. | 10/24/2021 1:54 PM |
| 46 | Eliminate on-street bike lanes on Russell in lieu of wider multi-use path/sidewalks. Traffic on Oak turning onto Russell could have just one lane rather than two, since they will have a dedicated light cycle. That allows the intersection to be narrowed to shorten the crossing distance. Add protected lanes or off-street multi-use path to California down to Tennis Court Lane. | 10/24/2021 12:38 PM |
| 47 | I'm annoyed at the use of insider acronyms. RRFB? Why is Russell so huge? | 10/24/2021 12:12 PM |
| 48 | I don't understand how the enhanced transit stop is enhanced. | 10/24/2021 11:38 AM |
| 49 | OK. | 10/24/2021 11:08 AM |
| 50 | This looks like the bicyclist's flow is logical and away from the street. I like it. Similar to what is in use now. | 10/24/2021 10:17 AM |
| 51 | None | 10/24/2021 9:36 AM |
| 52 | Love the boulevard concept with dedicated bike lanes and bus pull outs | 10/24/2021 8:45 AM |
| 53 | the improve pedestrian and cyclist navigation is really great. However this is a dangerous intersection for cyclist with cars turning in from russel (especailly those cars headed west turning left) maybe yield signage or flashing lights need to be incorporated for those crossing california Ave (i've almost been hit here multiple times) | 10/23/2021 7:25 PM |
| 54 | I've always thought the bike way crossing California is suboptimal. East bound and West bound traffic are not expecting a bicycle crossing California 40-50 ft from Russell. In addition, the bike crossing "ramps" are terrible bumps. | 10/23/2021 4:45 PM |
| 55 | The better bus stop is nice but what about people on California who need to turn left on Russell? Right now they clog up the Oak turning lane waiting to U-turn. | 10/23/2021 12:28 PM |
| 56 | no comments | 10/23/2021 11:56 AM |
| 57 | Looks good | 10/22/2021 11:14 PM |
| 58 | Taking a left from East- bound Russell to Oak in the afternoon is very difficult. How does design make that easier? | 10/22/2021 11:13 PM |
| 59 | I like the "enhanced transit stop" on the south side of Russell, but why isn't there a transit stop on the NORTH side of Russell? | 10/22/2021 10:24 PM |
| 60 | U turns on Russell at Oak avenue are dangerous and should not be allowed. | 10/22/2021 10:15 PM |
| 61 | I like the concept of the refuge areas, so that pedestrians/bicyclists can go halfway across the street and stop safely to wait for traffic to subside on the other half of the street. | 10/22/2021 6:50 PM |
| 62 | another great opportunity to add pollinator pathways! See https://www.pollinator-pathway.org/about | 10/22/2021 6:16 PM |
| 63 | Bus stop is nice. | 10/22/2021 6:14 PM |
| 64 | This intersection requires more cycle-friendly signal requests (compare the buttons and magnetic strips here with those at Oak and 8th.) Also U turns should be prohibited at this intersection. | 10/22/2021 6:07 PM |
| 65 | Looks more inviting | 10/22/2021 5:48 PM |
| 66 | Transit only lanes should be incorporated leading to the campus bus terminal. | 10/22/2021 5:29 PM |
| 67 | As a motorist, it's frustrating to not be able to turn left from California to Russell. This results in u-turns at Oak, which potentially can cause traffic back-ups. | 10/22/2021 3:48 PM |
| 68 | Dislike that the enchanted transit stop blocks the bike lane. Doubling down on the pull outs note from before. | 10/22/2021 3:48 PM |
| 69 | you should eliminate the Calif crossing and have peds use Oak. | 10/22/2021 2:59 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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| 70 | It looks like the bike path will be stronger than it currently is on the north side of Russell - that would be great since a lot of people come down Oak to get to campus and that light takes forever so it would be nice to be able to just turn right onto Russell and use the crossing instead.. | 10/22/2021 2:42 PM |
|----|--|--------------------|

Q7 Enter Comments Here:

Answered: 99 Skipped: 171

| # | RESPONSES | DATE |
|----|---|---------------------|
| 1 | For vehicles, east bound Russell to south bound La Rue will be a pinch point. | 11/3/2021 9:49 AM |
| 2 | these Anderson Rd & LaRue Rd improvements seem unnecessary. they won't significantly improve that intersection in any way. it's purely decorative. | 11/2/2021 2:21 PM |
| 3 | the new bike/ped roundabout proposed needs tweaking. The bikers headed north from the tunnel are going up hill and its steep. They are already going slow. make that easier to go around the roundabout...not the hardest. The main path of travel is not to la rue/russell from that round about but it looks totally designed around that user. La Rue/Russell intersection: there is so much need for bike queuing at every corner. the animation does not show the level of bikers that already use this intersection. I'm confused where they all go waiting to cross. Add more bike boxes? they can't all wait single file in the bike lane. that will not work or at least i don't see students doing that. can the northern pedestrian waiting areas be any more enhanced? Can you add more width to the bike lane coming south on Anderson similar to the northbound bike lane design? We cant' squeeze all those bikers into a standard tiny bike lane thats half a gutter. Give them lots of room to feel comfortable or they will all end up in the cross walk. | 11/2/2021 2:09 PM |
| 4 | I am concerned that the animation shows a street dominated by automobile traffic. The vision should be for a corridor where active transportation is the primary mode of transport, others are secondary. | 11/1/2021 11:39 PM |
| 5 | I feel like my first comment really captures everything the rest of the concepts show. Everything is just brilliant. | 11/1/2021 11:16 PM |
| 6 | 1.) If the protected intersection is to protect bikes, that is awesome. Please add as much of that throughout the city as you can. 2) I like the idea of vegetated (e.g., rain garden) spaces with seating. Please add as much of that around the city as possible too. | 11/1/2021 5:00 PM |
| 7 | I like the protected intersections for bikes. | 11/1/2021 10:35 AM |
| 8 | The intersection of LaRue/Anderson portion of this looks like a TERRIBLE plan. Even in the animation, the car turning right from Russell onto Anderson almost takes out a biker. I anticipate a lot of car vs. bike accidents for corners like this. How are bikers supposed to make left from Anderson heading south to campus? They will not use the bike lane and go onto campus via southbound bike paths unless there are police there issuing tickets at all times, or curbs that prevent bikes from moving into lanes of traffic. The bike path along Russell, eastbound that skirts Segundo/Primero is a great route, and should be kept. | 11/1/2021 10:34 AM |
| 9 | I hate protected intersections (hazards to everything and everyone on two feet or wheels). I hate more lanes of stopped traffic. The round abouts are neither better nor necessary - not reflecting the actual traffic flow patterns of the area. And who is going to sit in this rain garden at the busiest intersection in town? There are many terrible choices in this section proposal. | 10/31/2021 8:38 PM |
| 10 | Much safer! | 10/31/2021 12:12 PM |
| 11 | Now you have "protected intersection". But you took them away at 5th & B St. | 10/31/2021 11:03 AM |
| 12 | looking at all this, having been a student cyclist and a parent of hs students - i now see why some neighbors advocate a wall around campus likr mills college. | 10/31/2021 9:59 AM |
| 13 | the lose of the left turn bike lane creates the need for bikes to wait for 2 light cycles or integrate with traffic. bikes should be better prioritized. | 10/30/2021 8:51 PM |
| 14 | The "protected intersection" barriers look like they would be a hazard to both bicycle and automobile traffic. | 10/30/2021 8:29 PM |
| 15 | Glad you dropped the protected right turn. Again, too many lanes! Why do you need 2 left turn lanes onto campus? | 10/30/2021 7:09 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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|----|---|---------------------|
| 16 | This is the dumbest plan I've seen in decades. | 10/30/2021 3:08 PM |
| 17 | If the roundabouts can be positioned in such a way as to make it feel less out of the way to go around in the correct direction, that would make it safer. The one in the upper left of this drawing is one that I'm often tempted to cut around on the north side when traveling east in off-hours, which obviously is less safe than traveling counter-clockwise as designed. | 10/30/2021 2:53 PM |
| 18 | It looks safer than existing intersection but do we need so many lanes of car traffic? | 10/30/2021 1:59 PM |
| 19 | Hoping rain garden means improving flooding problems there. | 10/30/2021 12:53 PM |
| 20 | The protected right turn lane is very important. The separated pedestrian path is also a great benefit. One fewer car lane for pedestrians to cross is another safety benefit that I like. | 10/29/2021 6:17 PM |
| 21 | I don't understand how bikers should cross from Anderson southbound onto Russell east bound, for example. And I am worried about biker pedestrian collisions when bikers have the go sign as well as pedestrians and bikers want to turn right, while pedestrians cross. When does the bike path as part of Russell start? I didn't see it in the previous animation. And WHY on the street? | 10/28/2021 4:24 PM |
| 22 | With there only being one east bound lane onto Russell east of Anderson/La Rue could that cause traffic to back up on La Rue and will the line of cars end up blocking that part of the intersection? will there be an issue do you want to mark in green sections of the street crossing so it helps visually separate pedestrians from cyclists about where to walk/ride? I think for automobiles their designated lane markings around the corners may need to be more clearly delineated - with the turn lights allow the pedestrians, bikes to cross a few seconds before the cars can go. Should those pedestrian waiting zones have some kind of covering and benches at some spots (at least on the campus side) | 10/28/2021 12:05 PM |
| 23 | The off road bicycle and pedestrian facilities are exceptional, but the treatments in the roadway give preference to drivers. Consider making the intersection not make the bicyclists travel out of their path for through travel. Design consistency leap-frog does not build a cohesive experience. | 10/28/2021 11:19 AM |
| 24 | I drive and bike through this interchange frequently. I think dropping the bike left turning lane is a big mistake. It carries a lot of bike traffic - like 100 times as much as in the animation. Without that lane turning from Anderson to Russell will be impossible in a car, there'll always be a bike crossing in front of you. How does this concept mesh with the Anderson road proposal? It doesn't seem to... I've never seen anyone go from south to east on a bike... or west to south for that matter. Also the Russell to Anderson left turn lane is so short that it frequently cannot be accessed in high traffic, making it worse than useless. Making that left turn easier would also ease the Russell Sycamore left turn which frequently backs up. The circle south of the softball field will be tough because of the grade changes. | 10/27/2021 9:59 PM |
| 25 | Need better bike access no mix | 10/27/2021 8:39 PM |
| 26 | Seems much better for bikers which is my main concern at this intersection - it is scary to bike through! | 10/27/2021 5:12 PM |
| 27 | Reducing lanes will only back up traffic more which results in more smog and unsafe driving | 10/27/2021 12:25 PM |
| 28 | Not sure 1 lane will be enough for turning north onto Anderson | 10/27/2021 12:17 PM |
| 29 | I really like the plans for this intersection- it's always seemed a little dicey for bicycles and I think the protected intersection components will be an improvement. | 10/27/2021 11:54 AM |
| 30 | Consider pedestrian and bike only crossing times. Also consider diagonal crossings during peak hours for pedestrians and bikes. Traffic flow illustration is likely to underestimate traffic with University Mall expansion plans. Flow simulation also shows bikes and pedestrians are not really protected with tiny concrete islands. Currently these areas back up with students at peak times. | 10/27/2021 9:16 AM |
| 31 | dedicated bike paths separate from the road make more sense than the half-hearted attempt shown here. | 10/26/2021 9:23 PM |
| 32 | Pedestrians are likely not going to walk the long way around the westernmost roundabout. I'd like different colored pavements in the bike/ped mixing area. I don't think we need a dedicated bike lane on the south side of Russell on the surface street level. I like that the bike/ped | 10/26/2021 5:55 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

roundabouts have been improved- they have not worked well in the past. I wonder if there is a way to still have slip lanes on the South side of Russell. I think these help with traffic flow.

| | | |
|----|---|---------------------|
| 33 | I have no problem with Russell Blvd as it currently exists. I think it is fine. | 10/26/2021 5:01 PM |
| 34 | Prime example of an intersection that would be much better served by a roundabout; would lower traffic speed making it safer for bikes and still have higher traffic throughput than a traffic light intersection | 10/26/2021 4:19 PM |
| 35 | Improved bike lanes are greatly needed at the Russell/Anderson intersection! The bike turn boxes are a bit confusing, I don't know if I've seen these elsewhere in Davis. | 10/26/2021 3:18 PM |
| 36 | See prior comments safety | 10/26/2021 1:30 PM |
| 37 | Projected traffic levels are unrealistically low. | 10/26/2021 11:17 AM |
| 38 | This is the worst of the bunch. It's not "reimagining" anything but making an assumption that Davis and the world will double down on more cars in an era where we understand the grave damage these designs have done to our world. It centers deadly cars at the heart of our community. | 10/26/2021 10:00 AM |
| 39 | Sensible improvements. But it seems to me - and visible in the animation even - there is still a lot of collision risk between bikes, peds, and cars here, especially with every right turn. This is one of the few intersections in Davis that could really be treated as a true urban intersection with heavy use by all modes, including pedestrians. What about no right on red for cars? Or perhaps even a bike/ped all-way scramble intersection? | 10/26/2021 9:52 AM |
| 40 | Agree with removing free right turn lanes. These are potentially dangerous | 10/26/2021 9:09 AM |
| 41 | Clearly the La Rue NB to Russell WB free right turn is a big safety issue. However, the solution proposed will be highly problematic traffic-wise. UCD needs to find a way to circulate auto traffic from Campus directly on to I-80 and SR 113 without having to use Russell and B Streets. The alternative is for residents and students to see severely lengthened periods of congestion and travel times through town. | 10/25/2021 11:53 PM |
| 42 | I really like the improved bike/pedestrian infrastructure here. That path can get a little intense/scary sometimes | 10/25/2021 11:26 PM |
| 43 | Three lanes south, one north on Anderson Road??? | 10/25/2021 10:04 PM |
| 44 | This design It's not well suited to one of the primary movements -- southbound cyclists wanting to turn left into the campus. (None are shown in the animation). With this design, it appears that they have to wait for 2 signal cycles, first to cross Russell, then wait again to cross LaRue. That doesn't seem consistent with the goal to design for humans. | 10/25/2021 9:57 PM |
| 45 | Who is paying for all of this??? | 10/25/2021 6:24 PM |
| 46 | The bike intersections don't seem to address bikes turning left. Are you assuming bikes will cross two legs rather than going into the left turn lane with cars? | 10/25/2021 6:02 PM |
| 47 | Like the elimination of free right turn for auto on SE corner. Also approve of separating cycle from pedestrian coming to and from campus. Roundabouts if designed well could reduce collisions. | 10/25/2021 2:28 PM |
| 48 | Perhaps more expensive landscaping features than necessary. Who's paying? UC or City? | 10/25/2021 9:51 AM |
| 49 | I like the pedestrian and bike roads are kept different. I'm hoping at the stop lights, there would be no turn on Red lights for the bikes and pedestrians to be able to cross | 10/25/2021 9:42 AM |
| 50 | What is the bikers want to make a left hand turn onto campus? | 10/25/2021 9:22 AM |
| 51 | I worry about the loss of the slip lanes for cars. The bike ped portions look much better throughout. Much smoother. Could there be shade on the north corners of the Russell/Anderson intersection? | 10/25/2021 12:30 AM |
| 52 | Do something to prevent cars from blocking the bike path. They often turn from Russell onto larue when the traffic is backed up (especially around 9am). | 10/24/2021 11:04 PM |
| 53 | This is a terrible intersection for bikes, especially those coming on to campus from Anderson! | 10/24/2021 9:56 PM |
| 54 | as someone who drives, bikes, and walks this route all the time this looks like an accident | 10/24/2021 8:42 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

waiting to happen

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|----|---|---------------------|
| 55 | Extend the left turn lane from Russell onto north bound Anderson. It's just dirt now. Don't turn it into a garden. We need road here. Extend the left turn lane. Is the money to pay for this coming from tax dollars? If so FIX the roads before anything else. | 10/24/2021 8:28 PM |
| 56 | Please DO NOT remove the "slip" lanes! They are extremely useful in funneling traffic to the side streets and reducing wait times. | 10/24/2021 5:22 PM |
| 57 | Looks the same as we have now. Just spending money to make it look nicer? | 10/24/2021 4:59 PM |
| 58 | Worried about bicycles using crosswalks, especially here. | 10/24/2021 3:32 PM |
| 59 | Install traffic light that stops all traffic when pedestrians & bike riders are crossing intersection. | 10/24/2021 3:19 PM |
| 60 | I like the separated bike and pedestrian area | 10/24/2021 2:56 PM |
| 61 | What has become of the "Human-centered" vision? There isn't a thing about this intersection operation that is "human-centered." It is car-centered, with humans sprinkled about the edges. | 10/24/2021 2:26 PM |
| 62 | Cars turning around new bumpers look hella awkward. Visions of Mace Mess or unhelpful changes to the intersection at Lake and Arlington... Converting the northbound LaRue car lane to a bike lane will back up traffic on LaRue. | 10/24/2021 1:59 PM |
| 63 | will be very hard to make right turn off of russell onto LaRue with large vehicles | 10/24/2021 1:24 PM |
| 64 | Again, eliminate the on-street bike lanes on Russell, narrow the roadway, and widen the sidewalks/multi-use paths. I am skeptical that two left turn lanes for traffic turning from westbound Russell to Southbound La Rue are justified. Could one be eliminated, or better used as a bus lane (either for left turning buses or as a queue jump for buses proceeding westbound)? Anderson southbound bike lane should be protected near the intersection, to provide continuity with the protected bike intersection bulb out. Like on Russell, unprotected bike lanes on La Rue are underused given the parallel off-street path, and should be eliminated to narrow the roadway. | 10/24/2021 12:54 PM |
| 65 | What happens to people bicycling south on Anderson getting to campus? The current lane is too narrow for the number of people bicycling, yet the proposed assigns three (3!) lanes to people in vehicles. How is that human focused. And importantly, this deletion NEEDS to be called out. (This process is flawed!) | 10/24/2021 12:16 PM |
| 66 | Seems like some good improvements for separating bike and pedestrian space in such a busy area with large numbers of both. I think there could be risk for bikers /pedestrians with cars turning right ; maybe increased signage could help | 10/24/2021 11:42 AM |
| 67 | The more pedestrians are protected, the better. | 10/24/2021 11:09 AM |
| 68 | The right turn from Russell to LaRue is going to be hell. I see an improvement from the cyclist perspective here because you do not have to do that small jog, but a car will have a very hard time turning right. Even though I cycle this route more than drive, I think the current slip lane should stay. The rest seems fine. | 10/24/2021 10:25 AM |
| 69 | Bicycle traffic should go straight across the intersection. Bicycle traffic is not pedestrian traffic. | 10/24/2021 9:38 AM |
| 70 | A great number of bikes enter campus by making a left traveling s down Anderson. This seems cumbersome for that bike traffic. Prefer bike pathway through ped areas to be clearly marked. Don't like mixing | 10/24/2021 9:14 AM |
| 71 | How many total phases for the signal? Right now there are four - does it double? Increase by 50%? How much longer for a whole cycle? | 10/24/2021 9:07 AM |
| 72 | It's currently a scary intersection. This gives plenty of area for bikes and peds to wait | 10/24/2021 8:46 AM |
| 73 | The proposed "improvements" to the Russel - LaRue - Anderson intersection are poor at best. They significantly impede vehicular traffic flow, and with the cement barriers in the middle of the turning areas (the "protected" intersection concept), many more vehicular collisions with those unnecessary barriers will occur, significantly increasing damage to vehicles (especially those turning right that will have difficulty seeing the cement barriers sticking up). The planners should provide data that shows this intersection has a significant number of vehicle vs bicycle or pedestrian accidents before such modifications should even be considered. Adding simple | 10/24/2021 8:00 AM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

stop signs on the current "yield" right turn paths for vehicles would most likely prevent any such accidents from occurring.

| | | |
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| 74 | This is a good intersection design, but I worry for the unfamiliarity of many drivers with this sort of intersection. Because the bikes take a semi-protected pathway before crossing, drivers may become unaware as they begin their right turns. I recommend additional markings/signage, and disallowing right turns on red (as drivers will be looking the wrong direction when turning on red to check for bikes). | 10/23/2021 10:16 PM |
| 75 | I don't think the seating is needed / a good use of resources. But otherwise its a good improvement | 10/23/2021 7:26 PM |
| 76 | UG, so crappy for cyclists. Have you ever seen the throngs of cyclists making a left from south bound Anderson into the campus? Why make cyclists fake a right turn from north bound LaRue to north bound Anderson? It's a huge intersection that will encourage red light running and high speeds to "make" the light. Why the pretty pictures of landscaping? without maintenance and WATER, it'll look crappy, like it does around Oak and California. | 10/23/2021 4:53 PM |
| 77 | This doesn't seem to allow bikes to turn left SB from Anderson into campus near the Segundo area. There's a lot of diagonal bike traffic at this intersection to/from the SE corner of campus and Anderson that I don't think is being taken into consideration. | 10/23/2021 2:44 PM |
| 78 | Russell & LaRue is hazardous now, badly in need of redesign. Hope your ideas work! | 10/23/2021 1:41 PM |
| 79 | The improvements need to be extended farther south to enhance the merging section for people who need to turn left or go straight. This intersection is so busy that people waiting to turn left block people who need to go straight. Again, the predicted traffic for 2030 is BS because it's already waaaaay busier than that. Who did you hire for this? Did they just play SimCity and record it? | 10/23/2021 12:30 PM |
| 80 | DO NOT put island obstacles within the intersection. These are bike and vehicle accidents waiting to happen. What happened to bike left-turn lane from Anderson to Russell / campus path? This is extremely popular route for bikes... | 10/23/2021 11:59 AM |
| 81 | Hurray no more slip lanes! | 10/23/2021 6:19 AM |
| 82 | Concerned with the bike movement at intersections - think bikes will take shortest path and wind up in the vehicle lane. Concerned with traffic impacts due to removal of right turn pockets. | 10/22/2021 11:17 PM |
| 83 | Looks great | 10/22/2021 11:15 PM |
| 84 | Seems like it would be better to keep two lanes heading North on Anderson to avoid back ups from all the other lanes funneling into that lane. | 10/22/2021 11:13 PM |
| 85 | I am concerned that there appears to be only one lane NB on Anderson instead of the current 2 lanes. | 10/22/2021 9:22 PM |
| 86 | In the concept, it looks like the cars have to swing wide and go far out into the intersection when turning right. It looks like it would be hard to see pedestrians and cars could end up stuck in there (assuming they end up seeing the bikes/people crossing the street). The simulation shows a car having to do this where it only sees/stops for the pedestrians as it sits out in the middle of the intersection while turning right. | 10/22/2021 7:57 PM |
| 87 | Define "new" vs "improved" | 10/22/2021 6:55 PM |
| 88 | Because this is such a major intersection for bikes, I would advise setting up bike only lights as in the intersection of Russell and Sycamore. I think the improvements are very good, but you still have the problem of the right hook, where a bike goes straight while a car turns right. | 10/22/2021 6:54 PM |
| 89 | love the rain garden. Now add pollinator pathways. | 10/22/2021 6:17 PM |
| 90 | Would like to see a pedestrian/ bike overpass at this intersection, crossing over Russell. | 10/22/2021 6:16 PM |
| 91 | Like the landscaping and multi modal and protected intersection effects | 10/22/2021 5:49 PM |
| 92 | Much more bicycle space is needed as this is a major bike artery into and out of campus. | 10/22/2021 5:32 PM |
| 93 | Once again, unrealistic animation with no trailers, trucks, busses, all of which use this intersection, same issues with overly tight right-turning radii for large vehicles which use this | 10/22/2021 4:38 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

corridor (it is a truck route!). Amazing how this animation completely ignores the massive number of cyclists who travel SB Anderson to the SE corner of the intersection.

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| 94 | I like the protected bike turns | 10/22/2021 4:16 PM |
| 95 | Separate ped and bike paths: yes please. I like the redesigned roundabout on Russell just west of the softball diamond. What will happen to the Unitrans stop on northbound Anderson just north of Russell? | 10/22/2021 3:52 PM |
| 96 | Sure. | 10/22/2021 3:51 PM |
| 97 | What if bikes traveling north on La Rue want to turn left onto Russell? Do they have to go all the way around? Or, travel on the south side bike path? | 10/22/2021 3:09 PM |
| 98 | Again, this is much lighter than today's peak traffic. | 10/22/2021 3:00 PM |
| 99 | I like the more-sane southwest corner for bikes and pedestrians. I'm worried about the bikes turning left onto campus after coming south down Anderson. They're losing the protection? | 10/22/2021 2:45 PM |

Q8 Enter Comments Here:

Answered: 74 Skipped: 196

| # | RESPONSES | DATE |
|----|--|---------------------|
| 1 | The orchard park off ramp from Russell is currently congested as bike need to cross the Orchard Park road, through standing traffic. With the construction building housing there the congestion will increase. A suitable bike - car interface is necessary, and MORE protected turning lanes for cars are essential in allowing cars to turn from the north side of Russell into Orchard Park. | 11/3/2021 8:35 AM |
| 2 | Sycamore Lane & Orchard Park upgrades seem unnecessary. the biggest problem with that area is the Sycamore x Russell intersection, and how there is little direction for bikes. Bikes tend to criss-cross each other resulting in constantly collisions and near misses. Some simple paint directing bikes would go a long way. Improved traffic signals for cars turning from Sycamore east onto Russell would be good. | 11/2/2021 2:23 PM |
| 3 | Orchard/Russell cross walk is needed but also some sort of light or beacon. Cars are going very fast in that section. Bus stop enhancements - are the buses stopping in the bike lane? that is hard to tell. Intersection- it would be good to have some sort of two way cycle track or way from the student housing on the northwest to the bike light. That would be amazing. Right now people just use the sidewalk to bike to the intersection | 11/2/2021 2:16 PM |
| 4 | I'm fine with losing street parking here. | 11/1/2021 9:57 PM |
| 5 | Traffic heading south on Sycamore and turning on to Russell is problematic because of the placement of the bike lane in between the right and left car lanes. Cars and bikes have to cross each other as they approach Russell in order to end up in their desired turn lanes. This should be improved. | 11/1/2021 6:15 PM |
| 6 | The bikes coming down the north side bike path that want to get onto campus need clear directionals so that they don't cross through the intersection diagonally. That is a big merge point that is sort of a free-for-all right now. Keeping bike lane heading south onto campus along the side of the street is a great idea. I hope the stop light with the "No turn" arrow to allow for bikers to use the intersection will stay. | 11/1/2021 10:45 AM |
| 7 | The bike path crossing Orchard Park is very important here...the current design is terrible and very unsafe with its big U-shape. Cars coming out of an entering Orchard Park MUST be made aware there is a bike crossing here. | 11/1/2021 10:37 AM |
| 8 | improved bus stops should allow for loading/unloading without stopping traffic. Bike path doesn't show necessary connection along orchard park drive to dedicated bike bridge connecting student housing to trader joes area. | 10/31/2021 8:40 PM |
| 9 | Definite improvement! | 10/31/2021 12:13 PM |
| 10 | No "protected intersection" at Russell and Sycamore?? | 10/31/2021 11:05 AM |
| 11 | too many bad options. | 10/31/2021 9:59 AM |
| 12 | Will buses be able to pull out of the traffic lane for loading/unloading? What is the crosswalk for, just west of Orchard Park Drive...is it for bikes or pedestrians or both? Will there be any kind of warning light? There is no crosswalk there now. Will there still be bicycle-only green signal at Russell & Sycamore? | 10/30/2021 8:34 PM |
| 13 | Too many lanes! Why not drop to 2 instead of 4? Not conducive to placemaking | 10/30/2021 7:10 PM |
| 14 | Do you all smoke weed to come up with this? | 10/30/2021 3:08 PM |
| 15 | I like the enhanced bus stops all along the corridor. The current stops feel like an afterthought. | 10/30/2021 2:54 PM |
| 16 | It looks safer than existing infrastructure. | 10/30/2021 2:00 PM |
| 17 | Need to address the pedestrian and bikes accessing the Russell bike path from the apartments to the south of the bikepath. Frequent accidents and near misses happen here as walkers step | 10/30/2021 9:53 AM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

in front of bikers. No visibility for either party.

| | | |
|----|---|---------------------|
| 18 | Shade trees are great they make biking and walking far better in the heat. | 10/29/2021 6:19 PM |
| 19 | Will there be a pedestrian crossing light by Orchard park? And it's hard to see how the biker/pedestrian situation on the opposite side of Sycamore is going to be solved (especially in the beginning of every school year this is a Gordian knot for all new and old Davis residents, at times fun to watch, but also sometimes breathtaking) | 10/28/2021 4:24 PM |
| 20 | These are all good improvements - I would add in some green striping across Russell for where bikes may cross the street - they have the bike cross light but if one is crossing on the east side heading north it could be clearer. | 10/28/2021 12:11 PM |
| 21 | I don't have enough fingers, on one hand, to count all the right-hook potentials. | 10/28/2021 11:28 AM |
| 22 | The orchard park interchange is the second most dangerous one on this corridor. We lived in Russell Park for a few years and turning left out of Orchard was always a gamble. I've seen multiple crashes here, and I see someone doing something stupid one out of five times I drive through it. It either needs a signal or better should be closed and have traffic go past the ARC. Leave the Sycamore Russell interchange alone... it works. Stop the campus driving golf carts on the bike paths, and let bikes go straight south when cars are going left/right. Stop delivery trucks from parking outside University Court in the fire lane. Stop pedestrians crossing Sycamore north of the interchange. | 10/27/2021 10:13 PM |
| 23 | I am concerned by the new tall apartment buildings on the north side of this stretch plus the new Orchard Park development and how that might impact traffic here. | 10/27/2021 5:13 PM |
| 24 | I'd like to see some additional attention paid to bicycle safety around the Orchard Park Dr./Russell intersection, particularly to make bicycles more visible to cars turning onto Orchard Park Dr. The crosswalk is offset from the intersection and it seems like cars don't expect to see bicycles there. | 10/27/2021 11:57 AM |
| 25 | Please add flashing pedestrian lights at Orchard Park Drive crossing. | 10/27/2021 9:16 AM |
| 26 | Very little space for a car to turn off Russell onto Orchard Park Drive with the new bike path location. Large potential for bike/car collisions or rear-end collisions if car doesn't fully turn off russell before needing to stop foe bike/pedestrians | 10/26/2021 11:09 PM |
| 27 | again, more about aesthetics than functionality. i'd prefer to focus on making a separate bike path at la rue and anderson instead of this. | 10/26/2021 9:24 PM |
| 28 | The little green triangle in the bike/ ped mixing are at Sycamore should be eliminated. People will go right over it. Cyclists approaching Trader Joe's from the South are going to want to use the side walk just south of the building to get to the bike racks. Maybe the sidewalk should be bigger here. Same comment about having a clear path for pedestians in bike ped mixing area. I like that the kinks have been straightened on the south side bake path. Good idea to put a proper crosswalk going NS at Orchard and Russell. | 10/26/2021 6:03 PM |
| 29 | I have no problem with Russell Blvd as it currently exists. I think it is fine. | 10/26/2021 5:02 PM |
| 30 | Roundabout over traffic light | 10/26/2021 4:20 PM |
| 31 | Yes, keep the bike lanes coming! | 10/26/2021 3:19 PM |
| 32 | Eliminate student parking on roadways and University mall sites. | 10/26/2021 1:31 PM |
| 33 | Proposed plan seems reasonable to me. | 10/26/2021 11:18 AM |
| 34 | I live here. YOU NEED A STOPLIGHT. With all the housing going into Orchard Park, and the existing housing at Russell Park, we line up cars for 20-30 minutes just to get out onto Russell Blvd. There are accidents, cars speed by the Orchard Park and Russell intersection, and it is NOT SAFE. What, does someone need to get killed before you take it seriously? A crosswalk and trees won't fix a problem made by a huge amount of housing and vehicles with no access. | 10/26/2021 10:23 AM |
| 35 | I see very little difference here but then again most of the changes seem to only be aesthetic in nature to keep the 1980s style pro-car world on this corridor. | 10/26/2021 10:02 AM |
| 36 | We're going to see a lot of new apartments and dorms added (replaced), and this may be one of the best spots for added housing - very walkable to Trader Joe's and to the main part of campus. Speeding becomes and issue on Russell west of Sycamore. A new traffic signal | 10/25/2021 11:58 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

(unfortunately) will probably be needed at Orchard Park Drive. Either that, or left turns at Orchard Park drive & Russell should be prohibited. This is a serious safety issue. Also, a second left turn lane from Russell EB to Sycamore NB is probably needed. This movement can be quite congested throughout the day.

| | | |
|----|--|---------------------|
| 37 | Improved bus stops here seem like a good idea. Not sure how the bike/ped mixing area is changing from how it currently is | 10/25/2021 11:28 PM |
| 38 | Looks better than current situation. | 10/25/2021 10:05 PM |
| 39 | Make sure to re-align bike crossing so straight across intersection at orchard park; currently a very awkward angle | 10/25/2021 6:04 PM |
| 40 | Sycamore/Russell intersection for cyclists and pedestrians is major conflict zone. Suggest 2 cycling pathways east/west bound, one going straight and one turning or merging; like straightening cycling and pedestrian crossing on orchard. Should make auto north bound on orchard right turn only. | 10/25/2021 2:34 PM |
| 41 | I believe there should be a stop sign or stop light at this intersection. As is, there is a lot of bike traffic , and it will only get busier with the new apartments being built. Looking in the future, it would be best to plan for a higher traffic area | 10/25/2021 9:47 AM |
| 42 | I don't think we need dedicated bike lane on the street. This looks like the ped:Bike mixing south of sycamore would still be confused. | 10/25/2021 12:34 AM |
| 43 | The bike crossing on Orchard Way is better than the current misaligned one | 10/24/2021 9:59 PM |
| 44 | the most dangerous part of this area is people stepping into flow of bike traffic from Orchard park | 10/24/2021 8:44 PM |
| 45 | Again extend the left hand turn lane from Russell onto north bound Sycamore. it's unclear to me whether you all are trying to improve traffic flow or create gardens. | 10/24/2021 8:30 PM |
| 46 | Okay | 10/24/2021 4:59 PM |
| 47 | I hope the proposed bus stop doesn't deter bicycles or traffic. | 10/24/2021 3:34 PM |
| 48 | Bus stop should be completely off the roadway & provide roof for weather protection | 10/24/2021 3:20 PM |
| 49 | Everything is again car-centered, and not human-centered. Everything. | 10/24/2021 2:29 PM |
| 50 | This is a pretty ugly, narrow stretch of Russell, so fixing it up with some trees and open space is a good idea. The Sycamore/Russell intersection is heavily used by walkers and bikers and the space on the corners there is too small to accommodate them. | 10/24/2021 2:02 PM |
| 51 | Don't stripe separate (unprotected) bike lanes on Orchard Park Dr. Just have shared travel lanes that encourage slow vehicle speeds and bicycle prioritization. Again, no on-street bike lanes on Russell. Southbound Sycamore traffic do not need two turn lanes, since they have a dedicated light cycle. One travel lane in each direction should suffice, allowing for a narrower roadway to shorten crossing distances, and providing wide, protected bike lanes, particularly on the southbound side where bikers queue to wait for the traffic signal. Encourage slower speeds for turning traffic by squaring off the median on the east side of Russell. Consider this intersection for a "raised intersection" treatment, giving priority to pedestrians and bikes moving in all directions. | 10/24/2021 1:03 PM |
| 52 | Vehicles north and south on Orchard Park must see tiger teeth and yield signs at that crosswalk. That crossing must be raised. | 10/24/2021 12:18 PM |
| 53 | I don't understand how these bus stops are improved but agree that providing space for a bus to get out of blocking a lane of traffic would improve safety and traffic flow | 10/24/2021 11:43 AM |
| 54 | This is a high impact pedestrian/bike intersection. Safety is #1! | 10/24/2021 11:10 AM |
| 55 | This intersection has MANY cycles in the AM, far more than A or B. Having all cars stop to allow bike traffic similar to Arthur and Russell is a good idea here. | 10/24/2021 10:28 AM |
| 56 | Bicycle path should be designated through the plaza. | 10/24/2021 9:40 AM |
| 57 | Why all the plazas on the frontage of this busy street? Is this really going to be a pleasant location for socializing? All Russell parking is removed? That's good. | 10/24/2021 9:09 AM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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| 58 | This plan shows a significant loss of street parking. I understand that the people doing this planning would like to see cars go away, but that is not going to happen for another 20-30 years to any great extent, and until that time we need all the parking we can get. It is unrealistic to think the increasing number of people both going to campus (significant increases in enrollment planned) and in general population will not want to have vehicles. This will change with time when automated shared vehicles become mainstream, but we need to plan for cars until that time. | 10/24/2021 8:06 AM |
| 59 | I don't understand the added crossing to the north. This seems like its would encourage more dangerous crossings. Also theres nothing in either direction that would lead you to chose that crossing over the intersection with the signals. Seems weird | 10/23/2021 7:28 PM |
| 60 | There should be a crosswalk at Orchard Park, across Russell. Some folks cross there and it's not great as is. The bike crossing is again moved south of the intersection where cars have a little bit of speed and then wham, see a bicyclist. Not so good. And this intersection above all others has cars stopping in the lane to allow cyclists to cross. Even if the cyclist is stopped and waiting to cross. | 10/23/2021 4:55 PM |
| 61 | The wall-like structure currently along south side of bike path on the south side of Russell from the bike roundabout to Orchard Park Drive is ugly and regressive! | 10/23/2021 1:45 PM |
| 62 | The improved bus stops are good. This intersection is actually pretty OK. No issues here | 10/23/2021 12:31 PM |
| 63 | no comments | 10/23/2021 12:00 PM |
| 64 | How will signal be timed (will bikes still be provided their own separate crossing time)? | 10/22/2021 11:20 PM |
| 65 | Looks great | 10/22/2021 11:16 PM |
| 66 | This makes sense and seems like a good plan. | 10/22/2021 11:15 PM |
| 67 | Love all the planned landscaping with lots of trees. With hot summers, it would be so nice to travel under trees while driving, cycling or walking. | 10/22/2021 6:56 PM |
| 68 | add pollinator pathways | 10/22/2021 6:18 PM |
| 69 | Like the multimodal and landscaping | 10/22/2021 5:50 PM |
| 70 | Lovely. Who pays for it? | 10/22/2021 5:24 PM |
| 71 | I like the revised bike path crossing of Orchard Park Blvd. this is currently a dangerous crossing | 10/22/2021 4:17 PM |
| 72 | I'm starting to think all the added trees are to hide the overpriced/low quality student housing apartment complexes. | 10/22/2021 3:54 PM |
| 73 | Realigning the bike path at Orchard Park: yes. | 10/22/2021 3:53 PM |
| 74 | Orchard Park gets really clogged up with people turning left onto Russel - I don't see any effort to fix that here. The bigger bike/pedestrian mixing area after entering campus from Sycamore seems important. I'm not clear if it will help though - doesn't the huge crowd coming off Sycamore need to be directed so they don't crash into others following Russell? | 10/22/2021 2:48 PM |

Q9 Enter Comments Here:

Answered: 100 Skipped: 170

| # | RESPONSES | DATE |
|----|--|---------------------|
| 1 | For vehicles, the square on access to south bound 113 will be a pain and a pinch point. | 11/3/2021 9:51 AM |
| 2 | The N bound onramp to 113 needs a protected right turn lane from Russell. This would improve the current situation, while the new design removes space that currently exists to do this (a wide right lane) | 11/3/2021 8:37 AM |
| 3 | most of the 113 x Russell changes seem unnecessary. the biggest upgrade that's needed is improving the 113 south on-ramp and 113 north off-ramp, where the bike path crosses, to make it more clear. Drivers and cyclists are in constant confusion over who has the right of way. Recent signage improvements are insufficient. | 11/2/2021 2:26 PM |
| 4 | why a decorative cross walk only here? could you do more? seems great but random. Like the design | 11/2/2021 2:18 PM |
| 5 | Please pay close attention to the NB on ramp where someone riding a bike was just struck by a driver who ran the red light last week. How will your design encourage lower turning speeds? How will it protect people walking and biking here? | 11/1/2021 11:42 PM |
| 6 | Crossing lanes west of 113 are very dangerous currently. | 11/1/2021 9:57 PM |
| 7 | 1) Is the squared-up ramp entrance intended to slow cars making that turn to improve bike safety? If so, I like that. 2) I like decorative crosswalks. | 11/1/2021 5:02 PM |
| 8 | Don't think a bike lane over the bridge will be safe for bikers. Protected bike path would be much better. | 11/1/2021 10:48 AM |
| 9 | The bike path crossing the SB onramp is also a critical crossing. There's a student at the hospital that was hit by a car at that crossing. Many bikes dont yield (even though they are supposed to) and eastbound cars entering the onramp are often carrying lots of speed off of Russell. It must be made safer. | 11/1/2021 10:40 AM |
| 10 | Don't square up SB onramp. This will create a blockage during a red light for those wanting to enter SB 113. The SB on ramp from east Russel is the most dangerous for vehicles and cyclists. The design needs to focus energy on making improvements here, namely to protect cyclists and to clearly communicate cyclists to stop or yield as they are prone to "race" vehicles making a right hand turn onto the ramp. | 11/1/2021 6:52 AM |
| 11 | I question if a west bound bike lane is necessary given a high quality separated bike path on the south side of the street. | 10/31/2021 8:42 PM |
| 12 | Looks much safer! | 10/31/2021 12:14 PM |
| 13 | Not a "Decorative crosswalk". Just a crosswalk. | 10/31/2021 11:08 AM |
| 14 | Limit planting at the SB on-ramp from east traveling traffic. Cars need good visibility of the bike path here, many close calls and collisions of cars getting on the on-ramp hitting bikes here | 10/31/2021 11:07 AM |
| 15 | Way finding signage for bicyclists is needed. Distance to Westlake Plaza, Westwood Park, West Manor Park, are all destinations esp for students. Bicyclists at the 113 SB vehicle on-ramp do not respect the yield sign and some additional caution is needed here . on-ramp | 10/31/2021 10:37 AM |
| 16 | Needs clear signage to communicate right of way between cyclists and cars. | 10/31/2021 8:39 AM |
| 17 | Needs to be more safety infrastructure especially on SB on ramp to protect cyclists and pedestrians from cars that are used to turning right when going pretty quickly, even on red. | 10/30/2021 9:41 PM |
| 18 | "squaring up" the onramp on the northwest side of Russell makes for a much more difficult entry for cars.Would there be a separate right turn lane there for cars? Will it accommodate large trucks & emergency vehicles? Visibility for bicycles coming from the west along Russell | 10/30/2021 8:46 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

is currently poor where the bike path crosses the 113 southbound on ramp; cyclists have to slow enough to look back over their left shoulder. The new design looks like it might be even more difficult to see cars, and more difficult for cars to see bikes, past the enhanced green areas. Currently a lot of bikes fail to watch for cars approaching the on ramp, and I don't see how this design modification will improve that situation. Also, very few people ride this section on the north side of Russell, because the main bike path is on the south side. If there is no through bike path on the north side, there will never be very many riders on the north side.

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| 19 | Changes to on ramps are fine. Too many lanes...drop a lane from Russell! | 10/30/2021 7:11 PM |
| 20 | You obviously never drove these areas. | 10/30/2021 3:09 PM |
| 21 | The squarer the better for all the on/off ramps. Cars should have to slow down before crossing bike lanes and paths. | 10/30/2021 2:58 PM |
| 22 | It is not clear to me how this will ensure safety of bikes going straight vs cars turning into an onramp. | 10/30/2021 2:03 PM |
| 23 | SB on ramp to 113 is very dangerous as is. Bicyclists often don't yield to traffic an often cars slam on their brakes at a green light even though a bicyclist is clearly slowing down to yield encouraging bicyclists not to yield or giving the expectation that cars will yield to them even though they are supposed to yield. The signage is not working at this intersection and it is very dangerous. And now we have had a serious car vs bicyclist accident there. | 10/30/2021 1:00 PM |
| 24 | Eastbound Russell cars entering southbound 113 ramp are going SUPER fast and often do not stop for bikes/walkers. Super dangerous here! | 10/30/2021 9:55 AM |
| 25 | I cannot express how much safer the squared ramp makes me feel. Every time I walk across the current ramp I feel like I'm going to get hit by a car because they don't have to slow down to turn. | 10/29/2021 6:22 PM |
| 26 | No decorative crosswalk. Leave as is. Pedestrians should not be crossing there. | 10/28/2021 6:52 PM |
| 27 | What is a "decorative crosswalk"??? I absolutely oppose the bike paths on Russell, vs the current separate bike paths. The NB off ramp needs an improved light for bikers (one that they don't need to press and shows the remaining crossing time). The SB on ramp needs the same | 10/28/2021 4:28 PM |
| 28 | right turn onto southbound 113 fro Russell frequently confuses driver. Bikes have yield sign, but don't always stop. When I do yield on my bike, the right-turning driver (not realizing I have a yield sign), will frequently wave me on. I have no advice on how to deal with this. Way-finding sign in middle of median may be of help, or may be ignored if car is trying to navigate right turn ontoe southbound 113. | 10/28/2021 1:01 PM |
| 29 | this is a relatively busy interchange so having bikes physically divided from vehicular traffic as much as possible should be part of it. the cross walk on the east side of 113 needs to also have lighting work when it's green for pedestrians to go across - it's very easy to forget and make a right turn after you stop at the traffic light when it's red (despite the signs) so other visual reminders will be helpful (or it might be worth considering removing it entirely as there is another cross - walk just a little bit further east - I don't see a cross section on the west side at the equivalent location. | 10/28/2021 12:17 PM |
| 30 | Square up all on-ramps. Limit risk of right-hook but making turn only lanes inside thorough bike lanes. Where is the road infrastructure for EB bicyclists over the crossing. | 10/28/2021 11:32 AM |
| 31 | I hardly ever see westbound bikes on Russell in this section. Changing the on ramp to accommodate them would be a waste... Also, the decorative crosswalk would be a waste of money. No one walks that way... The only advantage of that would be to help any lost westbound cyclist find the bike path. The new bike path crossing on the South bound on ramp (which would be unchanged) doesn't work, because it is signed a yield for bikes but the cars always yield out of courtesy. American drivers love to break the rules of the road to be courteous (see zipper merging). | 10/27/2021 10:25 PM |
| 32 | Unclear what improvements are proposed for dangerous ped/bike x-ing of SB onramp | 10/27/2021 9:57 PM |
| 33 | Why square up the SB o ramp to 113? Is this necessary? Added expense for what outcome? | 10/27/2021 7:39 PM |
| 34 | For bikers and drivers heading east from West Davis trying to get on 113-South it is dangerous as it's easy for cars to accidentally miss bikers coming up to cross the on ramp. Prioritize safety there. | 10/27/2021 5:14 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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| 35 | SB onramp is still dangerous and needs more signage or lights. NB offramp is still dangerous as cars ignore no right on red. | 10/27/2021 1:02 PM |
| 36 | Squaring up the ramp entrance makes no sense for driving | 10/27/2021 12:28 PM |
| 37 | Does this address bike traffic over 113? | 10/27/2021 12:22 PM |
| 38 | improved control of bike traffic as they approach the sb on ramp is needed. as annoying as it is, consider diverting all bike traffic to the bike/pedestrian overpass to the south. | 10/26/2021 9:27 PM |
| 39 | I'm looking forward to more shade along the southern side of this stretch. The paths to the SW of Russell 113 look like they would hinder the flow at that busy juncture. I don't like that added kink for cyclists. Good improvements to the north side, though I don't like the square-up. | 10/26/2021 6:08 PM |
| 40 | I have no problem with Russell Blvd as it currently exists. I think it is fine the way it is. | 10/26/2021 5:02 PM |
| 41 | Squaring up the SB onramp entrance is a recipe for lower traffic throughput, accidents, confusion, missed turns again leading to accidents, please leave the onramp as is, rest is fine | 10/26/2021 4:22 PM |
| 42 | Wayfinding signs for freeway s/b 100-200 yds back from the freeway on both east and west bound approaches | 10/26/2021 2:18 PM |
| 43 | Manage the existing stop lights with the traffic flow. Flashing signals when bikes are crossing on& off ramps | 10/26/2021 1:34 PM |
| 44 | Proposed plan seems reasonable to me. | 10/26/2021 11:20 AM |
| 45 | Why even bother? What's the point of the stupid decorative crosswalk? It's just the same old pro-car bias that is inherent in the design throughout. | 10/26/2021 10:03 AM |
| 46 | Decorative crosswalk is a nice touch. Should be one coming off of 113 at Covell too | 10/26/2021 9:54 AM |
| 47 | This location will always have conflicts between autos and peds/bikers. Nicer landscaping would be an improvement. Something/anything to break up all the concrete and asphalt. | 10/26/2021 12:01 AM |
| 48 | Hopefully the decorative crosswalk will also be highly reflective - that area is scary to cross | 10/25/2021 11:30 PM |
| 49 | Can this area have more greenery, shrubs, etc? | 10/25/2021 10:06 PM |
| 50 | At unsignalized crossings, can the signage be switched so that auto traffic has the Yield signs and pedestrians and cyclists can go straight across the on/off ramps without stopping? | 10/25/2021 10:00 PM |
| 51 | Nice improved safety for bikes and pedestrians. | 10/25/2021 8:52 PM |
| 52 | Does nothing to address the dangerous southbound intersection and reroute bicycle and pedestrian traffic . This is a safety hazard. | 10/25/2021 6:31 PM |
| 53 | Consider no right turn on red at 113 south from Russell east-bound. Also while cars have right of way on green light for right turn, a look for bikes/pedals sign would help | 10/25/2021 6:07 PM |
| 54 | The highway onramps cross the bike path, and this often leads to confusion, as bikes have to yield, but often do not, as cars allow bikes to continue... it is important to make this clear and to give bikes priority on their path! | 10/25/2021 5:09 PM |
| 55 | Like expanded cycling/ led zone on E of Hy113/Russell intersection. Expanded median is good with large N/S crossing. | 10/25/2021 2:38 PM |
| 56 | On/off ramp interfaces for bikes and cars tragically mis-designed. Bike trails should more safely have gone under freeway access -- there are perennial dangerous indecisive moments on the part of drivers and cyclists at this interface. | 10/25/2021 9:55 AM |
| 57 | I like the idea of a more defined pedestrian and bike lane for the on ramp loop 113 south. However for the safety of bicyclist, I would recommend a stop for them right before the on ramp loop. | 10/25/2021 9:55 AM |
| 58 | Considering the limited pedestrian and bike traffic on the north side of Russell (thanks to the separate path south), I'm not sure I'd agree in squaring the ramp onto 113S there. It will add congestion that might further endanger pedestrians and increase potential accidents, especially given the close proximity to Arthur. | 10/25/2021 7:43 AM |
| 59 | No thank you to square up. Bike path south west corner should have something to help sort out those turning south from those going e/w/n | 10/25/2021 12:40 AM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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| 60 | Should not allow left turn for cars going west and getting on the 113 south ramp. The bike lane crossing the 113 south on ramp is dangerous now and will continue to be with the current plan, maybe even more dangerous as it is set back and less visible | 10/24/2021 10:03 PM |
| 61 | drivers take that turn off the NB off ramp so fast that I've seen cars hit the opposite wall on the north side of Russell blvd | 10/24/2021 8:46 PM |
| 62 | Put a dedicated lane for Sb on 113 | 10/24/2021 8:32 PM |
| 63 | Just making it look nicer? Don't spend the money on it | 10/24/2021 5:00 PM |
| 64 | Doesn't address problem of bicycles not yielding to traffic on Hwy 113 offramp and onramp on Russell. | 10/24/2021 3:36 PM |
| 65 | Need better signs explaining on ramp & off ramp directions, and where the freeway goes. Better designation of dedicated lanes to get on or off the ramps. | 10/24/2021 3:21 PM |
| 66 | seems like a waste of \$ to "square up" the SB on ramp ... I see nothing wrong/dangerous with the current design | 10/24/2021 2:59 PM |
| 67 | The 113 SB onramp continues to be a disaster for human-use. Riders should not have to yield to cars coming from over their shoulders. | 10/24/2021 2:31 PM |
| 68 | The addition of space and greenery around the 113 ramps is great! My only concern is locating the bike lane that crosses the southbound onramp a little further south. Once drivers make the turn, they're accelerating and not looking for pedestrians or bicyclists--it's a freeway onramp! That seems very dangerous to me. At least when the crossing is at the intersection, drivers can see bikers coming or waiting to cross before they make the turn. It reminds me of the scary bike crossing on F Street south of DAC. | 10/24/2021 2:07 PM |
| 69 | decorative crosswalk unnecessary; squared off on ramp looks hard to negotiate with larger vehicles | 10/24/2021 1:27 PM |
| 70 | Multi-use path/sidewalk crossing of SB on ramp (on the south side of Russell) should be signalized, and brought closer to Russell, so cars turning onto the on-ramp don't have time to accelerate before reaching the crosswalk. Cars turning onto the SB on ramp from the west should face a No Turn on Red sign at the traffic signal, to provide an unimpeded crossing cycle for cyclists and pedestrians. Eliminate on-street bike lanes for wider sidewalks and narrower roadway. | 10/24/2021 1:08 PM |
| 71 | Motorists entering 113 southbound need yield signs. (The current situation is gratuitously confusing who yields to whom.) That crossing needs to be raised. | 10/24/2021 12:21 PM |
| 72 | I like a lot of these changes. The SB on ramp in the east bound direction looks like it may cause much more traffic without significant safety improvements for the bikers at that location. | 10/24/2021 11:46 AM |
| 73 | Again - artwork can provide aesthetics along the roads and bike paths here. | 10/24/2021 11:11 AM |
| 74 | I think that a two way bike lane on the south side of Russell is far safer than the tiny lane on the north side. Eliminate the bike lane there and keep the cycles all on the south side of the road. I commute here and use the south side exclusively as it is far safer and off the street. Just do what you can to encourage cycle and pedestrian traffic to stick to the South and you will be able to preserve the slip lane to get on the freeway on the north. Getting on the freeway here is currently easy and auto friendly. Stopping and taking a right seems like a step in the wrong direction. | 10/24/2021 10:34 AM |
| 75 | Signals should be provided for safe crossing of ramps. | 10/24/2021 9:42 AM |
| 76 | Strongly support change to SB on-ramp on N side. SB on-ramp on S side is still problematic. Cyclists need to look over their shoulders to see if it is safe to cross (heading east). Why that location for way finding signage? Is it pointed to cars coming off the freeway? From the north? | 10/24/2021 9:14 AM |
| 77 | Looks good love the greenscape | 10/24/2021 8:48 AM |
| 78 | There were comments about vehicles heading east on Russel turning south onto 113 couldn't see bicycles about to cross that entrance ramp. The simple solution would be to make the bike path closer to the road in that area so that vehicles could see the bicycles and plan for them. | 10/24/2021 8:10 AM |
| 79 | A problem I have had biking in this area EB on Russell is a fear of crossing the SB on-ramp; I worry that a vehicle coming behind me may not stop and I have no way to watch for that as I | 10/23/2021 10:18 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

go along. I recommend trying to find a way to address this concern in the design.

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| 80 | Better cyclist separation is great | 10/23/2021 7:29 PM |
| 81 | If only CalTrans had fixed the bike path-SB on ramp. Cars still zoom and even get on the freeway from the middle lane. Signs obscure visibility. One sign hangs over the sidewalk and is a hazard to visually impaired folks. The decorative crosswalk is unnecessary. What is needed is a sidewalk along the south side of Russell Blvd. Peds often walk in the dirt. | 10/23/2021 4:59 PM |
| 82 | The SB onramp from Russell Blvd eastbound to Hwy 113 southbound crosses to onramp at a bad angle...good for cars, more dangerous to bikes and peds. Recent work done in that area changed nothing of substance. The onramp is like a slip lane, encourages higher speeds on the part of traffic entering 113 south. | 10/23/2021 1:50 PM |
| 83 | The square-up is a nice safety feature for bikers. This is good. | 10/23/2021 12:32 PM |
| 84 | Do not square up ramp entrance to southbound 113 from westbound Russell. Auto and bikes can safely maneuver through transition lane... | 10/23/2021 12:04 PM |
| 85 | This works. | 10/22/2021 11:17 PM |
| 86 | Nice | 10/22/2021 11:16 PM |
| 87 | Install a signal crosswalk or other measure to assist drivers and pedestrians/cyclists navigate the SB on ramp. Currently there is a yield sign and it is difficult for drivers to determine whether bicyclists are going to stop/yield. | 10/22/2021 8:00 PM |
| 88 | It seems like squaring up the off ramp will slow the traffic and cause backups. | 10/22/2021 7:20 PM |
| 89 | Not sure from the picture, but I would prefer protected bike lanes on both sides of the street. It looks like the protected bike lane tapers out on the south side. | 10/22/2021 6:58 PM |
| 90 | Too many near misses at this intersection of Russell and 113. We need a pedestrian overpass desperately. I see almost accidents every time I go on 113. Bikes DO NOT YIELD OR STOP. Often, cars stop when the light is green to turn onto 113 and they are almost struck by car behind them, as the car is not expecting them to stop at a green light for bikes!!!! | 10/22/2021 6:20 PM |
| 91 | more signage needed at offramp to alert bikes/peds of possible speeding traffic | 10/22/2021 6:20 PM |
| 92 | Squaring up westbound Russell to southbound 113 will only result in more congestion. The eastbound Russell to southbound 113 on-ramp requires a traffic signal. I've seen too many near-misses there. | 10/22/2021 6:12 PM |
| 93 | Looks better. More inviting than current setup | 10/22/2021 5:51 PM |
| 94 | Do not square up ramp. Cyclists can manage just fine. | 10/22/2021 5:12 PM |
| 95 | Again with the unrealistic overly tight right-turning radii. Large vehicles exist and regularly use these intersections, this is a truck and a bus route, SR 113 is a major regional transportation route. | 10/22/2021 4:41 PM |
| 96 | Need to make the bike path crossing the SB on ramp safer. This is difficult for cars using the on ramp to see bikes headed east on the bike path | 10/22/2021 4:19 PM |
| 97 | Also starting to realize when planting new trees near right hand turns may be an issue for visibility. Looking at the westwardly on ramps here. Also this intersection is the reason I don't use Russell on a bike. Any solution that would avoid the on/off highway ramps completely would be welcome. | 10/22/2021 3:58 PM |
| 98 | Yes to continuous bike paths and other modifications of this segment. Redesigned southbound on-ramp as depicted seems to be a continued site for bike-car conflict | 10/22/2021 3:56 PM |
| 99 | Why waste money on wayfinding signs when everyone has navigation in their pocket? | 10/22/2021 3:02 PM |
| 100 | These changes seem mostly about making it prettier? That is nice, it's a really ugly area right now. But I hope the huge traffic flow will also be managed well by these changes. | 10/22/2021 2:49 PM |

Q10 Enter Comments Here:

Answered: 117 Skipped: 153

| # | RESPONSES | DATE |
|----|--|---------------------|
| 1 | The traffic circle is an ok idea, but the rest is unacceptable. Russell needs TWO lanes from downtown up until this point. The one lane will be highly congested and a night mare. Strange to add bike lanes to a congested and high speed road. I commute this section via bike, and would not like to share the road with drivers going 50mph on a congested one lane road, while the drivers drive into the setting and rising sun! Instead, keep two lanes in each direction, add a traffic circle, have a separate bike path (like current), and improve the ways of bikes crossing the road. The proposed design is simply unacceptable. On this section there also needs to be a very large and wide bus turn out. Currently buses take up an entire lane (dangerously) in order to take on passengers. Most mornings there are two loading busses blocking the entire one lane near Stonegate. | 11/3/2021 8:41 AM |
| 2 | the roundabout at Arlington at Russell is sorely needed, although I would prefer Russell to go straight through, getting rid of that island altogether, and having a stop sign where Arlington meets Russell for south-bound traffic | 11/2/2021 2:28 PM |
| 3 | This is the area of Davis I live in, and adding a traffic circle to the area where Arlington meets Russel is a great way to mitigate any potential danger due to the nature of the street. The proposed concept also helps prevent any car and bicycle accidents because this area is kind of tricky to navigate at times. | 11/1/2021 11:24 PM |
| 4 | Roundabout at Arlington would be GREAT! Fix multiple problems at once. Eisenhower corner is one of the most dangerous corners in the City and needs more help than a thicker sidewalk. It shouldn't be the access street to Emerson. Would like proof on why going from 2 lanes to 1 would help on Russell here. Also want to make sure thicker sidewalk corners doesn't cause people to loiter (my house is on the corner). Current map also looks like sidewalk additions block the driveway. | 11/1/2021 10:00 PM |
| 5 | Great - making that rightward dodge to stay on Russell has always been a pain. | 11/1/2021 6:16 PM |
| 6 | 1.) That is a great spot for a traffic circle! I make that unprotected left off of Arlington every day and it can be a bit nerve-racking sometimes. 2) I love public seating areas in green spaces. Please add benches everywhere where there will be a nice view of some grass and trees. | 11/1/2021 5:05 PM |
| 7 | Don't like traffic circle here, and definitely don't think bottle-necking into one lane of traffic is going to ease flow. This looks like a nightmare. | 11/1/2021 10:49 AM |
| 8 | I like this design a lot. | 11/1/2021 10:41 AM |
| 9 | Great concept. A round about is needed and stepping down to two lanes will improve the crossing at Eisenhower. | 11/1/2021 6:56 AM |
| 10 | Switching to one eastbound lane east of the roundabout is a terrible idea. Two lanes is barely enough today. Why are you undervaluing the existing grade separated bike path? | 10/31/2021 8:46 PM |
| 11 | The roundabout makes sense. Like the separate bike and pedestrian paths on the south side. Definitely need a westbound bike lane on the north side but is one needed on the south side given the existing bike path? | 10/31/2021 12:23 PM |
| 12 | Not another one of these roundabouts. They are not safe. Make it a T with a traffic light. And please no more "art works". You pay too much and they are not art. | 10/31/2021 11:15 AM |
| 13 | Love the roundabout and atreetscape. Consider additional seating areas along the new bike path that is on south side of Russell. Good design to narrow Russel with one lane each way,this road never has gridlock and traffic is fast, hopefully this makes for better led crossings. A ped-bike activated blinking light at Eisenhower would be welcome here for addl safety crossing | 10/31/2021 10:44 AM |
| 14 | What protection will there be for pedestrians/cyclists at the crossings? Flashing lights? This is | 10/30/2021 9:42 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

a very dangerous area.

| | | |
|----|--|---------------------|
| 15 | Fewer cars, more black walnut trees | 10/30/2021 9:11 PM |
| 16 | Would probably work; but roundabouts are hard on bikes & pedestrians. Also your animation I think underestimates the amount of through traffic on Russell...though it probably would work ok for those of us who live out toward Lake Blvd. It's already a very odd road design; won't be much stranger with a roundabout...provided of course the roundabout is designed to allow plenty of room for trucks & emergency vehicles. Most roundabouts in Davis are not sized large enough and must be a real headache for truck drivers. | 10/30/2021 8:55 PM |
| 17 | Woohoo! A roundabout with 2 lanes of traffic! Do this for all of Russell! | 10/30/2021 7:12 PM |
| 18 | Without a doubt the worst concerto in this whole plan. | 10/30/2021 3:09 PM |
| 19 | I love the roundabout idea. What an elegant solution for an awkward intersection. | 10/30/2021 3:00 PM |
| 20 | This is a good design. Finally an intersection that feels safe for pedestrians. Crossing 2-3 lanes of car traffic, like here, is fine. Crossing 5-6 lanes, as in previous questions, does not feel safe. | 10/30/2021 2:05 PM |
| 21 | I think roundabouts are confusing with traffic sometimes coming from unexpected directions. I think options should be discussed. Sometimes a stop sign is better so we actually see who's coming and take turns. | 10/30/2021 1:40 PM |
| 22 | I think a traffic circle would be good there. Having 2 lights so close together that aren't synchronized is annoying. | 10/30/2021 1:01 PM |
| 23 | I like the roundabout concept and the median refugees for pedestrians. | 10/29/2021 6:27 PM |
| 24 | As a recreational biker, this looks awesome and would alleviate a lot of my anxieties biking through this area | 10/29/2021 2:06 PM |
| 25 | Glad to see this area getting reworked. There is a need to slow traffic down here and on the Arlington. Excessive speeding and off hours racing is becoming the norm. Additional crosswalks, traffic lights and speed bumps should be considered. Further, believe it would benefit surrounding neighborhoods to try and reroute big trucks/industrial vehicles to the 113. Should try and prevent Russell and Arlington from becoming alternates to 80 and 113. | 10/29/2021 12:39 PM |
| 26 | need a light at Eisenhower! To dangerous for cars and pedestrians | 10/29/2021 5:19 AM |
| 27 | Light, not roundabout. | 10/28/2021 6:54 PM |
| 28 | I LOVE the traffic circle proposal at Arlington. However a crossing light is a MUST on Eisenhower. As in the previous sections I don't see the need for a bike path on Russell, when we just got a brand new one separate from the road. I can not see in your proposal how traffic is going to be effectively slowed down on the section between Arlington and Cactus Corner. Small roundabouts would be an idea worth considering, one on Portage Bay, and Lake Blvd. | 10/28/2021 4:34 PM |
| 29 | I like the roundabout concept but want to make sure when it's dark/raining heavily or foggy that it's well lit, that there is signage well ahead to indicate what one is supposed to do (going onto Arlington or continuing on Russell), when west of the roundabout can the bike lane be located closer to the pedestrian walkway (and be separated more clearly from the main roadway - I the seating areas, can there be some kind of covering or shade along there? | 10/28/2021 12:31 PM |
| 30 | No slip ramp for bicycles please, invite them into the circle where they can move through with the same priority and speed as drivers. | 10/28/2021 11:33 AM |
| 31 | Not sure what happened to Arthur... I assume the lane drop would happen there, along with an improved bus stop. I like this plan. I'm not sure you need two crossings at Eisenhower. But this is definitely better than the deadly interchange that is currently there... | 10/27/2021 10:37 PM |
| 32 | seems ok | 10/27/2021 10:00 PM |
| 33 | Good idea. That area is hazard for left turn | 10/27/2021 8:40 PM |
| 34 | Nice design | 10/27/2021 7:44 PM |
| 35 | I think a circle is a great idea here. | 10/27/2021 6:01 PM |
| 36 | Oh huh, I think this will be nice. Could the center of the traffic circle be a native plant garden | 10/27/2021 5:15 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

as a nod to Village homes?

| | | |
|----|---|---------------------|
| 37 | Roundabout is a great idea! Pedestrian area and rain gardens does not seem necessary. Not a primary transportation route or crossing point. Intersection at Eisenhower needs lighted crosswalks; multiple bad bike injuries and near miss pedestrian incidents have occurred at this location. | 10/27/2021 1:07 PM |
| 38 | I like the traffic circle proposal and the added crossing infrastructure for bikes/pedestrians- cars go pretty fast through this area when coming in from west of town. | 10/27/2021 11:58 AM |
| 39 | this could make sense. seems better than what's currently in place. | 10/26/2021 9:28 PM |
| 40 | TOO MUCH TRAFFIC ON RUSSELL/ARLINGTON | 10/26/2021 7:49 PM |
| 41 | Round about has weird looking yellow pyramids! Please don't do strange modern art. Need more green, less concrete | 10/26/2021 7:43 PM |
| 42 | We don't need on-street bike lanes on the south side of Russell. No need for the bike/ ped mixing area to have that wee median. I think it's a bad idea to narrow Russell to one lane at any point. I like the plan to do something nice with the NW corner of Arlington, but I want lots of shade. Again I think that the bike/ ped mixing areas should have the pad path pavements continued, even though they will be more of a suggestion in this area. I don't like the traffic circle. People here don't know how to use them. I do think the current layout needs improvement, but I prefer the yields and slipways. | 10/26/2021 6:14 PM |
| 43 | Please- no traffic circles! | 10/26/2021 5:59 PM |
| 44 | your roundabout on hutchinson is a joke and you want another? | 10/26/2021 5:40 PM |
| 45 | What happened to arthur russel intersection? | 10/26/2021 5:10 PM |
| 46 | I have no problem with Russell Blvd as it currently exists. I think it is fine the way it is. | 10/26/2021 5:02 PM |
| 47 | Like it a lot but would like to have 2 lanes going westbound past the roundabout to avoid traffic with growth and traffic that would back up all the way to 113 entrance from having less lanes, could snarl all or russel | 10/26/2021 4:24 PM |
| 48 | Please, can you get this one done today, before dinnertime? | 10/26/2021 4:07 PM |
| 49 | Is the intent to have bikes that want to cross to the bike path going westbound need to cross at Eisenhower? This seems a bit tricky and unclear. | 10/26/2021 3:21 PM |
| 50 | There is no traffic bottlenecks at this location , eliminate confusing bike crossings all along Russell | 10/26/2021 1:37 PM |
| 51 | Proposed plan seems reasonable. Remove the pyramids from the roundabout. | 10/26/2021 11:21 AM |
| 52 | Yes! This is SO needed. Some sort of signal or control to give bikes more priority might help too. | 10/26/2021 9:56 AM |
| 53 | Roundabout at every opportunity is an appropriate strategy | 10/26/2021 9:16 AM |
| 54 | A traffic circle would be nice, but cars are driving at high speeds. There may be a cost in safety. | 10/26/2021 12:02 AM |
| 55 | I like this a lot more than the T-junction for WB Russell turning on Arlington NB. | 10/25/2021 11:47 PM |
| 56 | I think putting a traffic circle in there sounds like an excellent idea. I also really appreciate the expanded bike and pedestrian infrastructure - the current path on the south side of Russell can get pretty crowded with bikers and runners | 10/25/2021 11:34 PM |
| 57 | Any chance for a two way path on the south side of Russell? The north side still feels exposed to traffic here for bikers traveling east to west. | 10/25/2021 11:04 PM |
| 58 | Nice. Where is the direct connection from the new UCD housing area, far west to Russell Blvd? | 10/25/2021 10:11 PM |
| 59 | This is a great idea, long overdue. | 10/25/2021 10:01 PM |
| 60 | Traffic circle and two lane road are a YES! | 10/25/2021 8:58 PM |
| 61 | Seating area is a waste. Will improve the traffic flow. | 10/25/2021 6:34 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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| 62 | Consider center island or on demand blinking caution at Eisenhower crossing - this is a very wide intersection to cross | 10/25/2021 6:09 PM |
| 63 | I invite you to start a dialogue with Village Homes, and especially with the real-estate company "Plumshire Inc" of Village Homes to think further ahead with this project on the corner. As you are contemplating the installation of art and people gathering spaces, one could even think about an opportunity for commercial services here (or closeby), which is something Plumshire Inc (and Village Homes) could be interested in. The manager's email is: | 10/25/2021 5:12 PM |
| 64 | Roundabout is superb proposal for this intersection. Should be large enough to contain a major UCD/city sculpture. Suggest continue the landscaped median between E and W bound Russell and Arlington auto traffic. May need two auto lanes from Arlington to Hy113 | 10/25/2021 2:48 PM |
| 65 | Honestly, it's fine as it is. Add a stop sign, enforce the 35 mph speed limit (citations, patrolling!!), and void costly reconfiguration. and avoid costly | 10/25/2021 9:58 AM |
| 66 | Worried about additional congestion here | 10/25/2021 9:48 AM |
| 67 | Circles do not work with the inexperienced drivers of Davis. Cars also move at a high rate of speed from Arlington towards Russell Blvd. if anything a signal light would be more appropriate | 10/25/2021 9:25 AM |
| 68 | I like the round about | 10/25/2021 8:36 AM |
| 69 | Given the traffic at certain times of day, this round about concept will be a nightmare and danger to everyone. There will be gridlock due to the number of cars crossing paths and the reduction in lanes that currently makes the splitting and merging manageable. Roundabouts work best when some routes are lighter traveled, and living over here, I don't see that. | 10/25/2021 7:48 AM |
| 70 | I don't like the traffic circle.I do like the green space on the north west. I don't think all the medians are necessary | 10/25/2021 12:42 AM |
| 71 | An improvement over the current situation | 10/24/2021 10:05 PM |
| 72 | I love this one! This is my favorite. But the cars won't stop at those pedestrian crosswalks | 10/24/2021 8:50 PM |
| 73 | Fine | 10/24/2021 8:34 PM |
| 74 | I love rotaries | 10/24/2021 6:23 PM |
| 75 | Much better than we have now | 10/24/2021 5:01 PM |
| 76 | I don't use this intersection very often, but thrilled to see a roundabout here. | 10/24/2021 4:28 PM |
| 77 | A roundabout with only one westbound lane on Russell might be better. | 10/24/2021 3:40 PM |
| 78 | Round-about needs big signs to announce round-about and the concrete barrier should be painted with bright yellow color to see it & have reflective lights at night | 10/24/2021 3:24 PM |
| 79 | Round About seems a safer way to navigate this intersection than the current design. However, the idea of a single lane coming westbound into the roundabout is not a good plan ... there are many cars in both lanes that travel there and it would become backed up. Keeping 2 lanes would be smarter. Even if you could keep 2 lanes after the roundabout (continuiog west) until Lake Blvd would be smart because there are so many apts and housing off of Lake Blvd. | 10/24/2021 3:03 PM |
| 80 | The first bit of infrastructure presented so far that makes sense. And is of correct scale. And takes humans into account. | 10/24/2021 2:32 PM |
| 81 | No! I know the Russell/Arlington intersection is a problem for cyclists and pedestrians, but there has to be a solution that doesn't take out the trees and land on that triangle. No more cutting down trees in favor of concrete! It's also a charming spot, and putting in some rain garden on the opposite side doesn't mitigate. Find another solution to this intersection; the roundabout is too big and takes out too much to install, especially for the relatively little amount of traffic in this area. | 10/24/2021 2:14 PM |
| 82 | This large-diameter roundabout allows vehicles to maintain high speeds while moving through it, making it more treacherous for pedestrians and bikers to travel through it. Narrowing the roundabout and squaring up the roadway entrances to it will require cars to slow more, and be more aware of other road users. In addition, the traffic flow for cyclists will be hard to parse (particularly those going from the Russell Bike Path onto Arlington) because they are directed onto bidirectional multi-use paths without a clear traffic flow. Instead, a Dutch-style roundabout with an outer ring for cyclists on all but the bottom segment would make the travel pattern | 10/24/2021 1:30 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

clearer. Eliminate on-street bike lanes on Russell. Bike lanes on Arlington should be protected (particularly near the roundabout), and the roadway narrowed—the Arlington ROW is extremely wide, and the travel lanes oversized leading to high vehicle speeds.

| | | |
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| 83 | Speeds in that roundabout are too high. You hilariously show a motorist stopping for a person walking. BS. Lower the speed. Add tiger teeth and yield signs. Raise the crossing. Would you let your 10-year-old walk across? Your grandmother? | 10/24/2021 12:25 PM |
| 84 | The traffic conditions in the simulation appear significantly lower than my experience biking/driving in this area over the past decade. I think the traffic circle option could work well, but have significant concerns about putting a bike lane right next to traffic on the westbound side and reducing the 2 lane part of Russell to a single lane. I think another alternative to improve bike safety in this region is improved signage directing bikers traveling west who want to get onto Arlington to cross at the Eisenhower intersection, and improving the safety of that intersection (lighting and visibility has improved greatly there, but flashing crosswalk or a caution light that turns red when pedestrians are crossing there could help even more). Bikes can safely move along Russell using the bike path and cross at the intersections they need to. I do not plan to ever use bike lanes on the side of Russell next to cars when I can be protected on the Russell bike path instead. | 10/24/2021 11:54 AM |
| 85 | Round-a-boats would be the perfect footprint for large sculptures | 10/24/2021 11:12 AM |
| 86 | Given the growth in Winters and to the west, I think going down to a single lane here is not a good idea for the future although it would be great for now and I love traffic circles. | 10/24/2021 10:38 AM |
| 87 | Please make traffic circles with bicycle lanes. Otherwise cars get upset with the bicycles in the circle. | 10/24/2021 9:45 AM |
| 88 | Like improved crosswalk and the roundabouts. Not a fan of ped bike mixing areas unless the throughway for bikes is marked by different color pavers or elevation | 10/24/2021 9:20 AM |
| 89 | Yes! Have had a head on collision at the left turn to get back onto Russell. A roundabout would be great | 10/24/2021 8:50 AM |
| 90 | The traffic circle at this location has merit, but not at the expense of reducing number of traffic lanes, which would create an unnecessary traffic bottleneck. This concept needs to be refined. | 10/24/2021 8:13 AM |
| 91 | The animation didn't show signs/lights at the crosswalks, but I assume they will be included. I hope you can save some of the large trees separating the bike path from the big road on Russell; they give a good sense of security that if a car lost control on the road, it would be stopped before becoming dangerous on the bike path. | 10/23/2021 10:21 PM |
| 92 | love the circle | 10/23/2021 7:29 PM |
| 93 | The sidewalk on the north side of Arlington is a disgrace. It's almost impossible to travel as a solo walker with poor concrete and trees. A round about make sense in the location | 10/23/2021 5:01 PM |
| 94 | Nice...but if you can't afford to properly maintain the minimal infrastructure now in place, then how do you propose to maintain this much larger project? | 10/23/2021 1:55 PM |
| 95 | I would sacrifice the green space for a dedicated right turn lane for WB folks. | 10/23/2021 12:33 PM |
| 96 | looks good | 10/23/2021 12:05 PM |
| 97 | Really like the concept of a roundabout in this location | 10/22/2021 11:26 PM |
| 98 | Having the roundabout here will be a nightmare in creating confusing, unsafe conditions for lines of backed up cars, bikers who unfortunately do not always ride safely and pedestrians alike. | 10/22/2021 11:23 PM |
| 99 | Pretty great redesign! Can you keep the dirt jogging path next to the new bike path that has recently been built? | 10/22/2021 11:20 PM |
| 100 | A roundabout would be great! | 10/22/2021 11:13 PM |
| 101 | All crossing across Russell should have lighted crosswalks to help drivers see pedestrians. It can be difficult to see pedestrians on either side of the street due to all the vegetation, etc. Also, for drivers going westbound in the afternoon, the sun glare compounds this issue. | 10/22/2021 8:02 PM |
| 102 | This will be an excellent upgrade. | 10/22/2021 7:22 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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|-----|--|--------------------|
| 103 | The lane reductions and traffic circle are a terrible idea. There WILL be increased congestion and accidents at this traffic circle. Many drivers on this section of Russell are hurried speeders. There are too many impatient motorists who will NOT yield the proper right-of-way at the traffic circle. | 10/22/2021 7:16 PM |
| 104 | The roundabout is a brilliant solution to the awful dog leg at Arlington. I do think there should be a stop sign or flashing yellow at the intersection of Portage Bay and Russell. It is a dangerous intersection for bikes (too hard to explain why here) | 10/22/2021 7:02 PM |
| 105 | The seating area will only be used by homeless.who wants to sit by a roundabout???? | 10/22/2021 6:23 PM |
| 106 | a roundabout is a huge improvement here!!!! The flat green areas need to be pollinator-friendly and low-water. This is a great place to add pollinator pathways. | 10/22/2021 6:22 PM |
| 107 | Roundabouts are inherently hazardous. I've seen them in England where they have caused mile-long backups and where traffic signals have been required to be reinstalled because the roundabouts failed. | 10/22/2021 6:15 PM |
| 108 | Like the multi modal and pedestrian and bike amenities | 10/22/2021 5:52 PM |
| 109 | Bicycle traffic should not mix with vehicle traffic approaching the traffic circle from the west. Speed tables should be incorporated to force motorists to slow at the marked intersections. | 10/22/2021 5:38 PM |
| 110 | leave as is - no lane reductions, probably no roundabout | 10/22/2021 5:13 PM |
| 111 | Finally something you've got right, this should have been done here years ago. | 10/22/2021 4:41 PM |
| 112 | This is a huge improvement | 10/22/2021 4:19 PM |
| 113 | Are their funds or plans set aside for public art? It would be useful to bring the city's Arts/Culture department in about integrating those elements into these plans before the plans get set. Also, I like what the round about solves with navigating this intersection as a pedestrian, but do think it will cause more back up/traffic. Glad there is a walking path on the north side of Russell heading west. However, no one will use these bike lanes west of this intersection with the option of the walk way. Cars are going 45-50 MPH without a ton of space. I'd rather have separated bike lanes or a least a 2-3' of additional gap space between car/bike lanes. | 10/22/2021 4:07 PM |
| 114 | Roundabout at Arlington is one of the best parts of the redesign (other strong parts: continuous bike path on w-bound Russell and traffic calming by reducing number of auto lanes | 10/22/2021 3:59 PM |
| 115 | Traffic circles are dangerous. Looks like a lot of trees to water. | 10/22/2021 3:58 PM |
| 116 | I think a roundabout would be a good idea here, as shown. | 10/22/2021 3:10 PM |
| 117 | I don't know how the roundabout will be for cars, but the plan looks nice for bikes. | 10/22/2021 2:52 PM |

Q11 Enter Comments Here:

Answered: 99 Skipped: 171

| # | RESPONSES | DATE |
|----|--|---------------------|
| 1 | You really expect tomato trucks and farm equipment to do the traffic circle thing well? That will create a BIG problem. | 11/3/2021 9:53 AM |
| 2 | I like the traffic circle idea, but note that tomato trucks etc use this intersection, and need a 'straight' line to effectively drive through (NS). | 11/3/2021 8:43 AM |
| 3 | this roundabout at Rd 98 at Russell seems awfully unnecessary. it gets barely any bike or foot traffic. just tear out the eastbound/westbound stop signs and make it a 2-way stop, so Russell traffic doesn't stop. | 11/2/2021 2:30 PM |
| 4 | looks good | 11/2/2021 2:19 PM |
| 5 | Roundabout makes good sense here. Old slip lane has limited visibility and is dangerous. | 11/1/2021 10:01 PM |
| 6 | Looks good. | 11/1/2021 5:05 PM |
| 7 | Concerned that without stop signs/lights, drivers who will be going high speeds on Road 98 and Russell (heading east) will not slow down sufficiently for the traffic circle | 11/1/2021 10:51 AM |
| 8 | I also like this design a lot. Much better than the current one. | 11/1/2021 10:41 AM |
| 9 | Good concept. Just need to make the roundabout compatible with heavy farm machinery and two-trailer semi trucks. Road 98 is a heavily utilized corridor for county. | 11/1/2021 6:58 AM |
| 10 | I sort of like this. But again I see no reason for the paths to be so curvy - an who is walking on them anyway? There is zero need for sidewalks on the north side as far as I can tell. | 10/31/2021 8:50 PM |
| 11 | Great opportunity for welcoming visual enhancement. Not sure a roundabout is needed here but a 4 way red light would work . | 10/31/2021 12:26 PM |
| 12 | Oh no! Not another roundabout. No. Just what the tomato truckers need. Bike path yes but not an enhanced walking path. Who walks out there? Straighten out the bike path. It's a four way stop! Leave it. We don't want another "Mess on Mace". | 10/31/2021 11:25 AM |
| 13 | Wholly support a roundabout. This intersection is a turnaround point for walkers between here and neighborhood to the east. Please put a bench at this intersection. The cactus should be removed and be replaced with native oaks. | 10/31/2021 10:49 AM |
| 14 | You totally left out the Lake Blvd. - Russell Blvd. intersection from your presentation. What on earth inspired you to leave all of the Stonegate & West Manor neighborhoods out of your reckoning? Also - I hope there is NO plan to connect roads from "west village" on the UCD campus to Russell. We were promised that would NOT happen, and we need to be sure that commitment is firm. West Village should be using Hutchison to campus and to 113. | 10/30/2021 8:59 PM |
| 15 | Again! Perfect. But do this for all of Russell. 2 lanes of traffic and roundabouts! | 10/30/2021 7:13 PM |
| 16 | Roundabouts on Russell are an improved safety and flow idea. | 10/30/2021 3:38 PM |
| 17 | You realize Waze takes people through here when 80 is backed up? Traffic should be kept from this whole area. | 10/30/2021 3:10 PM |
| 18 | This looks nice, but I'm not sure what problem it's addressing. The bike path on the south is pretty far out of the line of travel, which feels inconvenient. | 10/30/2021 3:01 PM |
| 19 | Looks safer | 10/30/2021 2:06 PM |
| 20 | I really think a stop sign is better here. save space, protect the country appearance aspect of whole project -this looks too developed. on country roads where some travel fast stopping is better than a roundabout. | 10/30/2021 1:42 PM |
| 21 | Good | 10/30/2021 1:02 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

| | | |
|----|--|---------------------|
| 22 | Cars traveling northbound 98 to eastbound Russell often do not stop for bikes and walkers. Very dangerous here! | 10/30/2021 9:57 AM |
| 23 | I like that this roundabout should improve pedestrian and bike safety | 10/29/2021 6:30 PM |
| 24 | This would encourage me to extend my usual bike route further west and appreciate a new part of Davis | 10/29/2021 2:06 PM |
| 25 | This is better than what currently exists. Northbound drivers making a right hand turn onto Russell currently have very limited visibility of cyclists going eastbound. | 10/29/2021 12:43 PM |
| 26 | Light, not roundabout. | 10/28/2021 6:55 PM |
| 27 | Great idea with the roundabout, again, don't bring bikers onto Russell = higher risk for accidents with cars | 10/28/2021 4:35 PM |
| 28 | I would suggest trying to have the north bike lane be more separated from the vehicular part of the road - and allow for some pedestrian access. Add some seating and shade in the cacti park section | 10/28/2021 12:38 PM |
| 29 | Insure that the roadway stays safe for bicyclists, adding sharrows, and considering the removal of the slip ramps, or don't require them. | 10/28/2021 11:37 AM |
| 30 | Lake got skipped... That's a pretty bad interchange. It could also be a circle. I would love the campus to consider extending Hopkins up the existing farm road then doglegging to meet Lake. It would give a lot of additional route choices to the west campus and west Davis. At cactus corner has a bike tunnel been considered. There is only east-west bike and pedestrian traffic on the south side. A bike tunnel would carry all of this... | 10/27/2021 10:49 PM |
| 31 | Good idea | 10/27/2021 8:41 PM |
| 32 | Nice design | 10/27/2021 7:47 PM |
| 33 | I hope the circle diameter is large enough to accommodate the large trucks (tomato trucks, etc). | 10/27/2021 6:03 PM |
| 34 | I don't know if this needs to be so built up. I like the character of the intersection as it currently is because it signifies the transition from more urbanized Davis to agricultural, and a more built up intersection negatively affects its character. | 10/27/2021 5:16 PM |
| 35 | Resolves northbound travel problems of not being able to see bikers on path. | 10/27/2021 1:09 PM |
| 36 | I'm very supportive of the enhanced bike paths in this area, and of the traffic circle. | 10/27/2021 11:59 AM |
| 37 | could be an improvement over what's currently in place | 10/26/2021 9:29 PM |
| 38 | I don't like the roundabout. The south side of Russell does not need street surface bike lanes. Russell needs to not be one lane. I like the re-vamp of cactus corner, but I'd love an improved rather than eliminated slipway. | 10/26/2021 6:17 PM |
| 39 | leave it alone it works fine | 10/26/2021 5:41 PM |
| 40 | I have no problem with Russell Blvd as it currently exists. I think it is fine the way it is. | 10/26/2021 5:02 PM |
| 41 | big fan | 10/26/2021 4:24 PM |
| 42 | I am not supportive of roundabouts in Rural areas. The semi trucks and farm equipment will not maneuver around these obstructions. These vehicles actually need to come to a stop. Don't believe in beautifying this intersection. More safety features f | 10/26/2021 1:41 PM |
| 43 | Proposed plan seems reasonable to me. | 10/26/2021 11:22 AM |
| 44 | Sure | 10/26/2021 9:57 AM |
| 45 | This is fine - very nice, actually. However, the current intersection works okay. I'd put this as the lowest area of priority for new investments. | 10/26/2021 12:03 AM |
| 46 | safer than the blind merge behind the cactus to WB Russell | 10/25/2021 11:49 PM |
| 47 | I really like this - I bike out there sometimes, and those slip-lanes can get pretty scary as a bicyclist | 10/25/2021 11:36 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

| | | |
|----|--|---------------------|
| 48 | Too many trucks for roundabout | 10/25/2021 11:29 PM |
| 49 | Nice. | 10/25/2021 10:11 PM |
| 50 | Great. | 10/25/2021 8:59 PM |
| 51 | Will improve the safety issue at Cactus Corner. | 10/25/2021 6:35 PM |
| 52 | Very much like this design for roundabout. It provides safety and convenience for pedestrian, cyclist and auto traffic | 10/25/2021 2:51 PM |
| 53 | Dubious about utility of roundabouts on county roads. Not a particularly problematic intersection. | 10/25/2021 9:59 AM |
| 54 | Worried about trucks to come through here at 55 mph | 10/25/2021 9:49 AM |
| 55 | With ag traffic, bikers, inexperienced student drivers these circles are going to be very dangerous. | 10/25/2021 9:27 AM |
| 56 | I like the round about | 10/25/2021 8:37 AM |
| 57 | I don't like the traffic circle or the loss Of the slip away. Even though the current slipped away is not very safe. All of the walking and biking stuff looks better, and I like the enhancement of cactus corner | 10/25/2021 12:45 AM |
| 58 | All seems unnecessary | 10/24/2021 10:06 PM |
| 59 | I love it | 10/24/2021 8:50 PM |
| 60 | A little concerned that folks will fly through this roundabout with just barely slowing down, but willing to trust the experts on this. Is there any work to address long term surface care for the | 10/24/2021 8:44 PM |
| 61 | We do NOT need walking paths! This is just painful | 10/24/2021 8:36 PM |
| 62 | Much better | 10/24/2021 5:01 PM |
| 63 | Please don't make "opportunity for art" high so that cars on the other side of the roundabout can't be seen. | 10/24/2021 3:41 PM |
| 64 | Round-about needs big signage to announce round-about & bright color on concrete riser around the circle & reflectors for nighttime driving | 10/24/2021 3:25 PM |
| 65 | I like the idea of a roundabout here. It is currently so unsafe for cyclists! | 10/24/2021 3:05 PM |
| 66 | I like the roundabout concept. And we need more of them where we're going to install huge traditional intersections in other locations. | 10/24/2021 2:33 PM |
| 67 | I weighed in on the county's roundabout plan before: in that scheme, Cactus Corners was gone. I can't tell how much of it is taken out here but I'm opposed to chopping it back to make room for a roundabout. Planting new cacti where you want them isn't the same as keeping the old ones. Stop signs work fine; don't solve a problem that doesn't exist. I have used this intersection often for decades and it's never been a problem. I agree with closing the right hand merge from 98 to Russell--that's scary for walkers and cyclists--and drivers. | 10/24/2021 2:19 PM |
| 68 | My only concern for this treatment is high vehicle speeds approaching the multi-use path crossings. Travel lanes should be narrowed to reduce vehicle speeds prior to the crossing. Also, the 3-way intersection of the multi-use path should instead be a small roundabout. | 10/24/2021 1:32 PM |
| 69 | roundabout will be very hard to traverse with agricultural equipment | 10/24/2021 1:31 PM |
| 70 | nice safe bike routing on south side | 10/24/2021 1:04 PM |
| 71 | I like this idea and think it's an improvement. | 10/24/2021 12:00 PM |
| 72 | Again - a great place for artwork! | 10/24/2021 11:13 AM |
| 73 | I like this change but then again I like traffic circles. Preserving the cactus is important and I am glad there are plans to do this. | 10/24/2021 10:41 AM |
| 74 | Removing the auto turning ramps is great. Traffic circles must have bicycle lanes to keep autos from getting upset with bicycles in circle. The circle needs to be designed as if there was no multi purpose path here. The roads are generally smoother than the paths and more | 10/24/2021 9:51 AM |

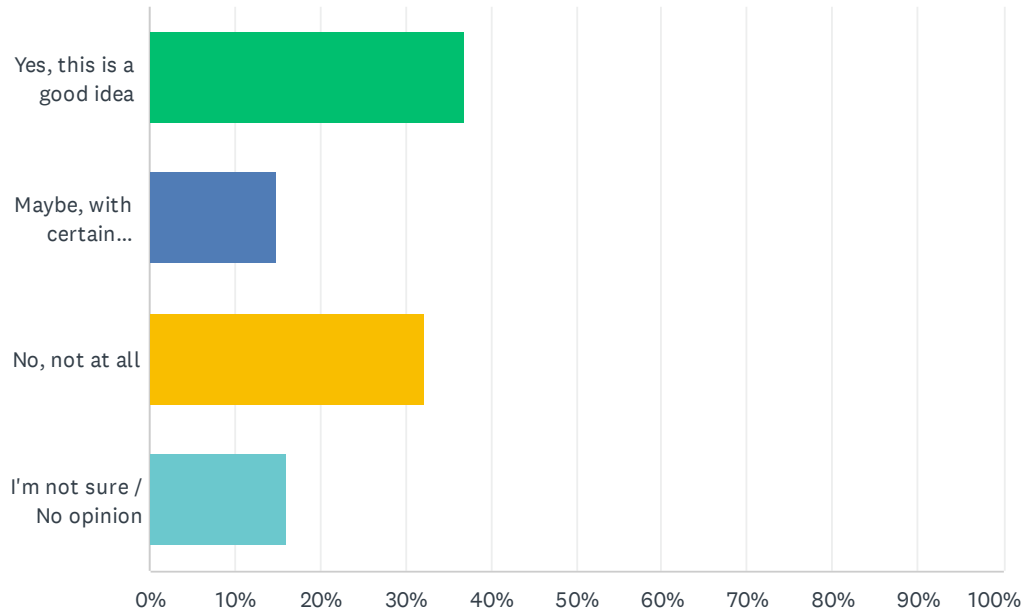
Reimagine Russell Blvd Community Survey #2: Design Concepts

and more bicycles are taking the road because of this. This road is maintained much better than the path.

| | | |
|----|---|---------------------|
| 75 | Support. Current configuration is dangerous with blind yields | 10/24/2021 9:21 AM |
| 76 | Please save the cactus!!!! May need signage or speed bumps on 98 coming from the north. People blast through that direction and may not slow down adequately before the round about | 10/24/2021 8:52 AM |
| 77 | The traffic circle concept has merit at this intersection, but the existing dedicated right turn lanes should be kept to preserve traffic flow and limit congestion. | 10/24/2021 8:16 AM |
| 78 | much better than current design | 10/23/2021 7:29 PM |
| 79 | Yeah, I can just see the fully loaded tomato trucks negotiating that traffic circle during harvest time.... | 10/23/2021 1:56 PM |
| 80 | Is there any issue with this intersection in the first place? Maybe save your money and make Bst/Russell better. | 10/23/2021 12:35 PM |
| 81 | looks good | 10/23/2021 12:06 PM |
| 82 | Like the roundabout concept. North side appears to require ROW acquisition | 10/22/2021 11:27 PM |
| 83 | This will probably work because there are not many bikes and pedestrians here. | 10/22/2021 11:25 PM |
| 84 | There's going to be more tomatoes on the ground during harvest with that round a bout! But I really like the design | 10/22/2021 11:22 PM |
| 85 | Seems out of place for a country road. Is all of this really necessary? There seems to be hardly any traffic here. | 10/22/2021 8:03 PM |
| 86 | I like all the design concepts, but perceive one possible problem. At the roundabout will come many trucks, big ones. Is the roundabout going to be wide enough for them to get through conveniently? You will need to make sure a huge semi can get through there easily. | 10/22/2021 7:04 PM |
| 87 | Have there been any studies of roundabouts in a more rural context? This is another great place to add pollinator pathways and native low-water groundcovers, and | 10/22/2021 6:24 PM |
| 88 | Prefer straight road; no roundabout. | 10/22/2021 6:23 PM |
| 89 | If required, a traffic light would make much more sense. | 10/22/2021 6:16 PM |
| 90 | Much better! Like the traffic circle approach a lot for this intersection! | 10/22/2021 5:53 PM |
| 91 | Raised crosswalks should be used to force motorists to slow before approaching these pedestrian and bicyclists mixing zones. | 10/22/2021 5:39 PM |
| 92 | This is outside of the city limits. Why is this even part of the plan? | 10/22/2021 5:14 PM |
| 93 | This is in the County, not the City. Isn't there an entirely separate Yolo County project to improve the CR98 corridor? Are you just sharing their proposal, or are you presuming on what you want them to do? The County certainly does not have the resources to maintain any kind of landscaping at this intersection. | 10/22/2021 4:43 PM |
| 94 | This ruins the character of this part of town. I run out here 5+ days a week and this will not be an improvement. Leave cactus corner alone | 10/22/2021 4:20 PM |
| 95 | Looks great. I hope you replace the path to the West of the Stone gate community. | 10/22/2021 4:09 PM |
| 96 | Preserving cacti: good. | 10/22/2021 4:00 PM |
| 97 | Intersection is safe now that it would be with the traffic circle. | 10/22/2021 3:59 PM |
| 98 | I think a roundabout is also a good idea here. Maybe if we have more roundabouts in town like this, people will use them correctly (instead of "every man for himself, whee! If I'm faster, I'm first!" Ugh. | 10/22/2021 3:12 PM |
| 99 | Again, looks nice for bikes and pedestrians, don't know what it'll do to cars. | 10/22/2021 2:53 PM |

Q12 Are you receptive to allowing a transit-only access point to from Russell Blvd to West Village?

Answered: 174 Skipped: 96



| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| Yes, this is a good idea | 36.78% | 64 |
| Maybe, with certain conditions (state in text field, below) | 14.94% | 26 |
| No, not at all | 32.18% | 56 |
| I'm not sure / No opinion | 16.09% | 28 |
| TOTAL | | 174 |

Q13 Expand on your responses here, if desired.

Answered: 96 Skipped: 174

| # | RESPONSES | DATE |
|----|--|---------------------|
| 1 | 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. | 11/2/2021 2:33 PM |
| 2 | if we want to stop climate change we need to support transit | 11/2/2021 2:20 PM |
| 3 | We need to offer transit as a superior transportation mode from west village | 11/1/2021 11:45 PM |
| 4 | 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. | 11/1/2021 11:18 PM |
| 5 | 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. | 11/1/2021 10:06 PM |
| 6 | UCD promised no access to Russell if west village was built. | 11/1/2021 2:18 PM |
| 7 | 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. | 11/1/2021 10:59 AM |
| 8 | 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. | 11/1/2021 10:46 AM |
| 9 | 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. | 11/1/2021 7:02 AM |
| 10 | 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. | 10/31/2021 8:57 PM |
| 11 | This was contentious 8 years ago and it still is. West Davis residents don't want the bus traffic or tge car traffic! . | 10/31/2021 2:09 PM |
| 12 | 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. | 10/31/2021 11:36 AM |
| 13 | 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. | 10/31/2021 10:54 AM |
| 14 | 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? | 10/31/2021 8:49 AM |
| 15 | How would transit-only be enforced? If it could be enforced, then it is a great idea. | 10/30/2021 9:45 PM |
| 16 | This would just lead to general auto access to Russell. | 10/30/2021 9:15 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

| | | |
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| 17 | UC Davis needs to contribute significant ongoing annual mitigation funds for the significant damage Unitrans do to Davis roads. | 10/30/2021 9:07 PM |
| 18 | Sure - if people want to walk up to the bus stop already on Russell, no problem. Otherwise, NO! | 10/30/2021 9:01 PM |
| 19 | This was part of original agreement not to have access to Russell Blvd with this development | 10/30/2021 3:39 PM |
| 20 | Russell is terrible. Keep all additional traffic off it. | 10/30/2021 3:11 PM |
| 21 | This is an essential connector to improving transit access to West Village and greatly improving transit efficiency on the whole west side of town. | 10/30/2021 3:05 PM |
| 22 | Without seeing a map I don't know what part of town is West Village so I can't answer. | 10/30/2021 2:09 PM |
| 23 | 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. | 10/29/2021 6:34 PM |
| 24 | About 15 years ago the university agreed that there would be no traffic from the development. At all. That is why the lake was built there. | 10/29/2021 5:24 AM |
| 25 | Would need to enforce transit only. Gates, maybe? | 10/29/2021 12:03 AM |
| 26 | No egress or ingress at Russell and West Village. This was already addressed a few years back. Do not revisit. | 10/28/2021 7:00 PM |
| 27 | 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. | 10/28/2021 12:44 PM |
| 28 | It starts with transit only and next it's a full blown intersection for all vehicles. I can see that is what was invisioned in the first place given the wide access road from the West Village at the Russell/Arthur intersestion. | 10/28/2021 8:41 AM |
| 29 | What would be the value here? Transit to downtown avoiding Campus? Transit to West Davis? | 10/27/2021 10:56 PM |
| 30 | Embrace Hutchinson! | 10/27/2021 10:02 PM |
| 31 | No! It will mean that much more traffic on russell and more noise/pollution | 10/27/2021 8:59 PM |
| 32 | 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 | 10/27/2021 8:42 PM |
| 33 | It depends on where it comes in and how much traffic is expected. | 10/27/2021 6:06 PM |
| 34 | We need to maintain landscape connectivity of open space and ag space for wildlife. | 10/27/2021 5:17 PM |
| 35 | Idk | 10/27/2021 12:25 PM |
| 36 | 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. | 10/27/2021 12:02 PM |
| 37 | There was to be no vehicle access from West Village onto Russell. Has that been forgotten? | 10/26/2021 7:51 PM |
| 38 | 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 | 10/26/2021 7:45 PM |
| 39 | a buffer zone was negotiated no access will ever happen you are over building west davis creating an easement is NO | 10/26/2021 5:43 PM |
| 40 | 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 intersectio its 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 | 10/26/2021 5:21 PM |
| 41 | It's not clear at all what you mean by that; i'd give an opinion, but i have no idea what you mean | 10/26/2021 4:28 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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|----|--|---------------------|
| 42 | Too much , too fast UC transit on Arthur already. Don't dump more from West Village. They can us Hutchison | 10/26/2021 1:43 PM |
| 43 | 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. | 10/26/2021 11:24 AM |
| 44 | A transit only access point doesn't solve the problem. The problem is the endless traffic a 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.. | 10/26/2021 10:27 AM |
| 45 | It should also be non-car users like wheelchairs, bikes, and walkers. | 10/26/2021 10:05 AM |
| 46 | 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. | 10/26/2021 12:06 AM |
| 47 | West Village needs more outbound access than just Hutchinson. | 10/25/2021 11:55 PM |
| 48 | 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 | 10/25/2021 11:39 PM |
| 49 | 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! | 10/25/2021 10:15 PM |
| 50 | 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. | 10/25/2021 10:04 PM |
| 51 | Land use and circulation need to go hand in hand. We need to know how the land is going to be used for. | 10/25/2021 9:09 PM |
| 52 | what is a transit only access point? public transit? | 10/25/2021 8:07 PM |
| 53 | You will have another lawsuit if you do this. | 10/25/2021 6:36 PM |
| 54 | Russell has too much traffic already; bus traffic from west village should focus on Hutchinson | 10/25/2021 6:12 PM |
| 55 | limiting Russel Blvd to one lane is a great idea, and this opening would overload Russell | 10/25/2021 5:16 PM |
| 56 | Connection would create too much confusion and traffic in an already heavily impacted area | 10/25/2021 2:54 PM |
| 57 | 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. | 10/25/2021 10:06 AM |
| 58 | 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. | 10/25/2021 9:30 AM |
| 59 | It makes sense not to completely cut off the area form West Davis | 10/25/2021 8:38 AM |
| 60 | 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. | 10/25/2021 7:51 AM |
| 61 | Why isn't UC Davis pursuing an expansion of its overpass? (I assume expense, but West Village is expensive too) | 10/24/2021 8:48 PM |
| 62 | Russel is already too busy and Hutchison is not busy. See no need to add more traffic to Russel | 10/24/2021 7:55 PM |
| 63 | 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. | 10/24/2021 5:46 PM |
| 64 | The Russell/Arthur intersection is already very busy, and adding a fourth road to this intersection is not desirable. | 10/24/2021 3:44 PM |
| 65 | 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 | 10/24/2021 3:29 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

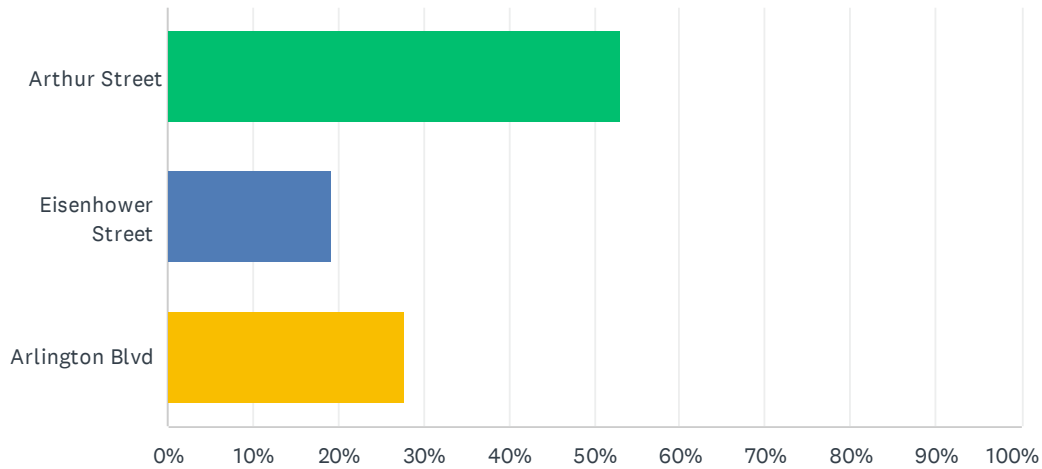
| | | |
|----|---|---------------------|
| 66 | Promises and agreements were made on this topic and should be kept. I am opposed to any ingress/egress from West Village to Russell except bicycles and walkers. Infrastructure for West Village exists at Hutchison, as agreed. | 10/24/2021 2:27 PM |
| 67 | promises and expectations were made when West Village was proposed. allowing buses to access russell at arnold is not consistent with those promises | 10/24/2021 1:33 PM |
| 68 | 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. | 10/24/2021 12:08 PM |
| 69 | It would mean less traffic on Russell Blvd. By West Vilkafe I assume you mean tge UCD housing project off Hutchinson... | 10/24/2021 11:15 AM |
| 70 | 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. | 10/24/2021 10:47 AM |
| 71 | Protection of neighborhoods on Arthur Humboldt and Shasta from speeding busses making times stops. Want speed tables. | 10/24/2021 9:24 AM |
| 72 | I'm okay with the concept, but implementation could be impractical. | 10/24/2021 9:21 AM |
| 73 | I think west village should be fully connected to Russell to access the shops on Lake, Patwin School and the parks. | 10/24/2021 8:54 AM |
| 74 | It might be useful to allow bikers/pedestrians to also use this transit access point, if desired. | 10/23/2021 10:22 PM |
| 75 | 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. | 10/23/2021 5:04 PM |
| 76 | Absolutely necessary. West Davis residents have nothing to complain about regarding transit only access. | 10/23/2021 12:10 PM |
| 77 | There should be a road, not just for transit | 10/23/2021 8:29 AM |
| 78 | Would depend on location and design | 10/22/2021 11:31 PM |
| 79 | This would create a nightmare of added fumes and traffic. Why not direct this traffic to Larue? | 10/22/2021 11:31 PM |
| 80 | Haha, this is a sly move to open it up to all vehicles later on, once the roads have been paved... | 10/22/2021 11:25 PM |
| 81 | Absolutely not! This goes against assurances made to us. | 10/22/2021 11:16 PM |
| 82 | 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. | 10/22/2021 8:04 PM |
| 83 | We were promised NO access points between West Village and Russell ! This promise MUST be kept. | 10/22/2021 7:26 PM |
| 84 | 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. | 10/22/2021 7:07 PM |
| 85 | Busses from west village should be accessing the campus. Maybe an addyoverpass over 12: is needed by cal trans. | 10/22/2021 6:25 PM |
| 86 | Traffic for this development should go through campus. | 10/22/2021 6:17 PM |
| 87 | As long as there is also an option for bicyclists and pedestrians | 10/22/2021 5:55 PM |
| 88 | Transit only would ensure additional vehicle miles would not be added to the area. | 10/22/2021 5:43 PM |
| 89 | 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 | 10/22/2021 5:16 PM |
| 90 | N/A | 10/22/2021 5:00 PM |
| 91 | 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 | 10/22/2021 4:46 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

| | | |
|----|---|--------------------|
| | decision. | |
| 92 | There is already enough traffic on Russell in this part of town. Do not create any access point from West Village to Russell | 10/22/2021 4:24 PM |
| 93 | 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? | 10/22/2021 4:17 PM |
| 94 | Exclusive use streets are confusing. | 10/22/2021 4:01 PM |
| 95 | You should allow all traffic at a signal at Eisenhower, not just transit | 10/22/2021 3:03 PM |
| 96 | I don't live in that area. | 10/22/2021 2:53 PM |

Q14 The project team has identified a few feasible locations for transit-only access. If you answered "Yes" or "Maybe" please indicate your preferred access location. Refer to the exhibit below.

Answered: 94 Skipped: 176



| ANSWER CHOICES | RESPONSES | |
|-------------------|-----------|----|
| Arthur Street | 53.19% | 50 |
| Eisenhower Street | 19.15% | 18 |
| Arlington Blvd | 27.66% | 26 |
| TOTAL | | 94 |

Q15 Expand on your response or suggest alternate locations here, if desired.

Answered: 76 Skipped: 194

| # | RESPONSES | DATE |
|----|---|---------------------|
| 1 | *IF* you absolutely have to have vehicle traffic coming north from west village, make it come in where there already will be a round about in place. Don't force another round about on Russell. | 11/3/2021 9:55 AM |
| 2 | Options A + C would be ideal. and a new bike path connecting West Village to Olive Lane would also be nice. | 11/2/2021 2:33 PM |
| 3 | which ever spot works best for transit and circulation | 11/2/2021 2:20 PM |
| 4 | I like the idea of it being away from the roundabout | 11/1/2021 11:24 PM |
| 5 | For Eisenhower and Arlington, it's not clear how West Village Residents would get to the transit point. They would have to cross the agricultural fields somehow and without any indication of how they would do that, it seems like these two locations are not favorable. | 11/1/2021 11:18 PM |
| 6 | My answer is "no". But if somehow UCD breaks it's commitment within court, the further East the better. | 11/1/2021 10:06 PM |
| 7 | It must remain transit only. Should connect at LAKE Blvd | 11/1/2021 6:47 PM |
| 8 | Arthur is closest to a secondary 113 access point, as well as closest to commercial areas like U-Mall and Downtown. Arthur also doesn't provide straight thoroughfare to Covell or 8th St, so don't think it would impact traffic as much on Arthur. In West Village, the Arthur St. access would feed into the West Village Square/Quad area, which is prime public space, and could help with bringing commercial entities to the area. | 11/1/2021 10:59 AM |
| 9 | Definitely not at Arthur. It's already very busy and too close the 113 ramps. | 11/1/2021 10:46 AM |
| 10 | Tie it in with the round about. | 11/1/2021 7:02 AM |
| 11 | I think option b with a tunnel and a second lane on the road from that point forward is the only way to maintain the grade separated bike lane. I understand the appeal of Option A - but that intersection sucks already, and it would certainly impact bike lane from there (unless you did a bike bridge/tunnel) either way - YOU MUST PROTECT the bike lane. AND minimize traffic impact. All that said. This is a good idea. | 10/31/2021 8:57 PM |
| 12 | 113 works best! | 10/31/2021 2:09 PM |
| 13 | Why just one access? I would do both Arthur & Arlington. | 10/31/2021 12:29 PM |
| 14 | No. No transit (can't you just say cars) onto Russell. People like you gave us the "Mess on Mace". Let's not have the "Tussell on Russell". How about paving it and then maintain it. | 10/31/2021 11:36 AM |
| 15 | It is unclear what "transit only" means. Sounds like just buses, but not sure how that is enforced? Then if not, it becomes a big mess. | 10/31/2021 8:49 AM |
| 16 | Seems dangerous/like too much going on to have the transit access point that close to where Arlington curves into Russell. | 10/30/2021 9:45 PM |
| 17 | Use the existing access to campus east from the housing complex | 10/30/2021 9:15 PM |
| 18 | none of these are good options | 10/30/2021 9:07 PM |
| 19 | None of the above. Use the already-planned bus stop, for pedestrian access only. | 10/30/2021 9:01 PM |
| 20 | Option C would seem to muddy the roundabout patterns, so the other 2 seem better. I'd say whatever makes the most sense given the bus travel patterns in West Village -- whatever improves efficiency by minimizing travel time. | 10/30/2021 3:05 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

| | | |
|----|---|---------------------|
| 21 | No traffic at all from developement. Busses included! | 10/29/2021 5:24 AM |
| 22 | As indicated, this issue was previously addressed. It should not be up for discussion. Village Homes residents do not want the added traffic and the danger of speeding Aggies. | 10/28/2021 7:00 PM |
| 23 | I am not interested as to not increase traffic in our already busy neighborhood. If Eisenhower and Arthur would be declared a "residents only" street, I personally could see a higher chance of this proposal finding more open ears. | 10/28/2021 4:42 PM |
| 24 | I think this would allow bypassing the traffic for bikes etc already going into west village - and let people outside of west village be able to access a stop more easily if so desired. It's also closer to where the traffic will be slowing down due to the roundabout so would have less impact - Arthur would be too busy (though exiting at the ftraffic light there makes sense). | 10/28/2021 12:44 PM |
| 25 | Aruthur is already built, so yay. But adding a spur to the traffic circle and making it transit only would be pretty clever. Why not both? :) | 10/28/2021 11:39 AM |
| 26 | See my suggestion on extending Hopkins to Lake. | 10/27/2021 10:56 PM |
| 27 | Don't use Eisenhower or Arthur. Ruin residential | 10/27/2021 8:42 PM |
| 28 | No, I'm not agreeable to a transit only option as this was not our agreement 19+ years ago. If it is decided to add this transit element then Arthur Street as it is already designed for emergency vehicles and it is close to 113 | 10/27/2021 7:53 PM |
| 29 | Eisenhower would be an okay choice if there was a signal in place. This is a difficult location to merge without a signal or 4 way stop sign. Also, I hope it doesn't drive more buses up Eisenhower, already impacted by Jr. High traffic. | 10/27/2021 6:06 PM |
| 30 | Arthur means you don't need to signalize another intersection. | 10/27/2021 1:13 PM |
| 31 | I think at least one of these routes should be opened to regular cars too | 10/27/2021 12:32 PM |
| 32 | This is the largest intersection with the most people close to it. | 10/26/2021 6:18 PM |
| 33 | build yourself an overpass that has nothing to do with more traffic on russell | 10/26/2021 5:43 PM |
| 34 | None. Cant they use hutchinson and keep it out of the neighborhood. We already have a lot of bus noise in addition to stadium noise | 10/26/2021 5:21 PM |
| 35 | The Arthur stoplight/intersection could use rework. It often gets backed up because of the short distance between lights. A dedicated right turn lane going westbound would help with traffic backup. | 10/26/2021 5:16 PM |
| 36 | I have no problem with Russell Blvd as it currently exists. I think it is fine the way it is. | 10/26/2021 5:03 PM |
| 37 | not sure i want another road when transit can use existing connections; but if they must you'll have to add another intersection that'll just snarl up traffic further | 10/26/2021 4:28 PM |
| 38 | Arthur has stop signals, other options would negatively impact traffic flow | 10/26/2021 2:31 PM |
| 39 | The west of Eisenhower/Arlington option would provide some separation between the buses entering the roadway on Russell and the 113 on/off ramps. Would also flow nicely into the proposed roundabout shown two pages prior. | 10/26/2021 2:17 PM |
| 40 | Option B, Eisenhower Street. | 10/26/2021 11:24 AM |
| 41 | NO, NO and NO. The connections for West Village need to be east-west along (or near) Hutchinson. | 10/26/2021 12:06 AM |
| 42 | Eisenhower residents have a tough time turning from SB Eisenhower to WB Russell. Arlington has enough complicated with the proposed roundabout, and Arthur is good for pedestrian access. | 10/25/2021 11:55 PM |
| 43 | That one seems to make the most sense from a transportation perspective for the West Village folks. If a different access point actually makes more sense, that sounds great to me | 10/25/2021 11:39 PM |
| 44 | ? Where was the road in the original planner this area and /west Village. Made sense then. | 10/25/2021 10:15 PM |
| 45 | Arthur makes sense since the connecting roads are already in place. Protect the existing wetland. | 10/25/2021 9:09 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

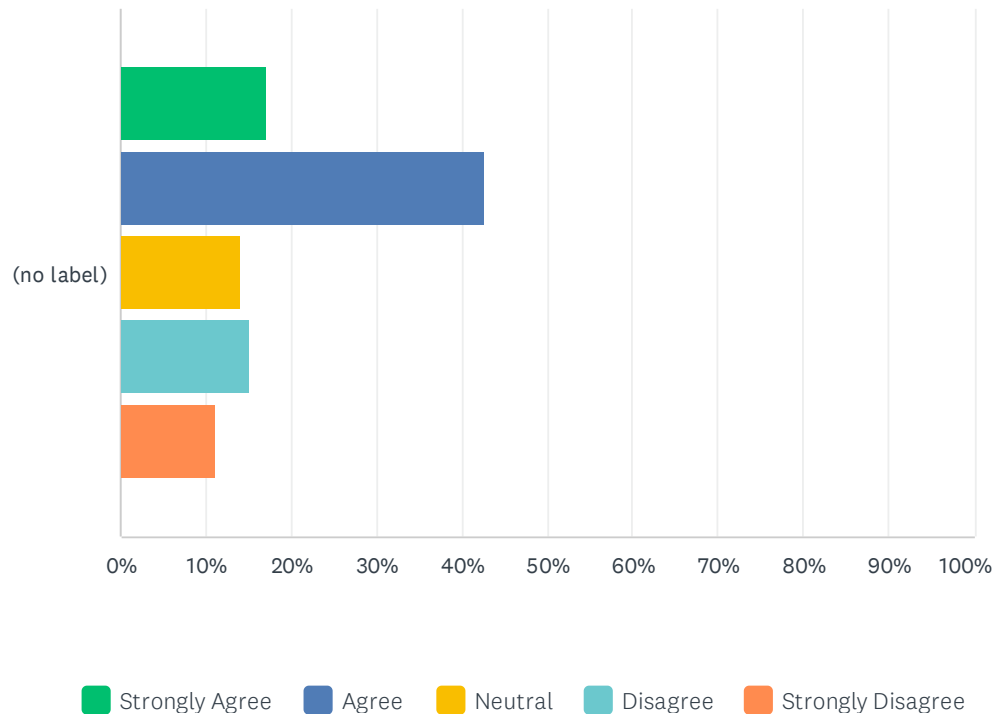
| | | |
|----|---|---------------------|
| 46 | no direct access | 10/25/2021 5:16 PM |
| 47 | Buses won't clog the entrance area to roundabout | 10/25/2021 9:32 AM |
| 48 | It is more central - seems to make sense to access from here | 10/25/2021 8:38 AM |
| 49 | It's The biggest and most central intersection | 10/25/2021 12:47 AM |
| 50 | For sure not at Arthur. That intersection already takes too much time to navigate. | 10/24/2021 7:55 PM |
| 51 | I think that any and all of these ideas would further impede traffic in this area. | 10/24/2021 3:44 PM |
| 52 | None of the above. Further west on Arlington, a secure area off the roadway | 10/24/2021 3:29 PM |
| 53 | None of the above; I am flatly opposed to the city and university trying to resurrect this idea again. No access was the compromise agreed to when West Village was built (over the vociferous objections of many) and must be honored. It's bad enough we have to look at that massive eyesore every day. | 10/24/2021 2:27 PM |
| 54 | Arthur street is too close to the freeway, and should prioritize bicycles. Incorporating the transit access road into the proposed traffic circle could be effective, if bike/ped flow is maintained effectively. | 10/24/2021 1:37 PM |
| 55 | busses coming through at arnold will add undue congestion to an already heavily used auto, bike and pedestrian intersection | 10/24/2021 1:33 PM |
| 56 | If Arlington becomes a traffic circle, adding the bus access there may be more practical. | 10/24/2021 12:08 PM |
| 57 | Closer to campus... | 10/24/2021 11:15 AM |
| 58 | A bus route here going in a loop that hits all the apartments and also loops out to the housing on Lake might help gets more students to school on the bus, but it is not really good for traffic flow on Russell. | 10/24/2021 10:47 AM |
| 59 | Only Arlington is suitable because it doesn't have folks front yards bordering. It's a more major arterial and can connect to premier routing to get close to drop offs at junior high (Emerson) pay win elem and west gate plaza | 10/24/2021 9:24 AM |
| 60 | Arthur is a heavily-travelled bicycle crossing. There would need to be separated queueing for bikes and for buses, and likely a separate signal phase. Arlington could be better if buses entered the roundabout at the roundabout, rather than to the east. Right-in or right-out for buses is easier to accommodate than left turn movements across Russell. That might work at Eisenhower without adding a signal. | 10/24/2021 9:21 AM |
| 61 | How about Lake? | 10/24/2021 8:54 AM |
| 62 | Arthur is not perfect, but it has a nice bike infrastructure, why redo that? Eisenhower seems more logical than some bus only alteration of a round about. | 10/23/2021 5:04 PM |
| 63 | Should be arthur st because that intersection already has a good stoplight setup and opportunity for dedicated bus lanes. Also: everyone is going to trader joes so you might as well make it closer to there. | 10/23/2021 12:37 PM |
| 64 | Probably should allow transit to/from the east on Russell | 10/23/2021 12:10 PM |
| 65 | Preserve open space west of Arthur intersection | 10/23/2021 6:27 AM |
| 66 | Option C seems too close to proposed roundabout. Option A seems too close to 113 | 10/22/2021 11:31 PM |
| 67 | Please don't do this. | 10/22/2021 11:31 PM |
| 68 | If it's going to happen despite earlier promises, put it at Arthur. | 10/22/2021 11:16 PM |
| 69 | Breaking the promise of NO access points between West Village and Russell is dishonorable and permanently destroys trust and goodwill. | 10/22/2021 7:26 PM |
| 70 | Eisenhower is close to Hwy 113 and access to I-80. There are several traffic lights that could be times to ease the flow of traffic. This intersection to connect with West Village makes the most sense to me. | 10/22/2021 7:07 PM |
| 71 | This can provide the most direct connection while providing additional boarding opportunities for residents of West Village. | 10/22/2021 5:43 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

| | | |
|----|---|--------------------|
| 72 | cars should be allowed on any new road as well | 10/22/2021 5:16 PM |
| 73 | Eisenhower is preferred to improve intersection spacing. The SR113/Arthur spacing is tight as is, and integrating the bicycle infrastructure on the south side of Russell/Arthur into a full 4 way intersection would be challenging. | 10/22/2021 4:46 PM |
| 74 | Don't do it. Busses can use La Rue to access West Village | 10/22/2021 4:24 PM |
| 75 | Sure. Why not? It will at least connect it more with the rest of the city and maybe help with transit efficiency. | 10/22/2021 4:17 PM |
| 76 | Option C is feasible only if transit enters at the roundabout. Otherwise, it recreates the Villanova/Sycamore/Brown traffic challenges. Eisenhower OK with a traffic light. | 10/22/2021 4:03 PM |

Q16 Overall, this project is headed in the right direction.

Answered: 171 Skipped: 99



| | STRONGLY AGREE | AGREE | NEUTRAL | DISAGREE | STRONGLY DISAGREE | TOTAL | WEIGHTED AVERAGE |
|------------|----------------|--------|---------|----------|-------------------|-------|------------------|
| (no label) | 16.96% | 42.69% | 14.04% | 15.20% | 11.11% | 171 | 3.39 |
| | 29 | 73 | 24 | 26 | 19 | | |

| # | OTHER (PLEASE SPECIFY) | DATE |
|---|--|---------------------|
| 1 | 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. | 11/3/2021 8:47 AM |
| 2 | it's headed in the right direction, but full car access between West Village and Russell must be allowed. | 11/2/2021 2:35 PM |
| 3 | could be more aggressive on transit priority and taking space away from cars if this is truly is a design for the future | 11/2/2021 2:22 PM |
| 4 | Some great ideas mixed with some bad ideas that may seem nice theoretically but not when implemented. | 11/1/2021 10:07 PM |
| 5 | Neighbors being railroaded by City and UCD. Limited community input. | 11/1/2021 2:24 PM |
| 6 | 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. | 10/31/2021 8:59 PM |
| 7 | 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. | 10/31/2021 11:48 AM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

| | | |
|----|--|---------------------|
| 8 | Look up CO2 emissions and climate change | 10/30/2021 9:21 PM |
| 9 | What about the Lake Blvd. - Russell Blvd. corridor, which you completely left out? | 10/30/2021 9:04 PM |
| 10 | 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! | 10/30/2021 7:17 PM |
| 11 | 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. | 10/30/2021 3:12 PM |
| 12 | You do not have stop signs/lights at Eisenhower or Portage Bay east. And you don't have anything in your maps. | 10/29/2021 5:28 AM |
| 13 | Just pave it, maintain it, put a light at Arlington and Russell, and relocate your bus stops at Arthur. | 10/28/2021 7:06 PM |
| 14 | 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 | 10/28/2021 4:46 PM |
| 15 | These are all definite enhancements | 10/28/2021 1:56 PM |
| 16 | It looks pretty good but please don't allow traffic coming out of West Village onto Russel. | 10/28/2021 8:43 AM |
| 17 | No access to russell from west village!!!! | 10/27/2021 9:00 PM |
| 18 | I don't see any benefit for our west davis neighborhood and no consideration for noise traffic parking. | 10/26/2021 5:26 PM |
| 19 | 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 | 10/26/2021 4:30 PM |
| 20 | The increasing population in the City of Davis is overwhelming its vehicle traffic infrastructure, but there are no easy affordable solutions to the problem. | 10/26/2021 11:28 AM |
| 21 | 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. | 10/26/2021 10:31 AM |
| 22 | 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. | 10/26/2021 10:08 AM |
| 23 | 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. | 10/26/2021 12:14 AM |
| 24 | 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 | 10/25/2021 11:42 PM |
| 25 | More greenery needed; perhaps more separation with bike lanes, depending on number and width of lanes. | 10/25/2021 10:20 PM |
| 26 | Some nice pedestrian and bike friendly concepts but still lots of very wide intersections to accommodate increased traffic volumes. | 10/25/2021 10:08 PM |
| 27 | Need more indications of traffic calming and mitigation. Facelifts and landscaping will not ease the burden of heavy circulation and excessive speed. | 10/25/2021 10:09 AM |
| 28 | 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 | 10/25/2021 7:57 AM |

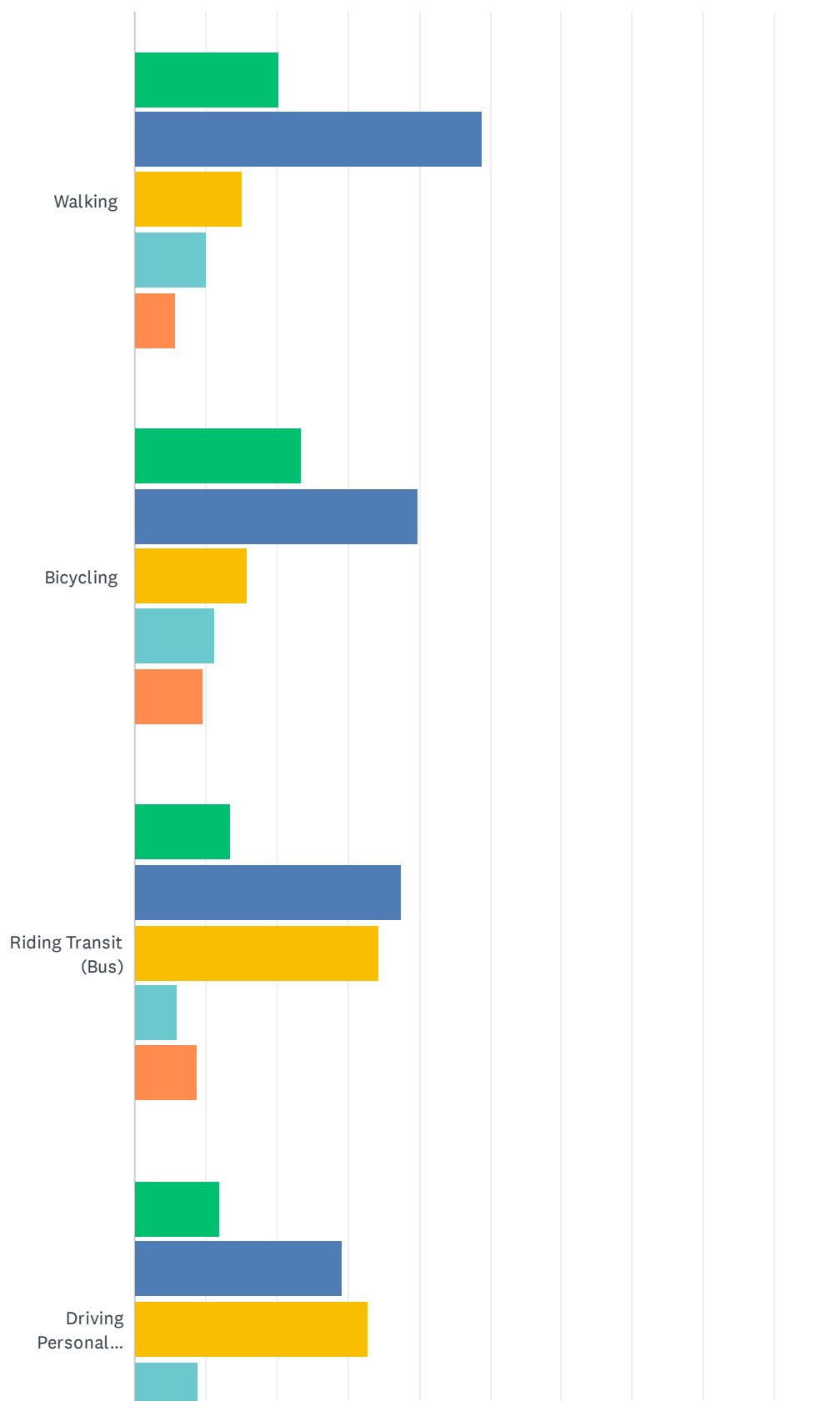
Reimagine Russell Blvd Community Survey #2: Design Concepts

thoroughfares like 8th and Villanova/14th and 3rd. Compacting car traffic will only make cars more likely to hit bikes and pedestrians.

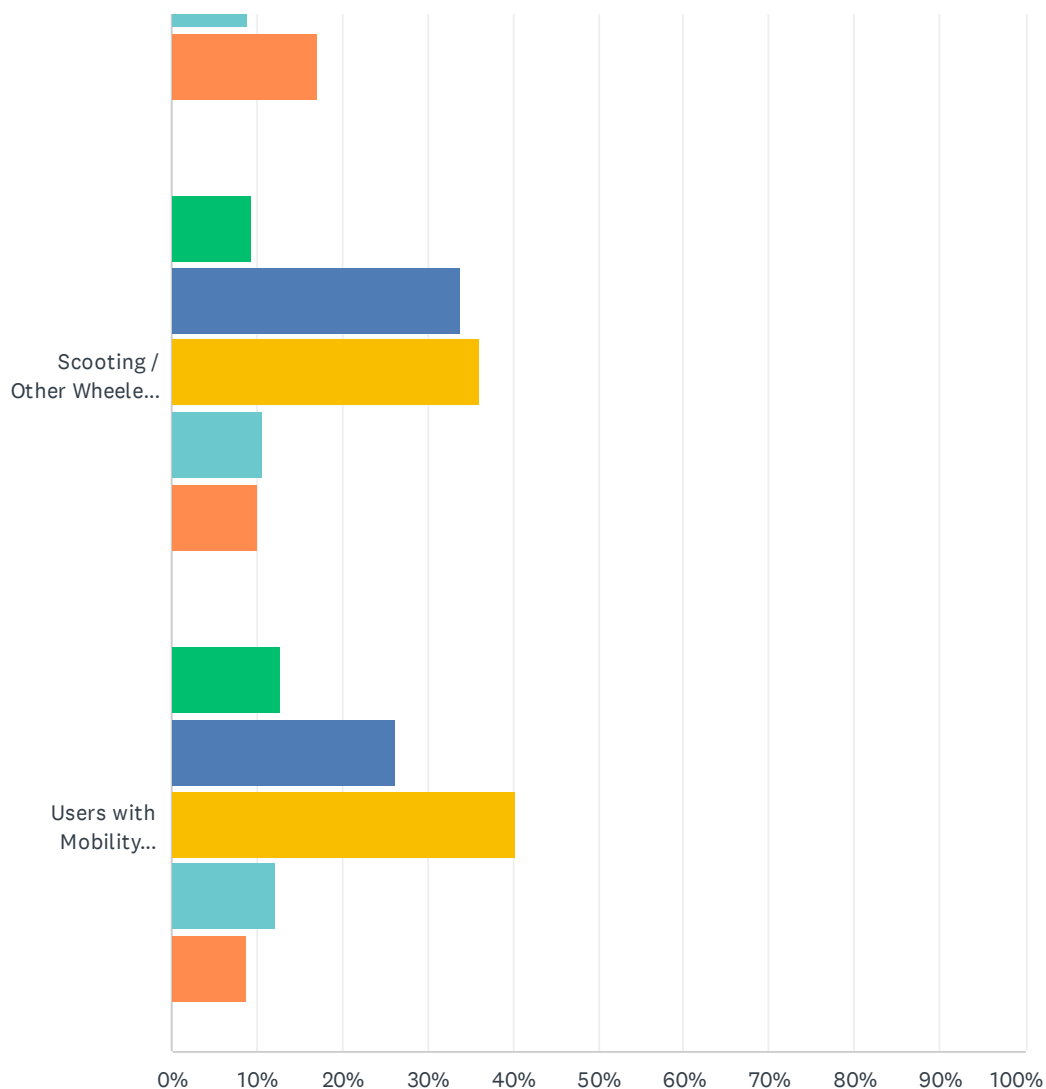
| | | |
|----|---|---------------------|
| 29 | Some good ideas and some bad ones | 10/24/2021 10:10 PM |
| 30 | What we need is roadwork. Our roads are falling apart and traffic does not flow well. That needs to be fixed. | 10/24/2021 8:41 PM |
| 31 | How will the maintenance of all of these "hang out" spots be funded? Nice concept, maybe, but the City can't even maintain the parks/walkways/streets we already have! | 10/24/2021 5:38 PM |
| 32 | Not sure why landscaping seems more important than visibility & safety enhancements. | 10/24/2021 3:33 PM |
| 33 | 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. | 10/24/2021 2:37 PM |
| 34 | 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. | 10/24/2021 2:35 PM |
| 35 | pretty much is all unnecessary and gigantic waste of public money | 10/24/2021 1:34 PM |
| 36 | Take this design to Roseville. | 10/24/2021 12:30 PM |
| 37 | 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. | 10/24/2021 10:54 AM |
| 38 | 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. | 10/24/2021 9:22 AM |
| 39 | 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. | 10/24/2021 8:32 AM |
| 40 | I think turning and merging lanes could be significantly improved. This project helps bikers but I think it will make auto traffic worse. | 10/23/2021 12:38 PM |
| 41 | These plans really do not address the density of all the extra traffic that West Village will generate on Russell Blvd. | 10/22/2021 11:39 PM |
| 42 | 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. | 10/22/2021 11:33 PM |
| 43 | Agree but for West Village transit access. | 10/22/2021 11:17 PM |
| 44 | 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. | 10/22/2021 8:06 PM |
| 45 | In general this reimagining of Russell is just fabulous. I only see a few tweaks that may be needed. | 10/22/2021 7:10 PM |
| 46 | this is waste of money, it's really not needed | 10/22/2021 5:17 PM |
| 47 | Failure to acknowlege use of corridor by large vehicles - busses, trucks, trailers. | 10/22/2021 4:52 PM |
| 48 | Agree, except for an access point for West Village to/from Russell and Cactus Corner | 10/22/2021 4:26 PM |
| 49 | Too much landscaping. Too man traffic circles | 10/22/2021 4:02 PM |

Q17 Overall, I believe the design concepts improve safety for:

Answered: 163 Skipped: 107



Reimagine Russell Blvd Community Survey #2: Design Concepts



Strongly Agree Agree Neutral Disagree Strongly Disagree

| | STRONGLY AGREE | AGREE | NEUTRAL | DISAGREE | STRONGLY DISAGREE | TOTAL | WEIGHTED AVERAGE |
|--|----------------|--------------|--------------|--------------|-------------------|-------|------------------|
| Walking | 20.25% 32 | 48.73% 77 | 15.19% 24 | 10.13% 16 | 5.70% 9 | 158 | 3.68 |
| Bicycling | 23.42% 37 | 39.87% 63 | 15.82% 25 | 11.39% 18 | 9.49% 15 | 158 | 3.56 |
| Riding Transit (Bus) | 13.42% 20 | 37.58% 56 | 34.23% 51 | 6.04% 9 | 8.72% 13 | 149 | 3.41 |
| Driving Personal Vehicles | 12.03% 19 | 29.11% 46 | 32.91% 52 | 8.86% 14 | 17.09% 27 | 158 | 3.10 |
| Scooting / Other Wheeled Devices | 9.33% 14 | 34.00% 51 | 36.00% 54 | 10.67% 16 | 10.00% 15 | 150 | 3.22 |
| Users with Mobility Challenges or Physical Limitations | 12.75% 19 | 26.17% 39 | 40.27% 60 | 12.08% 18 | 8.72% 13 | 149 | 3.22 |

Reimagine Russell Blvd Community Survey #2: Design Concepts

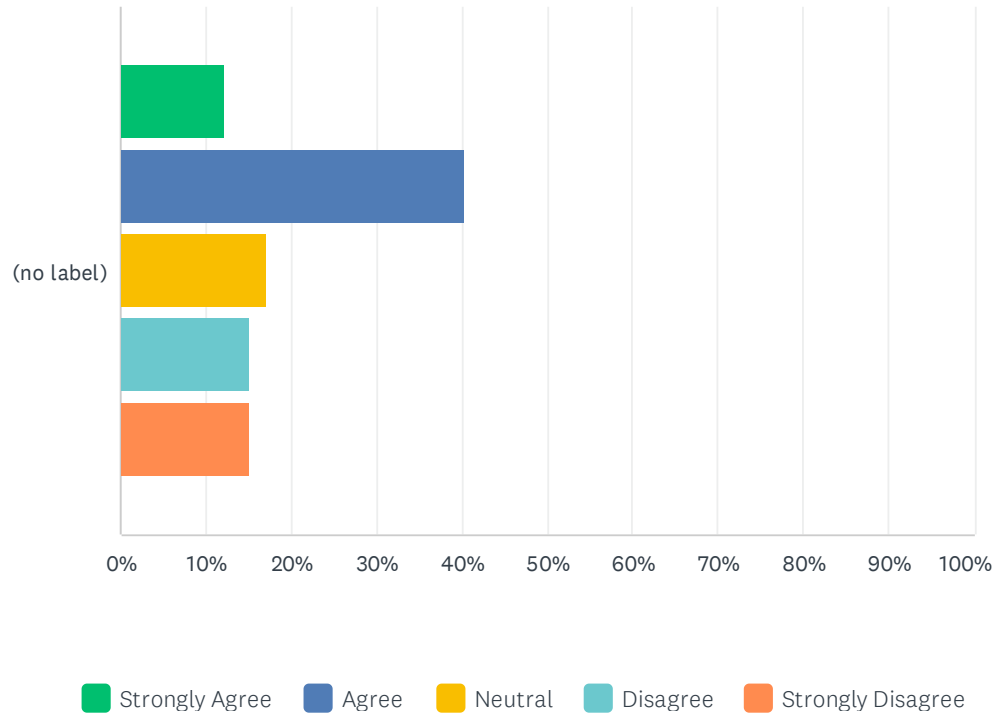
| # | OTHER (PLEASE SPECIFY) | DATE |
|----|---|---------------------|
| 1 | Cannot see how concepts have materially changed current conditions and have not addressed traffic impact | 11/1/2021 2:24 PM |
| 2 | The squared off SB on ramp to 113 will create problems. Allow for the counted early access to 113 there without stopping acmes due to a back up a the red light. | 11/1/2021 7:04 AM |
| 3 | Yes, good for walking and bikes but what about cars? Either gas or electric the main mode is and will be cars. And stop with those roundabouts. | 10/31/2021 11:48 AM |
| 4 | Need more details to really comment from an informed perspective. | 10/31/2021 8:50 AM |
| 5 | Way more needs to be done to improve the buss stops, and the redesign should include dedicated buss lanes. this seems like a car focused project. | 10/30/2021 9:10 PM |
| 6 | It is hard to see details even on a large monitor, and I was unable to zoom in, so not sure how sidewalks on north side of Russell, where there are now trees in the sidewalks, will be handled. | 10/30/2021 9:04 PM |
| 7 | Less lanes! Thats the problem with russell in general and these designs! | 10/30/2021 7:17 PM |
| 8 | A girl got hit on a bike at the 113 on-ramp this week. Expect more student and elderly deaths with this plan. | 10/30/2021 3:12 PM |
| 9 | I have been in West Davis for 37 years and the traffic at Eisenhower and Portage Bay haven't been mentions or altered. No safety proposals at all? | 10/29/2021 5:28 AM |
| 10 | In general, the enhancements are not needed. Re-pave and put a light at Arlington and Russell. | 10/28/2021 7:06 PM |
| 11 | I didn't see anything about accessibility in your animations, so I can't say if it's going to be better. I have emailed the city several times about the dangers along Russell in West Davis and am yet to be convinced that the changes will improve safety | 10/28/2021 4:46 PM |
| 12 | for mobility challenged - not sure ho wwell this would work if not at a traditional stop sign or traffic stop | 10/28/2021 1:56 PM |
| 13 | Personally I've always felt more safe on a bike crossing a slip lane than a turn... I don't have to look over my shoulder. But I know the stats show drivers don't slow down. | 10/27/2021 11:00 PM |
| 14 | More flashing crosswalks are needed based on vehicle speeds. | 10/27/2021 1:16 PM |
| 15 | With hotter summers and smoke seasons, there will be times when people try not to bike or walk at all. Russell car Traffic can be a thing of the past- but I'm not sure this plan won't worsen it. | 10/26/2021 6:21 PM |
| 16 | never | 10/26/2021 5:44 PM |
| 17 | Multi modal paths are very often not safe for walking folks when mixing with bikes. There is no safe space for disabled folks again when mixing on shared paths . why didn't the University leave the old path - for walkers- when the new path was built? Constantly, having to watch out for fast moving bikes etc | 10/26/2021 1:49 PM |
| 18 | It's unsafe as it is, and nothing in your plan allows access or slows vehicles down. | 10/26/2021 10:31 AM |
| 19 | The elephant in the room is traffic from West Village through town and from campus to get to I-8-/SR 113. Until those issue are alleviated, Russell is going to see large increases in traffic due to growth in the campus student population. Sorry, but much of this is window dressing. Nice window dressing - and that's good. But this plan doesn't solve any real transportation issues along the corridor. | 10/26/2021 12:14 AM |
| 20 | I was not aware of sidewalks for walking safely; visual impact of drawings is the width of Russell Blvd. itself! | 10/25/2021 10:20 PM |
| 21 | If by reducing Russell to single lane traffic, the little zigs and zags are eliminated, that will make driving personal vehicles safer. | 10/24/2021 5:48 PM |
| 22 | Unless separate bike & pedestrian lanes protected from roadway, there doesn't seem to be improvement. | 10/24/2021 3:33 PM |
| 23 | Prioritizing motor vehicle movement doesn't make anybody safer. | 10/24/2021 2:37 PM |
| 24 | I don't think safety is the only goal here... | 10/24/2021 2:35 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

| | | |
|----|---|---------------------|
| 25 | 4 or 5 lanes is by definition not safe for people walking or biking, let alone someone with mobility challenges. That Russell will accommodate lots of vehicles appears to be the only driving for this exercise. We don't want more vehicles. | 10/24/2021 12:30 PM |
| 26 | The safest thing would be to get all bicycles off Russell with the cars by having an excellent two way bike lane on the south. We have that now, it just is not excellent. The cyclists at the new multi story student housing places need better bike access to campus. they line up along the sidewalk on Russell. This does not appear to be addressed. | 10/24/2021 10:54 AM |
| 27 | Need to solve the ped bike mixing in design. Need minimize off shoot traffic with speeding into existing neighborhoods with traffic slowing. Concerns about right turns on Eisenhower blocking traffic. Need speed slowing that street. Sharrow right turn carve out? | 10/24/2021 9:26 AM |
| 28 | I don't recall seeing additional or improved bus stops on Russell west of Arlington. That should be part of a redo in that area. | 10/23/2021 5:07 PM |
| 29 | Bicycle "protection islands" within intersections are a hazard to bikes and autos both. | 10/23/2021 12:11 PM |
| 30 | These plans will likely force traffic onto 8th Street and Covell because it will take a very long time to go from one end of Russell to the other end. These plans do not take into account all the added population growth from the high rise buildings being built and West Village in general. | 10/22/2021 11:39 PM |
| 31 | Not crazy about the notion of scooters, which have a whole host of problems. Nevertheless this design makes it easier/safer for all modes of transportation. | 10/22/2021 7:10 PM |
| 32 | Need more overpasses | 10/22/2021 6:26 PM |
| 33 | Intersections that require large vehicles to travel through opposing lanes when making right turns is not a safety improvement. Elimination of slip lanes that allow pedestrians to cross intersections in stages with more predictable traffic movement and reduced right-hook risk while requiring walking across more traffic lanes at once is not a safety improvement. | 10/22/2021 4:52 PM |
| 34 | I think stretches of this need better separation of bike lanes to car lanes, intersection in general are improved. Did not see any ADA improvements beyond typical pedestrian improvements. | 10/22/2021 4:21 PM |

Q18 Overall, I believe the design concepts balance the safety, comfort, and traffic impacts for different users on the corridor.

Answered: 164 Skipped: 106



| | STRONGLY AGREE | AGREE | NEUTRAL | DISAGREE | STRONGLY DISAGREE | TOTAL | WEIGHTED AVERAGE |
|------------|----------------|--------|---------|----------|-------------------|-------|------------------|
| (no label) | 12.20% | 40.24% | 17.07% | 15.24% | 15.24% | 164 | 3.19 |
| | 20 | 66 | 28 | 25 | 25 | | |

| # | OTHER (PLEASE SPECIFY) | DATE |
|----|---|---------------------|
| 1 | I feel like these proposals would make car traffic worse | 11/2/2021 2:35 PM |
| 2 | i think the intersections could give more room the bikers so they feel safe | 11/2/2021 2:22 PM |
| 3 | Overall the concepts presented prioritize flow of traffic and convenience for people in cars as the number 1 guiding principle. | 11/1/2021 11:47 PM |
| 4 | private vehicle traffic will slow due to the one-lane concept. | 11/1/2021 6:50 PM |
| 5 | No it doesn't. | 10/31/2021 11:48 AM |
| 6 | This plan is skewed towards the internal combustion engine. Wrong idea! | 10/30/2021 9:21 PM |
| 7 | Focus is on traffic flow...aside from getting rid of a few protected right turn lanes | 10/30/2021 7:17 PM |
| 8 | People will die. Speeders are all over. | 10/30/2021 3:12 PM |
| 9 | Same no safety at half of the crossings east of HWY 113. | 10/29/2021 5:28 AM |
| 10 | 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). | 10/28/2021 1:56 PM |
| 11 | I know there are people who insist on riding bikes on streets instead of adjacent bike paths. I'm | 10/27/2021 11:00 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

not sure it's worth catering so much to both...

| | | |
|----|---|---------------------|
| 12 | 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. | 10/27/2021 1:16 PM |
| 13 | I think traffic will be worse | 10/26/2021 7:50 PM |
| 14 | I fear the loss of slip lanes addition of car roundabouts and narrowing of Russell will increase travel time for cars. | 10/26/2021 6:21 PM |
| 15 | stop ruining davis | 10/26/2021 5:44 PM |
| 16 | I don't see any benefit for safety. Just a benefit for ucd to add more problems and invade local neighborhoods | 10/26/2021 5:26 PM |
| 17 | I have no problem with Russell Blvd as it currently exists. I think it is fine the way it is. | 10/26/2021 5:03 PM |
| 18 | traffic impacts will be significant for cars; other modes of transport will benefit but car traffic will be a lot worse | 10/26/2021 4:30 PM |
| 19 | No. It is so very much an effort to facilitate car traffic at the expense of disabled, walkers, and cyclists. | 10/26/2021 10:08 AM |
| 20 | It seems like the traffic impacts at B Street might be pronounced | 10/25/2021 11:42 PM |
| 21 | Not sure! | 10/25/2021 10:20 PM |
| 22 | Have not addressed the 113/Russell safety issues. | 10/25/2021 6:38 PM |
| 23 | Did not address need for safer crossing at other locations on Russell west of 113 | 10/25/2021 6:13 PM |
| 24 | Will see how plan develops and encourage follow-up surveys. | 10/25/2021 10:09 AM |
| 25 | This looks like it would make things worse for cars | 10/25/2021 12:49 AM |
| 26 | 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 | 10/24/2021 8:41 PM |
| 27 | 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. | 10/24/2021 5:38 PM |
| 28 | 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. | 10/24/2021 3:33 PM |
| 29 | 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. | 10/24/2021 2:37 PM |
| 30 | 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... | 10/24/2021 2:35 PM |
| 31 | Traffic impacts? What does that mean? Cars first? It sure seems that way. | 10/24/2021 12:30 PM |
| 32 | 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 simply 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. | 10/24/2021 8:32 AM |
| 33 | It appears that traffic impacts are somewhat sacrificed, but this tradeoff doesn't bother me. | 10/23/2021 10:23 PM |
| 34 | 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. | 10/23/2021 12:38 PM |
| 35 | I believe Russell Blvd will become an unsafe, congested nightmare with some of these plans. | 10/22/2021 11:39 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

| | | |
|----|--|--------------------|
| 36 | 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. | 10/22/2021 7:25 PM |
| 37 | When can you get started? | 10/22/2021 7:10 PM |
| 38 | 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. | 10/22/2021 4:52 PM |
| 39 | I think it's much better than whats there now, but doesn't serve all transportation groups equitably. | 10/22/2021 4:21 PM |

Q19 Please provide any additional thoughts, comments, or suggestions that may not have been addressed in the survey.

Answered: 70 Skipped: 200

| # | RESPONSES | DATE |
|----|---|---------------------|
| 1 | 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. | 11/3/2021 8:49 AM |
| 2 | 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. | 11/2/2021 2:37 PM |
| 3 | 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. | 11/1/2021 11:27 PM |
| 4 | 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. | 11/1/2021 10:11 PM |
| 5 | 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. | 11/1/2021 5:09 PM |
| 6 | I feel the implementation of additional lanes without consideration for any transit only lanes is very foolish. The « improvements » seem very car oriented. | 11/1/2021 12:46 PM |
| 7 | 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. | 11/1/2021 10:49 AM |
| 8 | Enhance/Protect grade separated bike and pedestrian pathways. | 10/31/2021 9:00 PM |
| 9 | Do not connect the UCD West Village with West Davis other than using HWY 113. | 10/31/2021 2:10 PM |
| 10 | How will it be funded? And what are the realistic chances it will be completed as proposed here? | 10/31/2021 12:32 PM |
| 11 | 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". | 10/31/2021 11:56 AM |
| 12 | Please consider planning for shade-providing, drought-resistant trees. | 10/30/2021 9:47 PM |
| 13 | No auto access from UCD to Russell. Period. | 10/30/2021 9:23 PM |
| 14 | the switch on UCD connecting to Russell seems like a really big issue. | 10/30/2021 9:16 PM |
| 15 | Less lanes! Russell has 4 lanes and should have 2. | 10/30/2021 7:18 PM |
| 16 | Iso, require reduced speed on Russell Blvd. | 10/30/2021 3:42 PM |
| 17 | I meant west of HWY 113. | 10/29/2021 5:31 AM |
| 18 | As mentioned, let's not have another "Mess on Mace" because you're heading that way. | 10/28/2021 7:12 PM |
| 19 | 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. | 10/28/2021 4:50 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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.

| | | |
|----|---|---------------------|
| 20 | 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 | 10/28/2021 2:04 PM |
| 21 | 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. | 10/27/2021 11:04 PM |
| 22 | 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. | 10/27/2021 9:04 PM |
| 23 | Don't dump through traffic in residential neighborhoods that already have uncontrolled speeding near the junior high on Humboldt from Arthur | 10/27/2021 8:45 PM |
| 24 | 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. | 10/27/2021 1:21 PM |
| 25 | Na | 10/27/2021 12:26 PM |
| 26 | looks over function is what i got out of the proposals | 10/26/2021 9:31 PM |
| 27 | 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. | 10/26/2021 7:50 PM |
| 28 | 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. | 10/26/2021 6:23 PM |
| 29 | no access will ever happen we will fight you | 10/26/2021 5:47 PM |
| 30 | I have no problem with Russell Blvd as it currently exists. I think it is fine the way it is. | 10/26/2021 5:04 PM |
| 31 | More roundabouts less stop signs and streetlights | 10/26/2021 4:32 PM |
| 32 | 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. | 10/26/2021 11:38 AM |
| 33 | Rebalancing priorities to give equal thought to non-vehicular travel is top priority. Slowing speeds is the top consideration for vehicles. | 10/26/2021 9:21 AM |
| 34 | The Evenstar Crosswalk across Russell needs an electric blinky signal. | 10/25/2021 11:58 PM |
| 35 | 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! | 10/25/2021 11:43 PM |
| 36 | Overall these changes are mostly aesthetic. I don't believe they will improve safety. The islands for bikes and bike path concepts are confusing '. | 10/25/2021 11:38 PM |
| 37 | The design team has done better work in other cities. Are Davis drivers more vocal and angry than those places? | 10/25/2021 10:10 PM |
| 38 | 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 | 10/25/2021 6:15 PM |
| 39 | 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: | 10/25/2021 5:19 PM |
| 40 | 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 | 10/25/2021 3:04 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

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

| | | |
|----|---|---------------------|
| 41 | Updated traffic flows should be studied now that the campus is back for in person classes. | 10/25/2021 10:48 AM |
| 42 | 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 | 10/25/2021 9:54 AM |
| 43 | 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. | 10/25/2021 8:01 AM |
| 44 | Ensure bike lanes are well lit at night | 10/24/2021 11:08 PM |
| 45 | As is sounds like another big waste of money | 10/24/2021 8:45 PM |
| 46 | 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?! | 10/24/2021 5:41 PM |
| 47 | 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. | 10/24/2021 3:47 PM |
| 48 | Training needed for all the proposed roundabouts, better signage, brighter colors designating the roundabout | 10/24/2021 3:37 PM |
| 49 | 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 | 10/24/2021 3:18 PM |
| 50 | Everything shown prioritizes motor vehicle movement and driver convenience. Active transportation has been accommodated, but it should be *prioritized.* This is a big difference. | 10/24/2021 2:38 PM |
| 51 | Please Reimagine Russell. Don't amplify the problems with this street. | 10/24/2021 12:32 PM |
| 52 | 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. | 10/24/2021 12:18 PM |
| 53 | The less concrete the better. Shade is so important in the Davis | 10/24/2021 11:17 AM |
| 54 | The plantings should be native or similar and HIGHLY drought tolerant with a minimum of long term maintenance. | 10/24/2021 10:58 AM |
| 55 | Design for road should not assume bicycles will use the multi use path during times of heavy pedestrian use. | 10/24/2021 9:58 AM |
| 56 | 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 | 10/24/2021 8:59 AM |
| 57 | 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. | 10/24/2021 8:37 AM |
| 58 | Medians are poorly maintained now. Engage Arboretum so medians get appropriate planting selections. | 10/23/2021 3:43 PM |
| 59 | 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 | 10/23/2021 12:16 PM |

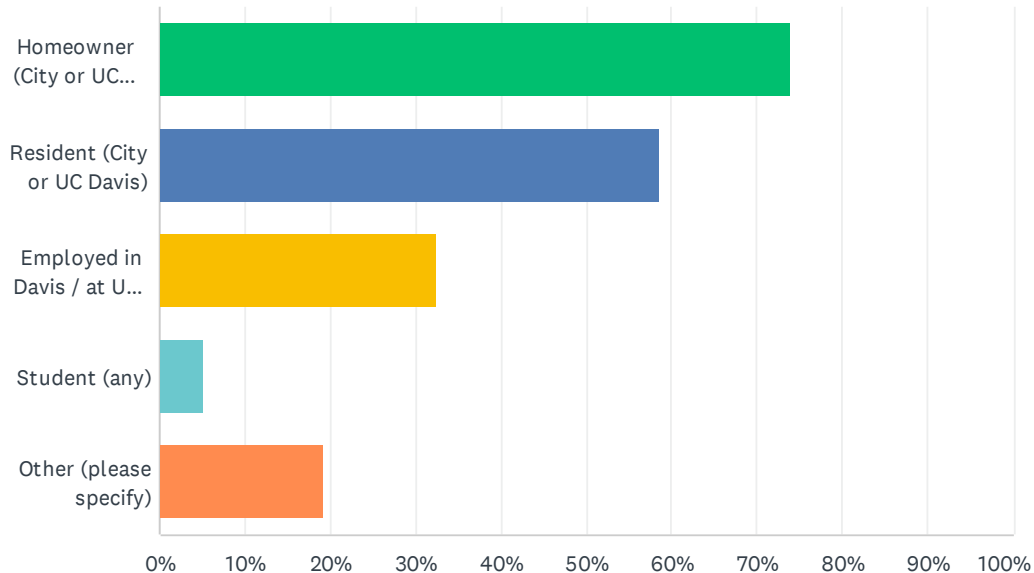
Reimagine Russell Blvd Community Survey #2: Design Concepts

bike improvement makes sense in the campus area, but those new islands within intersections are not approved!

| | | |
|----|---|---------------------|
| 60 | Stop trying to force people not to drive | 10/23/2021 8:30 AM |
| 61 | 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. | 10/23/2021 12:00 AM |
| 62 | Thanks for your work to make Davis a great city | 10/22/2021 11:27 PM |
| 63 | 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. | 10/22/2021 7:12 PM |
| 64 | 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. | 10/22/2021 6:22 PM |
| 65 | Providing additional safety at midblock crosswalks can be achieved by creating a hybrid speed table and crosswalk. | 10/22/2021 5:45 PM |
| 66 | N/A | 10/22/2021 5:01 PM |
| 67 | 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)? | 10/22/2021 4:55 PM |
| 68 | 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 | 10/22/2021 4:27 PM |
| 69 | 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? | 10/22/2021 4:25 PM |
| 70 | 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. | 10/22/2021 3:16 PM |

Q20 Optional: Please select any combination of the below with which you identify.

Answered: 157 Skipped: 113



| ANSWER CHOICES | RESPONSES | |
|---------------------------------|-----------|-----|
| Homeowner (City or UC Davis) | 73.89% | 116 |
| Resident (City or UC Davis) | 58.60% | 92 |
| Employed in Davis / at UC Davis | 32.48% | 51 |
| Student (any) | 5.10% | 8 |
| Other (please specify) | 19.11% | 30 |
| Total Respondents: 157 | | |

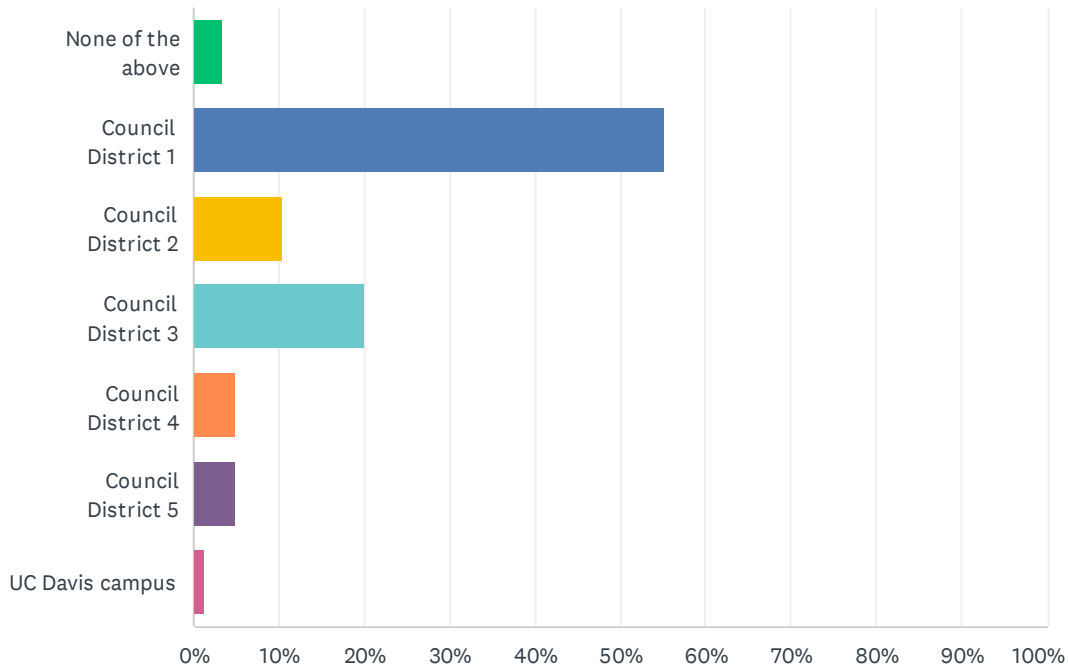
| # | OTHER (PLEASE SPECIFY) | DATE |
|---|--|---------------------|
| 1 | Car driver at rush hour on Russell, and Bike commuter along this section too. | 11/3/2021 8:49 AM |
| 2 | Father | 11/1/2021 10:11 PM |
| 3 | retiree of UCD | 11/1/2021 6:52 PM |
| 4 | UCD Alumni, biker and driver in Davis, parent of kids in Davis schools who bike in/around Davis | 11/1/2021 11:01 AM |
| 5 | A homeowner very near Russell Blvd. A citizen since 1959. Yes that was before you were born. | 10/31/2021 11:56 AM |
| 6 | 1970 graduate ofvUCD - geology. | 10/30/2021 9:23 PM |
| 7 | Retired from UCD - rode bike for 15 years from west Davis (near Lake Blvd.) to vet school area of campus. LOVED the separated bike trail, much much better than bike paths adjacent to traffic lanes!! | 10/30/2021 9:07 PM |
| 8 | retired | 10/27/2021 9:04 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

| | | |
|----|--|---------------------|
| 9 | closest homeowner to arthur and russell | 10/26/2021 5:47 PM |
| 10 | I have no problem with Russell Blvd as it currently exists. I think it is fine the way it is. | 10/26/2021 5:04 PM |
| 11 | I live in Stonegate and have lived in Davis since 1974. | 10/26/2021 11:38 AM |
| 12 | Townie, DHS class of '99, parents are Davis homeowners, I am now an urban planner living in Oakland | 10/26/2021 10:01 AM |
| 13 | Non-profit business arts admin in city of Davis | 10/25/2021 3:46 PM |
| 14 | UCD alumna and staff retiree. Have walked, biked and driven intermittently in Davis since 1969. The campus asks too much of Russell, particularly the expectation that West Village access be provided, contrary to earlier agreements. | 10/25/2021 10:16 AM |
| 15 | Resident since 1981 | 10/24/2021 8:45 PM |
| 16 | Graduate of UCD | 10/24/2021 5:50 PM |
| 17 | Previous student | 10/24/2021 12:18 PM |
| 18 | Business owner on the corner of Arthur and Russel as well as on Cowell near Mace. I commute on Russell at varied hours during the day by car or bicycle. | 10/24/2021 10:58 AM |
| 19 | Bicyclist who must use Russell Road to go out west. There is really no good bicycle riding east of town. | 10/24/2021 9:58 AM |
| 20 | Yolo county homeowner, live on Russell west of Road 98. Use Russell at least twice a day to get to freeway to go to work or run errands | 10/24/2021 8:59 AM |
| 21 | I have 30 years of experience commuting and bike riding in this area. Just about everything in the plan is car centric with some accommodations for bicyclists. Might turn out better than it is now, but it's not going to be a bicyclist paradise. | 10/23/2021 5:09 PM |
| 22 | UCD Alum and retired staff | 10/23/2021 3:43 PM |
| 23 | Disabled senior | 10/22/2021 7:12 PM |
| 24 | Cyclist/pedestrian/motorist | 10/22/2021 6:22 PM |
| 25 | Transit user along corridor. | 10/22/2021 5:45 PM |
| 26 | Family and Work in Davis | 10/22/2021 5:01 PM |
| 27 | Transplant/Non-Davis Native. | 10/22/2021 4:25 PM |
| 28 | bike commuter from West Davis | 10/22/2021 4:05 PM |
| 29 | Retired | 10/22/2021 4:03 PM |
| 30 | Bicyclist; parent of young children. | 10/22/2021 2:55 PM |

Q21 Optional: Please indicate the City Council Election District with which you most closely identify. Refer to the map below. Or use below link to find your Council District:
<https://www.cityofdavis.org/city-hall/city-clerk/elections/district-elections>

Answered: 145 Skipped: 125



| ANSWER CHOICES | RESPONSES | |
|------------------------|-----------|----|
| None of the above | 3.45% | 5 |
| Council District 1 | 55.17% | 80 |
| Council District 2 | 10.34% | 15 |
| Council District 3 | 20.00% | 29 |
| Council District 4 | 4.83% | 7 |
| Council District 5 | 4.83% | 7 |
| UC Davis campus | 1.38% | 2 |
| Total Respondents: 145 | | |

Q22 Contact InfoOptional: If you would like to be notified in the future about Reimagine Russell Blvd, please provide your contact information below.

Answered: 66 Skipped: 204

| ANSWER CHOICES | RESPONSES | |
|-----------------|-----------|----|
| Name | 100.00% | 66 |
| Company | 0.00% | 0 |
| Address | 0.00% | 0 |
| Address 2 | 0.00% | 0 |
| City/Town | 0.00% | 0 |
| State/Province | 0.00% | 0 |
| ZIP/Postal Code | 0.00% | 0 |
| Country | 0.00% | 0 |
| Email Address | 100.00% | 66 |
| Phone Number | 0.00% | 0 |

| # | NAME | DATE |
|----|--------------------|---------------------|
| 1 | Thomas Hollns | 11/1/2021 11:27 PM |
| 2 | Beth Rowan | 11/1/2021 11:20 PM |
| 3 | Todd Tauzer | 11/1/2021 10:11 PM |
| 4 | john dearborn | 11/1/2021 2:25 PM |
| 5 | Liam Giger | 11/1/2021 12:46 PM |
| 6 | Andrea Gaytan | 11/1/2021 11:01 AM |
| 7 | Brant Jorgenson | 11/1/2021 7:06 AM |
| 8 | Daniel Stein | 10/31/2021 9:00 PM |
| 9 | Rod Zuckerman | 10/31/2021 12:33 PM |
| 10 | W. N. Woods | 10/31/2021 11:57 AM |
| 11 | Jim Eaton | 10/30/2021 9:24 PM |
| 12 | Barbara Linderholm | 10/30/2021 9:07 PM |
| 13 | Terry Palmere | 10/30/2021 3:07 PM |
| 14 | Sarah Mayhew | 10/30/2021 1:05 PM |
| 15 | Ryan | 10/29/2021 6:36 PM |
| 16 | Rennie Gamez | 10/29/2021 5:32 AM |
| 17 | Matt Matuszak | 10/28/2021 2:04 PM |
| 18 | Jeremy Lea | 10/27/2021 11:05 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

| | | |
|----|-------------------------|---------------------|
| 19 | marilyn silva | 10/27/2021 9:04 PM |
| 20 | Linda Mellema | 10/27/2021 6:09 PM |
| 21 | Brad Norton | 10/27/2021 1:21 PM |
| 22 | Liz Sterling | 10/27/2021 12:27 PM |
| 23 | Andrea Sherman | 10/26/2021 7:50 PM |
| 24 | Anna Joy Thigpen Hunt | 10/26/2021 6:23 PM |
| 25 | Mark Sedgley | 10/26/2021 5:47 PM |
| 26 | axel | 10/26/2021 4:32 PM |
| 27 | Chris Park | 10/26/2021 2:18 PM |
| 28 | John Russell Batchelder | 10/26/2021 11:39 AM |
| 29 | Govind Acharya | 10/26/2021 10:10 AM |
| 30 | Fred Buderl | 10/26/2021 9:22 AM |
| 31 | Ron West | 10/26/2021 12:15 AM |
| 32 | DOanna Lemongello | 10/25/2021 8:10 PM |
| 33 | Martin Hilbert | 10/25/2021 5:20 PM |
| 34 | Jon watterson | 10/25/2021 3:05 PM |
| 35 | Bob Crow | 10/25/2021 10:49 AM |
| 36 | Phyllis Graham | 10/25/2021 10:16 AM |
| 37 | Melanie carr | 10/25/2021 9:54 AM |
| 38 | Michael Kent | 10/25/2021 8:40 AM |
| 39 | Erik Malvick, P.E. | 10/25/2021 8:02 AM |
| 40 | djina ariel | 10/24/2021 8:54 PM |
| 41 | Bette Hinton | 10/24/2021 7:57 PM |
| 42 | Mary McGowan | 10/24/2021 7:29 PM |
| 43 | Dave Herman | 10/24/2021 5:51 PM |
| 44 | Matt Kowta | 10/24/2021 4:54 PM |
| 45 | Jenny Kirnig Kobold | 10/24/2021 3:48 PM |
| 46 | Joanne Merry | 10/24/2021 1:37 PM |
| 47 | Carol | 10/24/2021 11:18 AM |
| 48 | Cara Bradley | 10/24/2021 10:58 AM |
| 49 | Gary Hopkins | 10/24/2021 10:00 AM |
| 50 | Jennifer Nuovo | 10/24/2021 8:59 AM |
| 51 | Carl Hiller | 10/24/2021 8:38 AM |
| 52 | John Hess | 10/23/2021 5:09 PM |
| 53 | Fred | 10/23/2021 12:39 PM |
| 54 | Michael Ishii | 10/23/2021 8:31 AM |
| 55 | Celia Cottle | 10/23/2021 12:01 AM |
| 56 | Neil | 10/22/2021 11:27 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

| | | |
|----|----------------------------|---------------------|
| 57 | Margaret Grayden | 10/22/2021 9:35 PM |
| 58 | Jesse Catlin | 10/22/2021 8:07 PM |
| 59 | Elaine Roberts Musser | 10/22/2021 7:12 PM |
| 60 | William Rukeyser | 10/22/2021 6:23 PM |
| 61 | Brian Hill | 10/22/2021 5:19 PM |
| 62 | Carole Hom | 10/22/2021 4:05 PM |
| 63 | Keith vonBorstel | 10/22/2021 4:04 PM |
| 64 | Cynthia jacob | 10/22/2021 3:48 PM |
| 65 | Roxanne Bittman | 10/22/2021 3:16 PM |
| 66 | Barbara Archer | 10/19/2021 11:31 AM |
| # | COMPANY | DATE |
| | There are no responses. | |
| # | ADDRESS | DATE |
| | There are no responses. | |
| # | ADDRESS 2 | DATE |
| | There are no responses. | |
| # | CITY/TOWN | DATE |
| | There are no responses. | |
| # | STATE/PROVINCE | DATE |
| | There are no responses. | |
| # | ZIP/POSTAL CODE | DATE |
| | There are no responses. | |
| # | COUNTRY | DATE |
| | There are no responses. | |
| # | EMAIL ADDRESS | DATE |
| 1 | thomas.e.hollins@gmail.com | 11/1/2021 11:27 PM |
| 2 | monotropa@gmail.com | 11/1/2021 11:20 PM |
| 3 | tntauzer@gmail.com | 11/1/2021 10:11 PM |
| 4 | dearborn@cal.net | 11/1/2021 2:25 PM |
| 5 | lkgiger@ucdavis.edu | 11/1/2021 12:46 PM |
| 6 | GaytanA@scc.losrios.edu | 11/1/2021 11:01 AM |
| 7 | bjorgenson@comcast.net | 11/1/2021 7:06 AM |
| 8 | dfstein@gmail.com | 10/31/2021 9:00 PM |
| 9 | rjz1022@gmail.com | 10/31/2021 12:33 PM |
| 10 | wnwoods2447@sbcglobal.net | 10/31/2021 11:57 AM |
| 11 | jeaton@dcn.org | 10/30/2021 9:24 PM |
| 12 | linderholm@sbcglobal.net | 10/30/2021 9:07 PM |
| 13 | tpalmere@gmail.com | 10/30/2021 3:07 PM |
| 14 | slmayhew77@gmail.com | 10/30/2021 1:05 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

| | | |
|----|------------------------------|---------------------|
| 15 | ryanf1402@gmail.com | 10/29/2021 6:36 PM |
| 16 | gmccdr@aol.co | 10/29/2021 5:32 AM |
| 17 | mmatuszak@ucdavis.edu | 10/28/2021 2:04 PM |
| 18 | jeremylea@gmail.com | 10/27/2021 11:05 PM |
| 19 | marilynhelensilva@gmail.com | 10/27/2021 9:04 PM |
| 20 | lindamellema@gmail.com | 10/27/2021 6:09 PM |
| 21 | brad.norton@icf.com | 10/27/2021 1:21 PM |
| 22 | lizshine6@gmail.com | 10/27/2021 12:27 PM |
| 23 | asherman68@gmail.com | 10/26/2021 7:50 PM |
| 24 | annajoythigpenhunt@yahoo.com | 10/26/2021 6:23 PM |
| 25 | coffeeguru@sbcglobal.net | 10/26/2021 5:47 PM |
| 26 | axellaforest@live.com | 10/26/2021 4:32 PM |
| 27 | christopherepark@gmail.com | 10/26/2021 2:18 PM |
| 28 | jrbatchelder@yahoo.com | 10/26/2021 11:39 AM |
| 29 | govind73@gmail.com | 10/26/2021 10:10 AM |
| 30 | fbuderi@sbcglobal.net | 10/26/2021 9:22 AM |
| 31 | rmwest2001@gmail.com | 10/26/2021 12:15 AM |
| 32 | DLEMONGELLO@UCDAVIS.EDU | 10/25/2021 8:10 PM |
| 33 | martinhilbert@gmail.com | 10/25/2021 5:20 PM |
| 34 | joncwatterson@gmail.com | 10/25/2021 3:05 PM |
| 35 | rcrow94611@gmail.com | 10/25/2021 10:49 AM |
| 36 | phyllisagraham@gmail.com | 10/25/2021 10:16 AM |
| 37 | melanie.ann.carr@gmail.com | 10/25/2021 9:54 AM |
| 38 | mskent@ucdavis.edu | 10/25/2021 8:40 AM |
| 39 | emalvick@gmail.com | 10/25/2021 8:02 AM |
| 40 | djina@dcn.org | 10/24/2021 8:54 PM |
| 41 | bghinton@comcast.net | 10/24/2021 7:57 PM |
| 42 | mkmcgowan@aol.com | 10/24/2021 7:29 PM |
| 43 | dhdh4444@gmail.com | 10/24/2021 5:51 PM |
| 44 | mkowta@gmail.com | 10/24/2021 4:54 PM |
| 45 | toufrmus@comcast.net | 10/24/2021 3:48 PM |
| 46 | jmmerry@hotmail.com | 10/24/2021 1:37 PM |
| 47 | nalasmith2@sbcglobal.net | 10/24/2021 11:18 AM |
| 48 | myackey@yahoo.com | 10/24/2021 10:58 AM |
| 49 | glhopkins001@gmail.com | 10/24/2021 10:00 AM |
| 50 | januovo@gmail.com | 10/24/2021 8:59 AM |
| 51 | chiller@cal.net | 10/24/2021 8:38 AM |
| 52 | johnfhess@comcast.net | 10/23/2021 5:09 PM |

Reimagine Russell Blvd Community Survey #2: Design Concepts

| | | |
|----|---------------------------|---------------------|
| 53 | fremed@gmail.com | 10/23/2021 12:39 PM |
| 54 | gazzizza@protonmail.com | 10/23/2021 8:31 AM |
| 55 | JStreetJazzCats@gmail.com | 10/23/2021 12:01 AM |
| 56 | neilredenbaugh@gmail.com | 10/22/2021 11:27 PM |
| 57 | mgrayden@cal.net | 10/22/2021 9:35 PM |
| 58 | jessecatlin@gmail.com | 10/22/2021 8:07 PM |
| 59 | erobertsmusser@gmail.com | 10/22/2021 7:12 PM |
| 60 | WilliamLRukeyser@aol.com | 10/22/2021 6:23 PM |
| 61 | bchill@bch.net | 10/22/2021 5:19 PM |
| 62 | clhomth@gmail.com | 10/22/2021 4:05 PM |
| 63 | keith@keithvb.com | 10/22/2021 4:04 PM |
| 64 | cajacob01@aol.com | 10/22/2021 3:48 PM |
| 65 | rbittman@gmail.com | 10/22/2021 3:16 PM |
| 66 | bdedavis@gmail.com | 10/19/2021 11:31 AM |
| # | PHONE NUMBER | DATE |
| | There are no responses. | |

Reimagine Russell Boulevard Corridor Vision Plan

Virtual Community Workshop #3 Summary

Project Overview

The City of Davis, UC Davis, and Yolo County are working on a joint planning and conceptual design effort to address a 3-mile stretch of Russell Boulevard from B Street to west to Road 98. The purpose of the project is to develop a comprehensive vision, including improvements to multimodal transportation facilities, stormwater infrastructure, and community landscape spaces. Serving as a vital east-west arterial route in the city of Davis and a primary western gateway to both the city and University, Russell Boulevard plays a critical role in the community's multimodal transportation network.



Russell Boulevard street view

The goal of the Russell Boulevard Corridor Vision Plan ("Reimagine Russell") is to determine a comprehensive and community-based vision for the corridor. This vision will be supported by best practices in street design, landscape and gateway guidelines, and conceptual plans, informed by community input. Ultimately, the Plan will identify ways the city and University can address safety concerns and provide enhanced connections for the 8,000 cyclists, 20,000 vehicles, and 13,000 transit riders that travel along the boulevard on a typical weekday. This Project is part of a long-range transportation planning effort to develop vision and guiding document to safely accommodate future community members.

Workshop Overview

The third Reimagine Russell Boulevard community workshop was held on Tuesday, February 8, 2022. The goal of the workshop was to recap where we've been, provide an update on the concept alternatives, and share the placemaking and urban design concepts for Russell Boulevard. Previous engagement included Community Steering Committee workshops held on April 27, 2021 and January 31, 2022, two community workshops held on April 28, 2021 and October 6, 2021, as well as two online surveys that were available from April 29, 2021 through May 13, 2021 and October 10, 2021 through November 12, 2021.



Russell Boulevard project study area

City of Davis staff, UC Davis staff, and project team members began with a general project overview, engagement process to date, and overall corridor vision, before presenting updates to the overall corridor concept, and ideas for placemaking, urban design and green infrastructure. The project team then facilitated small group discussions to get reactions from community members. During the small group discussions participants had the opportunity to ask questions about the design concepts updates and then comment on the placemaking, urban design and green infrastructure concepts. The meeting concluded with summaries of each of the small group discussions and the next steps towards refining the concepts and finalizing the Russell Boulevard Corridor Vision Plan.

To view the presentation slides and a recording of the meeting, please access the PDF and video posted to the project website: www.reimaginerussell.com.

Workshop Format

Due to the current pandemic and necessary safety precautions, the meeting was conducted virtually. Roughly 167 community members registered for the meeting, with approximately 78 participants attending and participating in the workshop.

The meeting was organized into five sections:

1. Project background and schedule
2. Summary of engagement activities and corridor vision
3. Updates to the design concepts cross-sections and plans
4. Comprehensive presentation on placemaking, urban design, and green infrastructure, including design goals and themes, site walk of locations along the corridor, and a corridor streetscape palette



Screenshot of the Virtual Workshop presentation

- Interactive small group activity to answer questions and gather feedback from participants about the design concepts updates, and the placemaking and urban design, with results summarized for the larger group

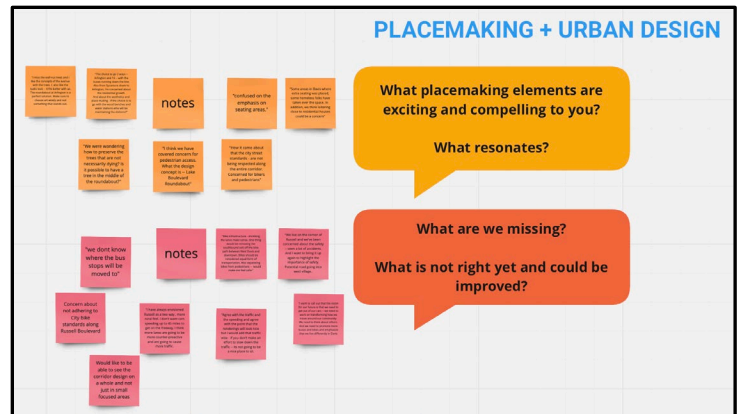
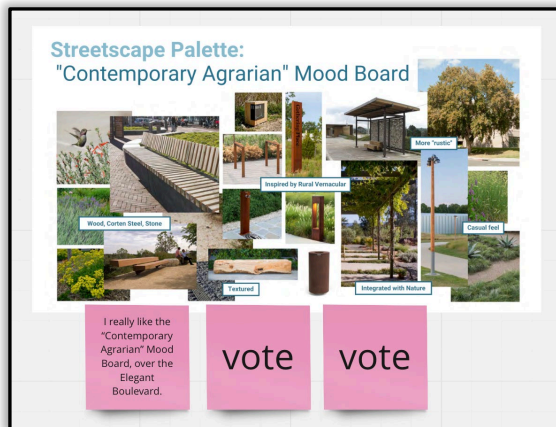
Project staff facilitated the small group activity using plans, perspective sketches and images that were shown during the presentation and took notes in MIRO, a digital collaboration tool. This allowed participants to see comments from other participants in their group, respond to what they heard during the presentation, and add new information to the conversation. There were four small groups comprised of 15-20 participants that were moderated by a group facilitator and note-taker. Facilitators asked a series of questions during the 35-minute small group activity. The questions were:

| Discussion Question | Input Category |
|--|--|
| Any additional feedback? | Concept |
| What resonates? What is exciting and compelling to you? What are we missing? What is not right yet and could be improved? | Impressions on what folks saw and heard about placemaking and urban design |
| Feedback on the Site Walk sketches | "Site Walk" Location Vignettes |
| Feedback on the landscape, planting, materials and furnishing options | Streetscape Palette "Mood Boards" |
| Discussion | Final thoughts and questions |

Summary of Key Themes

The following provides a summary of key themes that emerged during the small group activity in the workshop from each small group.





Miro Boards featuring feedback from the small group activity

Group 1

Balancing different users and uses throughout the corridor was an overarching theme of the discussion in Group 1.

Participants were excited about:

- Improving the corridor aesthetically and functionally

Participants voiced concerns about:

- The size and scale of the gathering spaces.
- The presence of both on street bike lanes and a side path

Group 2

Group 2 focused most of their time on the concept updates and discussing the multimodal aspects of the corridor.

Participants expressed excitement about:

- Closing the southbound SR-113 interchange
- The multimodal accommodations, though expressed desire for wider on-street bike lanes and separate provisions for e-bikes
- The Arlington roundabout
- The Cactus Corner roundabout
- The agrarian landscape/hardscape palette was preferred
- Incorporating native trees and plantings throughout the corridor

Participants voiced concerns about:

- The narrow bike lanes between B and A street and encouraged staff to consider ways to meet the City's bike lane standards
- Mixing e-bikes with standard bikes in bike lanes and side paths

Group 3

The Group 3 discussion focused on mobility elements and motor vehicle traffic.

Participants expressed excitement about:

- The proposed tree canopy and how it would bring back the character of the Avenue of the Trees
- A corridor concept should speak to climate resiliency and be something the community would be proud of
- The Arlington roundabout
- The group was split on the contemporary agrarian and the elegant boulevard mood boards and could see blending the two

Participants voiced concerns about:

- Future traffic impacts
- Concerns about drawing people to the corridor, particularly near the residential areas
- The amount of seating and congregation and whether that could be supported along Russell Boulevard

Group 4:

Group 4 focused most of the discussion on the multimodal design and concept updates.

Participants expressed excitement about:

- Advancing bicycling and walking experience within the corridor
- Pushing this project to be visionary, especially as it relates to climate resiliency
- Laying the groundwork for the trees and landscape to thrive and last
- The contemporary agrarian mood board though it was raised that both make sense over the course of a 3-mile corridor that goes from agrarian to elegant

Participants voiced concerns about:

- The vision isn't visionary enough, particularly when it comes to multimodal design
- Discussion on the 113 overpass and how to make it both safe and efficient for all modes
- Carefully consideration to right sizing and properly locating the social areas and amenities that support an accessible boulevard without creating extra maintenance

The workshop concluded by City staff communicating where we are in the process and next steps. This effort, Reimagine Russell Boulevard, is a long-range corridor visioning effort focused on conceptual designs to enhance the multimodal elements and the experience of the corridor. The concepts developed through this effort would be considered for further development if City Council, UC Davis, and/or Yolo County (the appropriate body for the issue) approve future funding to pursue a particular concept.

The final outcomes of this effort will be Russell Boulevard Corridor Vision Plan document and supporting illustrative graphics and appendices, including an illustrative concept graphic that shows potential future changes throughout the three-mile corridor. In Spring of 2022, the Corridor Vision Plan and corridor concept with go to City Council for approval.

Workshop Notification

Below is a summary of the efforts to build awareness about the City of Davis and UC Davis' Reimagine Russell Boulevard Project and notify Davis community members about the first workshop. 179 community members registered for the virtual community meeting on Tuesday, February 8, 2021, from 5:30 to 7:30 p.m.

As with the first two community workshops, a variety of publicity approaches were employed to raise awareness about the project and this second virtual workshop. This included a media release that was sent to more than twenty local news sources, including print, TV, radio and media outlets. Direct emails to more than 1,400 community members who have participated in past community inclusive Davis land-use or transportation-related projects. Social media strategies include a Facebook advertisement to Facebook users within a fifteen-mile radius of Davis, and the City of Davis posted the awareness graphic on their Facebook and Twitter.

Beyond digital awareness techniques, approximately 32 H-stake signs (lawn signs) were placed around Davis at key activity centers including on campus at UC Davis and along Russell Boulevard. The lawn signs included the project website and a QR code to encourage those who saw them to visit the project website and sign up for the virtual community meeting. In addition, project messaging was posted at the 20 most used Unitrans bus stops to raise awareness on the effort.



Reimagine Russell Boulevard Awareness Graphic