

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).