



REiMAGiNE

RUSSELL BOULEVARD

Public Workshop
October 6, 2021
5:30-7:30

Agenda

Welcome & Agenda_____	5 min
Project Background, Intent, and Schedule _____	5 min
Engagement Summary and Corridor Vision _____	10 min
Design Concepts _____	40 min
Next Steps _____	2 min
Small Group Activity _____	40 min
Report Out and Workshop Closing _____	13 min



Project Background & Schedule

Project Background + Purpose

Reimagine Russell Boulevard....

...emerged from the City's interest in multimodal safety and UC Davis's 2018 Long Range Development Plan.

...is a Long-Range Transportation Planning Effort focused on:

- » Accommodating future community & campus growth and demand for travel on corridor.
- » Addressing existing safety, circulation, and multi-modal transportation needs.
- » Strengthening the visual identity, sense of place along City/Campus interface.
- » Integrating sustainable design into the corridor (stormwater management, heat-mitigation, climate resiliency, etc.)

Anticipated Project Outcomes

Conceptual Design Concept from B Street through County Road 98 (Cactus Corner)

Corridor Vision and Streetscape Master Plan focused on



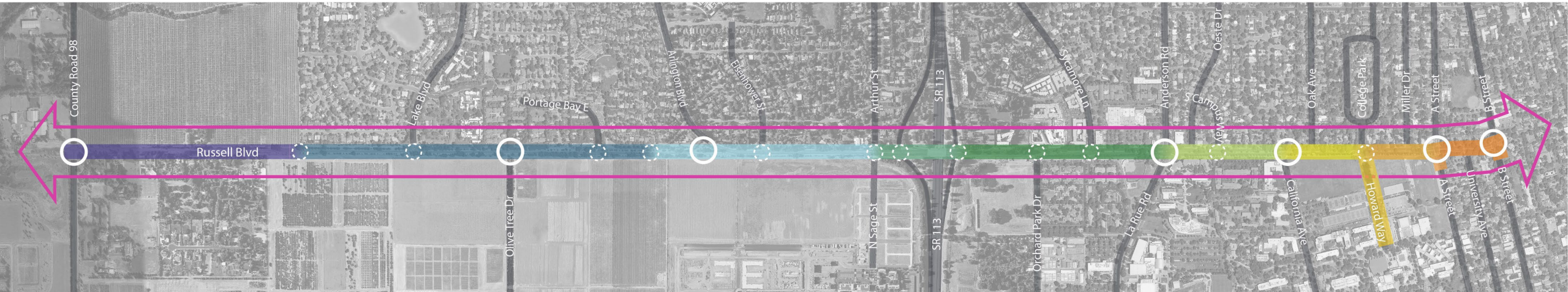
Multimodal
Mobility



Green
Infrastructure



Urban Design +
Placemaking



Project Schedule



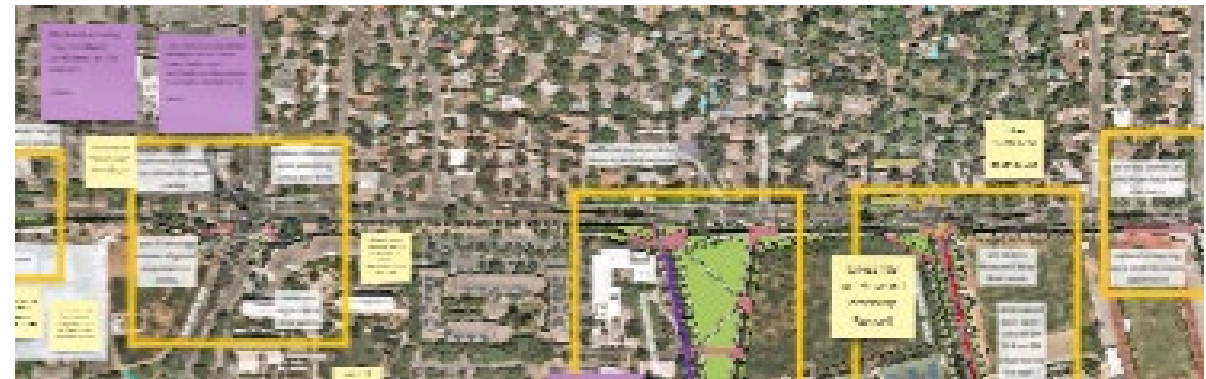
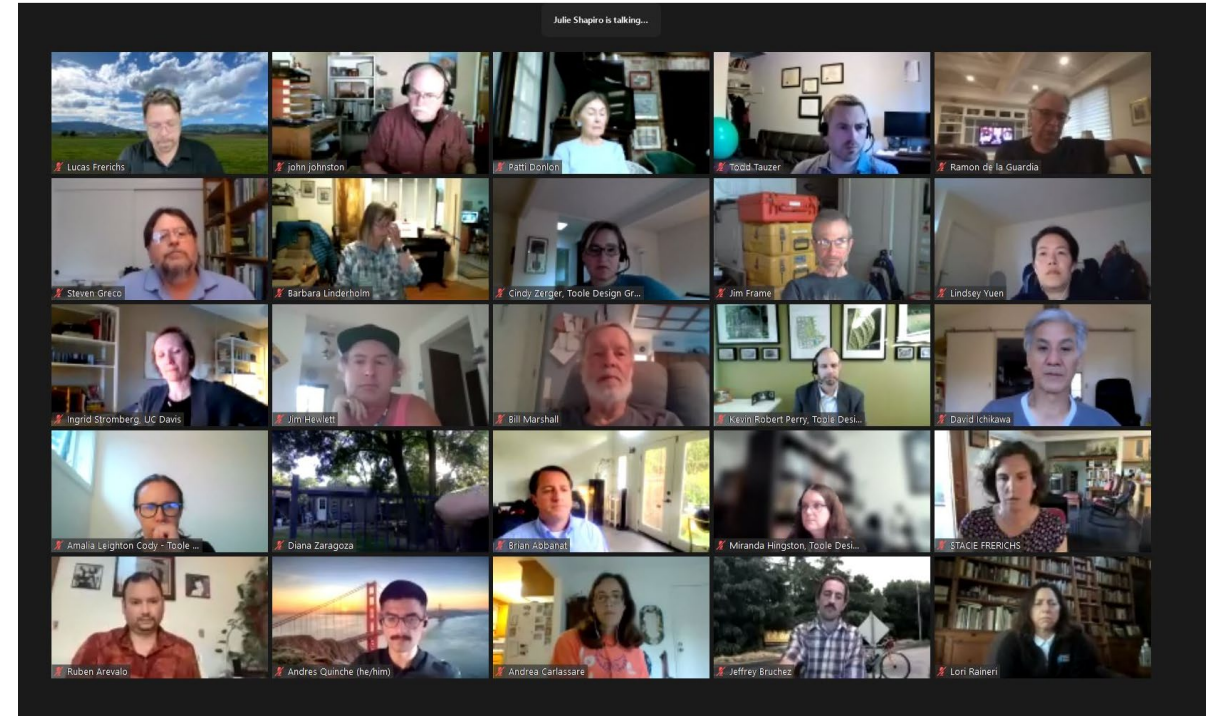


Engagement Summary

Engagement to Date

1. Community Steering Committee Workshop #1
2. Public Engagement Workshop #1
3. Online Survey
4. Community Steering Committee Workshop #2

Public engagement summaries
available at:
www.reimaginerussell.com



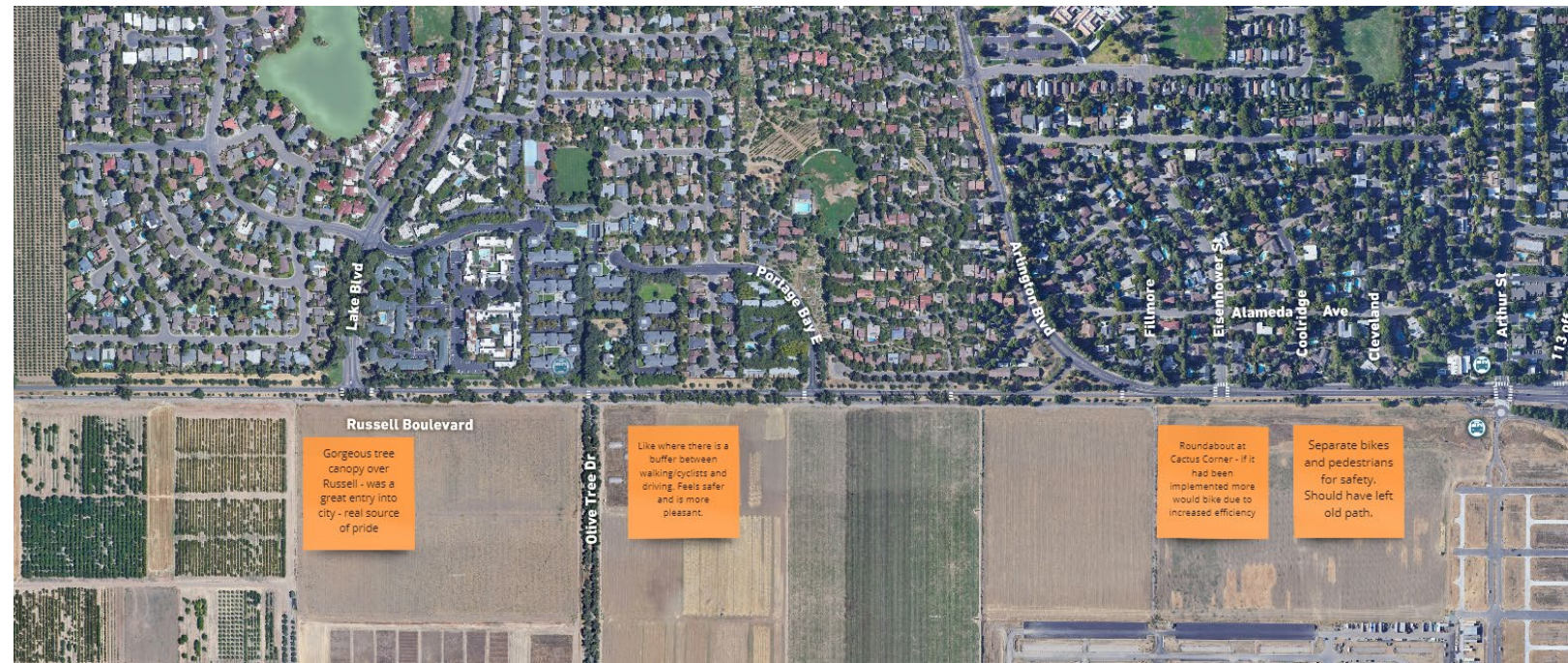
Engagement

EVENT #1:
Community Steering Committee (CSC)
April 27, 2021

17 Community Representatives

Summary

- » Safety and experience of all users of the corridor is essential
- » Recognized the benefits of integrating of green infrastructure + multimodal accommodations + placemaking
- » Direction to leverage existing assets (landscape character, connections to neighborhoods, campus)



Engagement

Public Workshop #1
April 28, 2021

170 Participants (!), 254 registered

Presentation

- » Project overview
- » Existing conditions summary

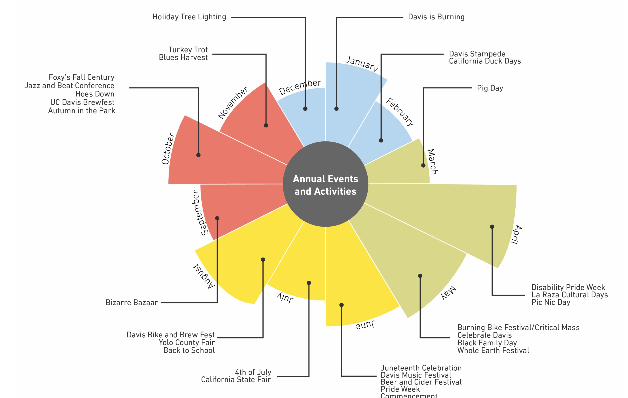
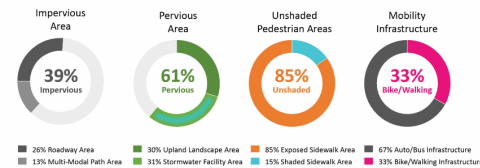
Interactive Small Group Activity

What do you DISLIKE
and wish to see
changed?

What do you LIKE
and wish to see
preserved?

What is MISSING
and
you wish to see created?

What are your hopes and
dreams for Russell
Boulevard?



Engagement

Public Workshop #1 Summary

Boulevard crossings and mode conflicts

- » Many crossings feel unsafe, especially west of SR-113.
- » Conflicts between bikes/peds on sidewalk (north side) and shared use path

Landscape experience

- » The viewshed to the west and agricultural fields are landscape/aesthetic assets
- » Tree root heaving and fruit litter (olives) create hazardous conditions on shared use path

Greater network

- » Consider the impacts to other streets that may be caused by changes to Russell Blvd.
- » Connections to sidewalks and other bikeways are generally acceptable but could be improved.

Driver, bicyclist, and pedestrian behavior

- » Fast driving west of SR-113.
- » Pedestrians and bicyclists moving at different speeds can create safety concerns on the trail.



Engagement

Online Survey

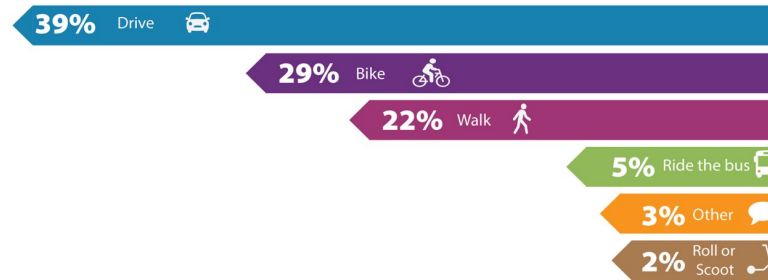
Open for two weeks (April 28th – May 13th)

594 respondents!

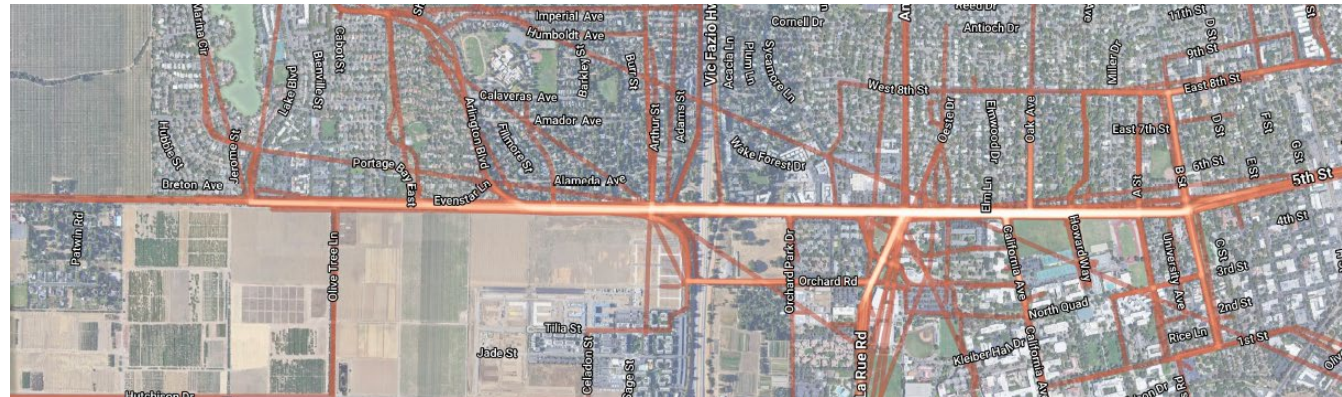
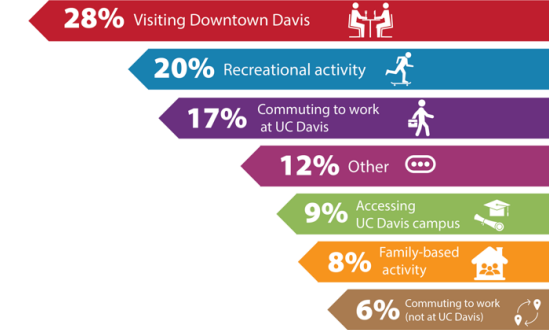
Summary:

- » Russell Boulevard is a main east-west arterial for recreation and commuting
- » Interest in better crossings (more and safer)
- » High-level of participant support for better bicycling conditions
- » Concerns with speeds throughout the corridor

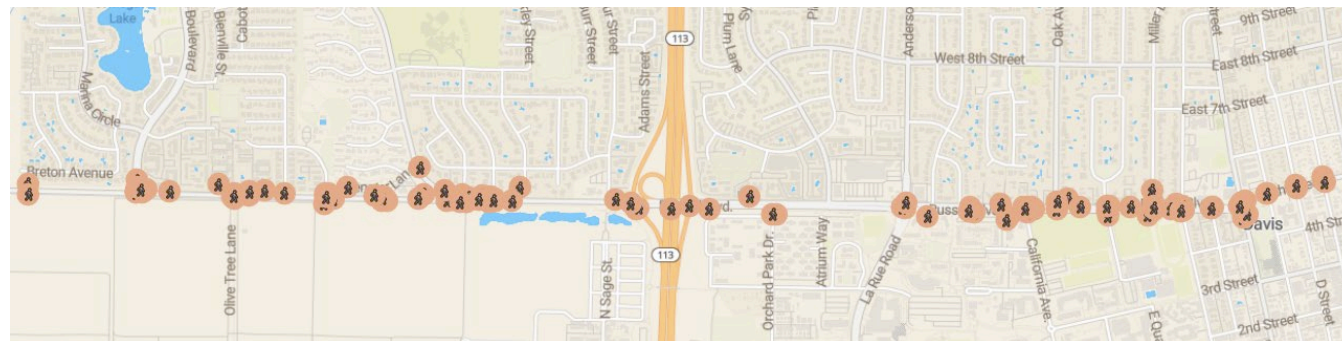
How do you travel along Russell Boulevard?



Why do you use Russell Boulevard?

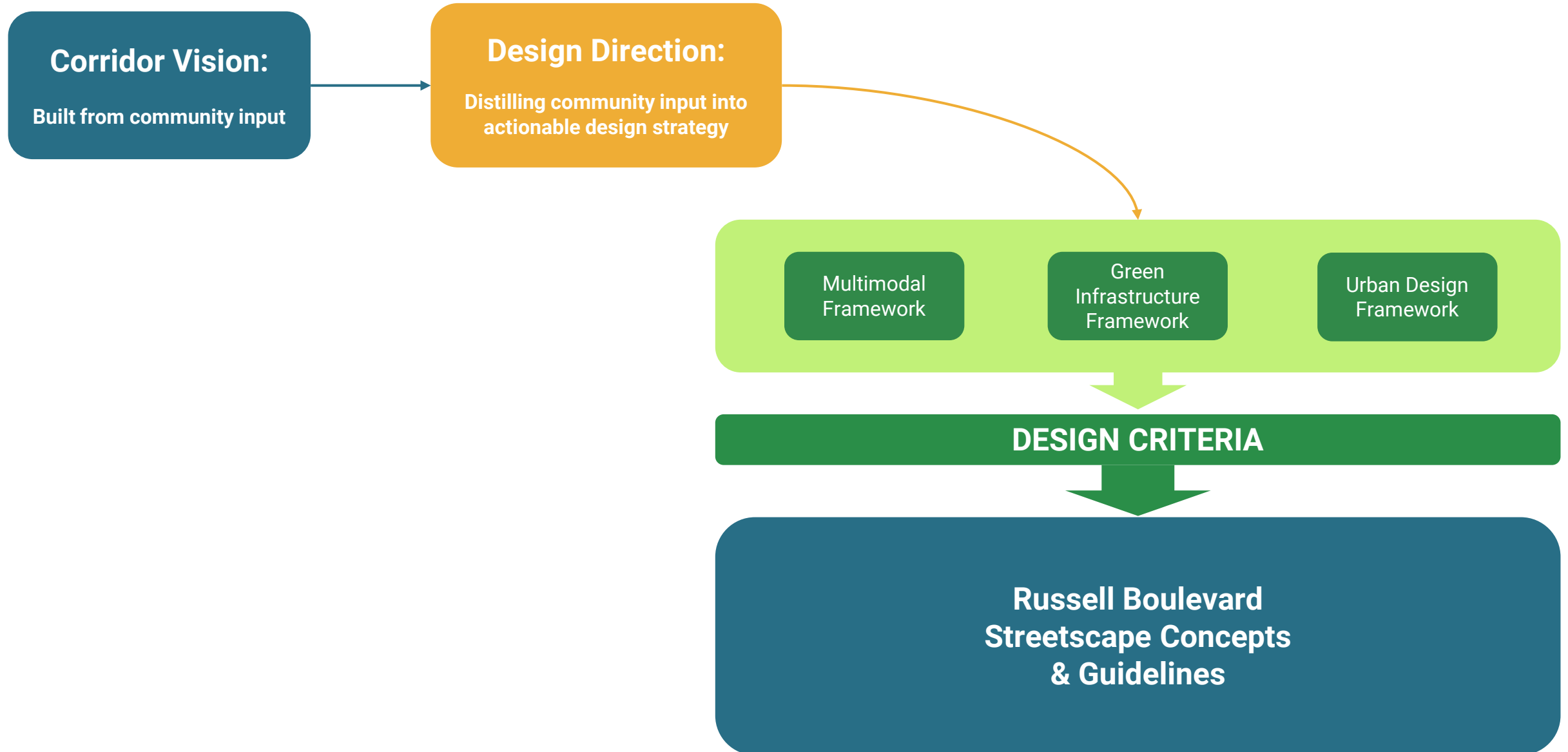


Heat map displaying commuting trips.



Locations where respondents indicated better crossings are needed.

Community-Driven Design



Russell Boulevard Vision

Russell Boulevard will become...

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



Russell Boulevard Vision

Translating the vision into corridor design focus elements...

- Focus on the **safety, comfort, and movement** of people walking, biking, and taking transit.
- Reframe the boulevard as **a destination in its own right**, not just a pass-through.
- Design boulevard landscapes to help **protect local ecosystems and address climate change**.
- Find opportunities to **express community identity and values** through public art, plantings, and materials.





DESIGN CONCEPTS

Cross Sections

Cross Section Overview

Follow guidance from City Standards on widths for travel lanes, bikeways, sidewalks, landscape areas.

Bike facilities:

- » Include options that explore on-street bikeways
- » Make bike facilities continuous and as consistent as possible
- » Separate bikeway from pedestrian path on south side
- » Widen shoulder west of Arlington to create rural on-street bike lanes

Pedestrian facilities:

- » Widen sidewalks where possible
- » Make sidewalks continuous and consistent, especially on north side
- » Separated walkway from bikeway on south side

Motor vehicle facilities:

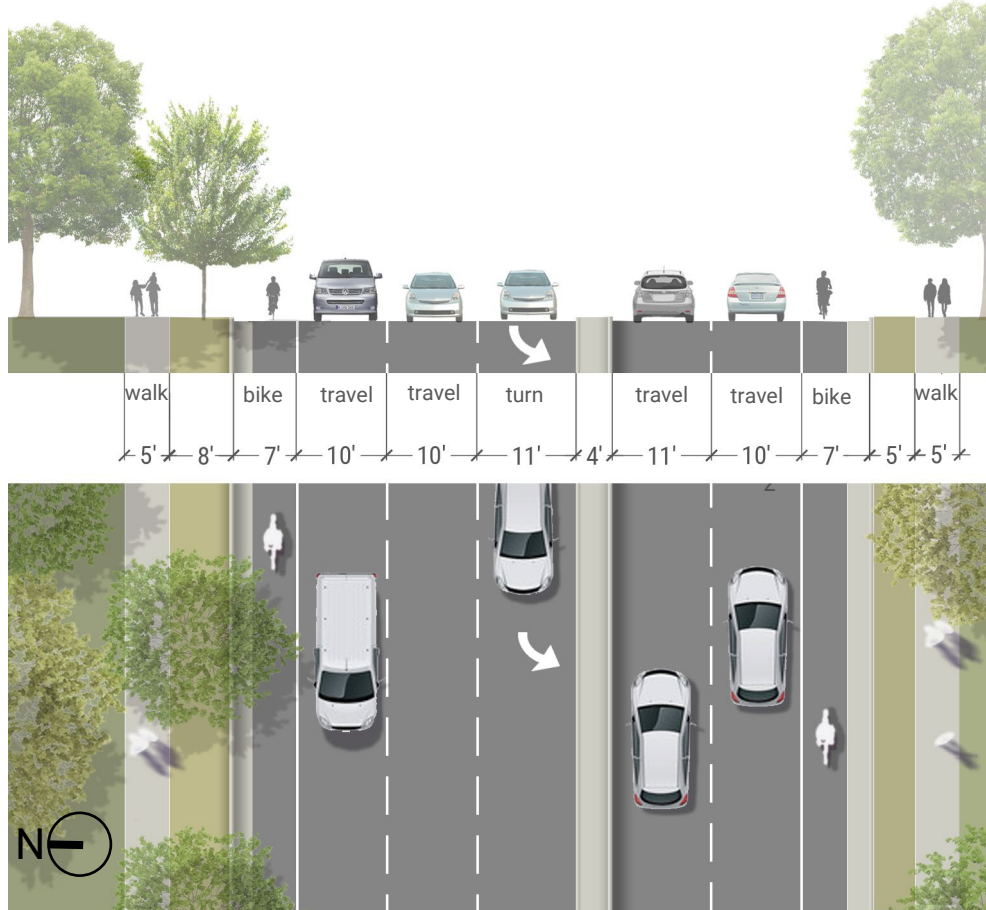
- » Adhere to City standard
- » Traffic analysis to inform lane needs (through and turning movements)



Russell: Between B Street & A Street

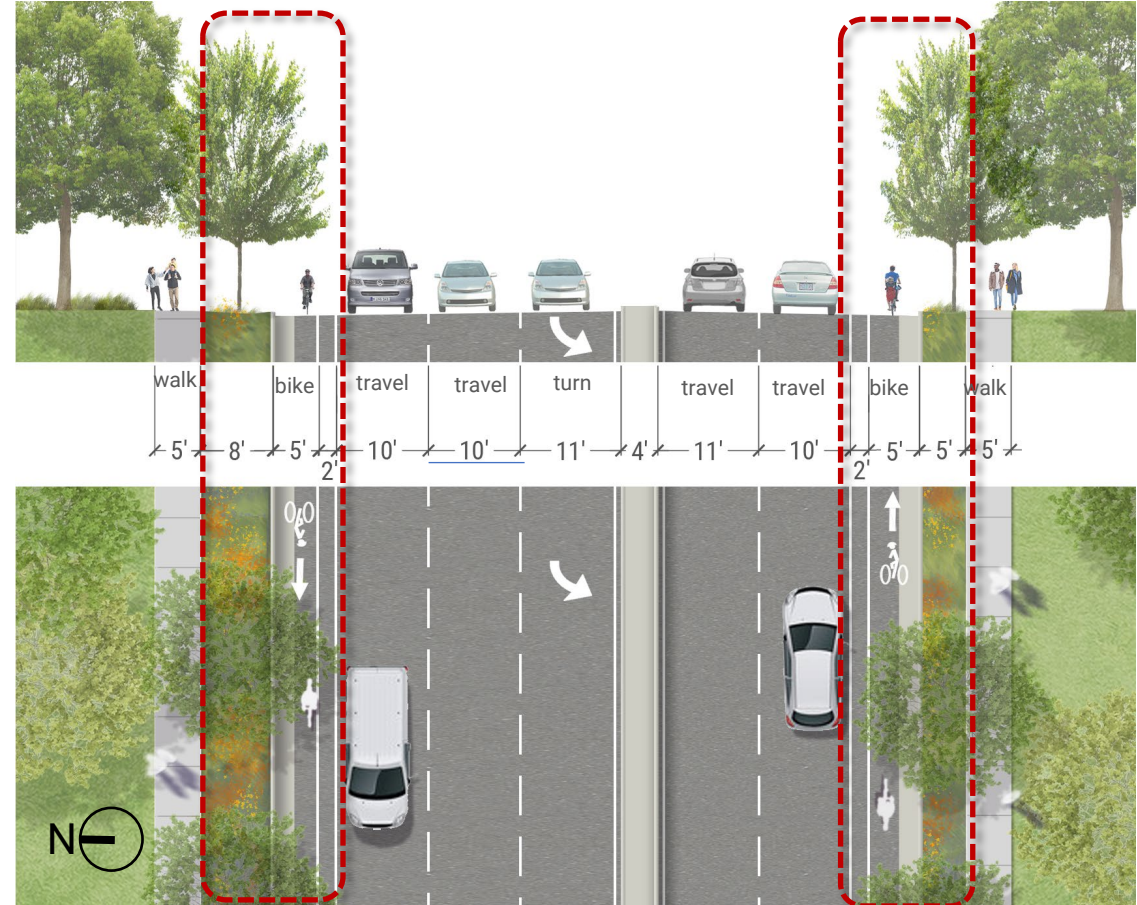


Existing looking East



- » Based on traffic analysis, all existing lanes are needed

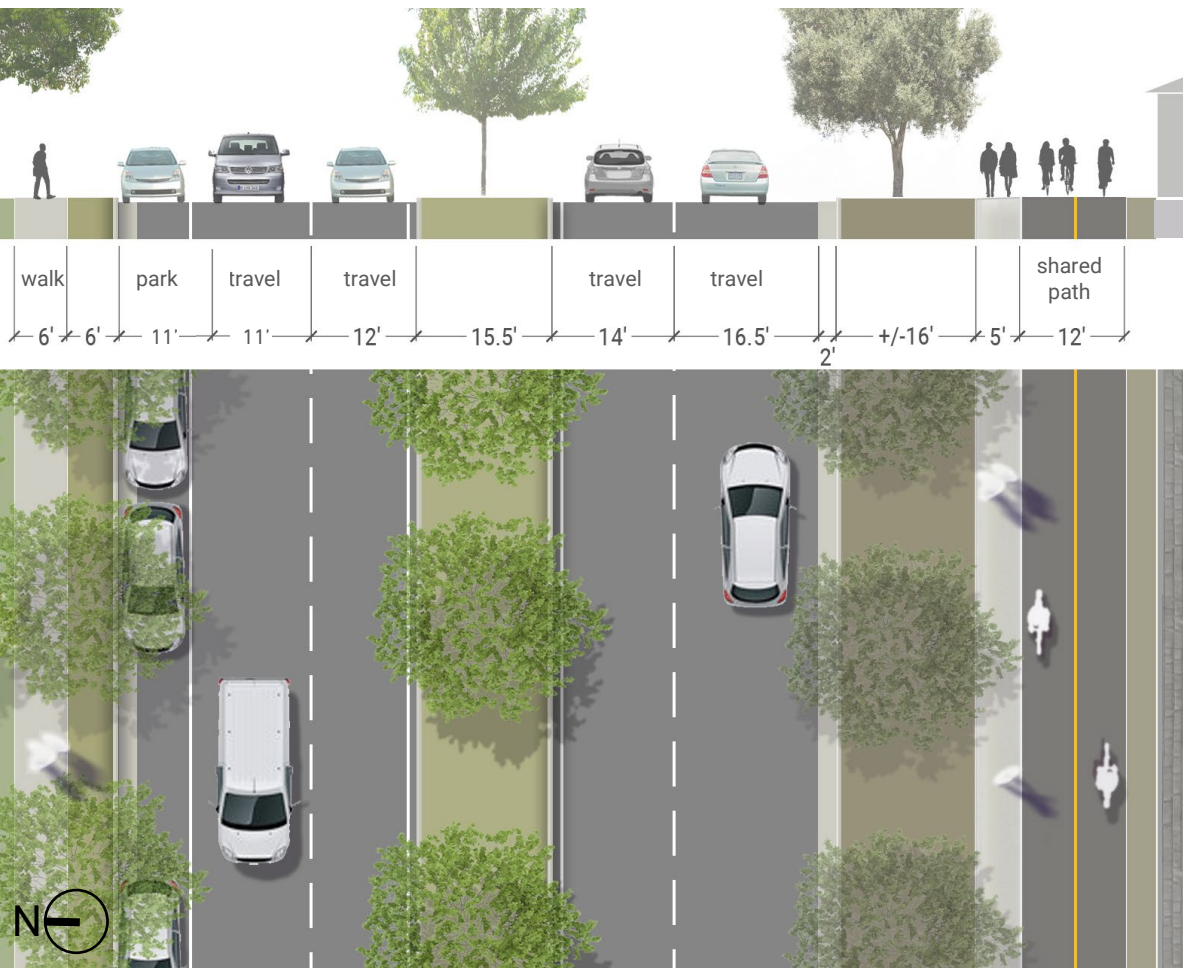
Concept looking East



- » Create on street buffered bikeways
- » Incorporate new tree canopy and understory where possible

Russell: A Street to 113

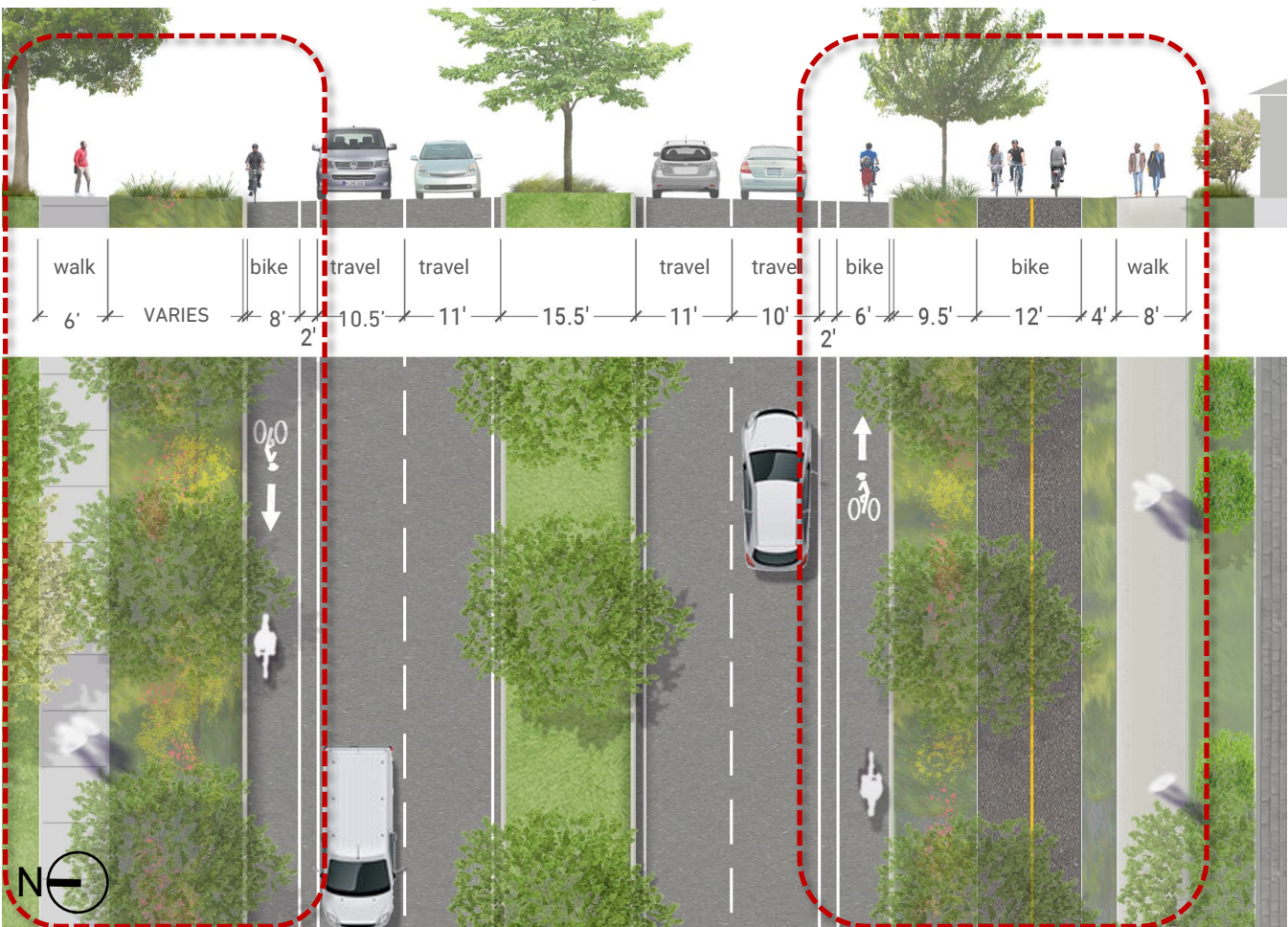
Existing looking East



- » Two motor vehicle lanes in each direction, parking on north side
- » Sidewalk on north
- » Shared use path on south
- » Stressed tree canopy in some areas



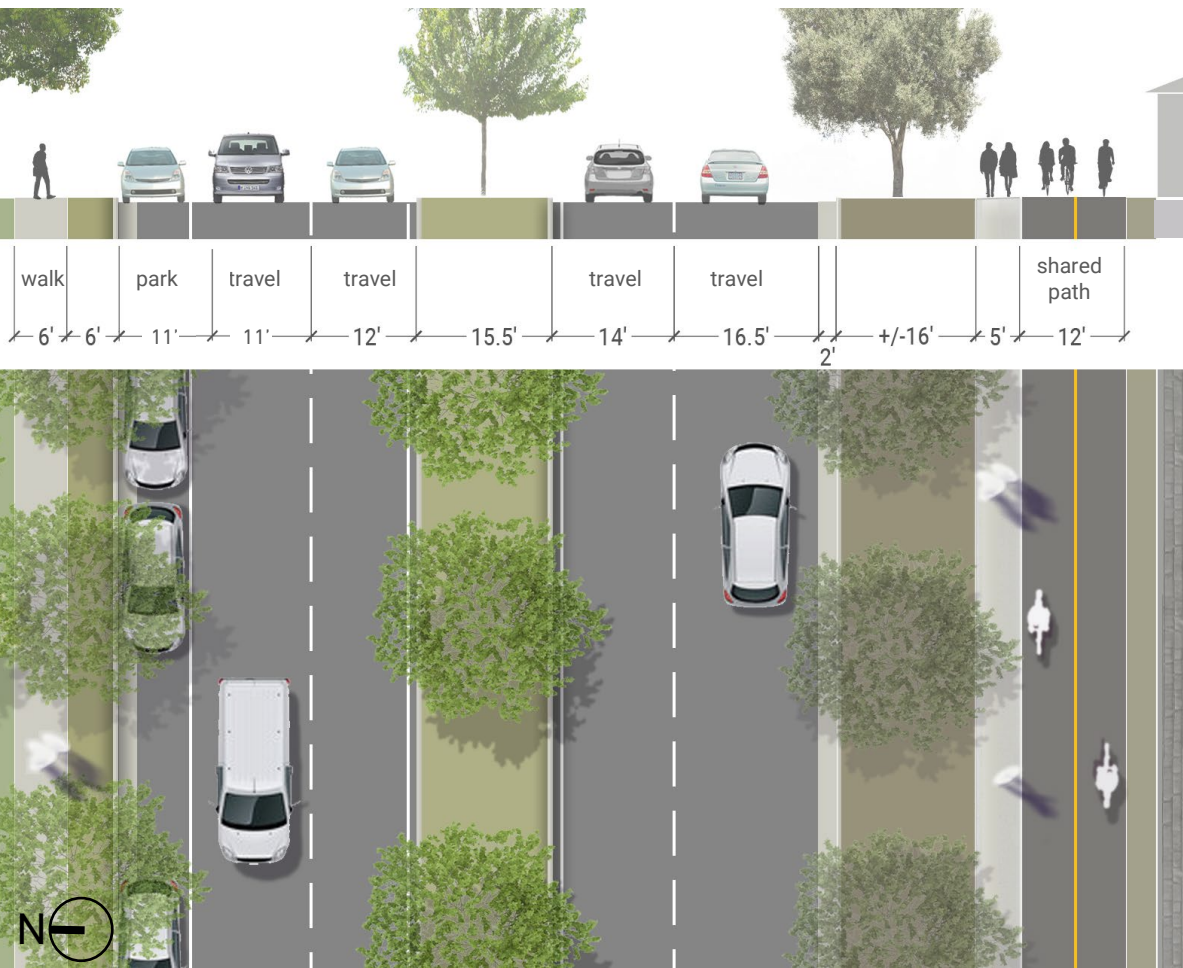
Concept 1: On-Street Bikeways looking East



- » On-street buffered bikeway, no on street parking
- » Widened sidewalk on north
- » Separate bikeway and sidewalk on south
- » Opportunities for new trees and green stormwater infrastructure (GSI)

Russell: A Street to 113

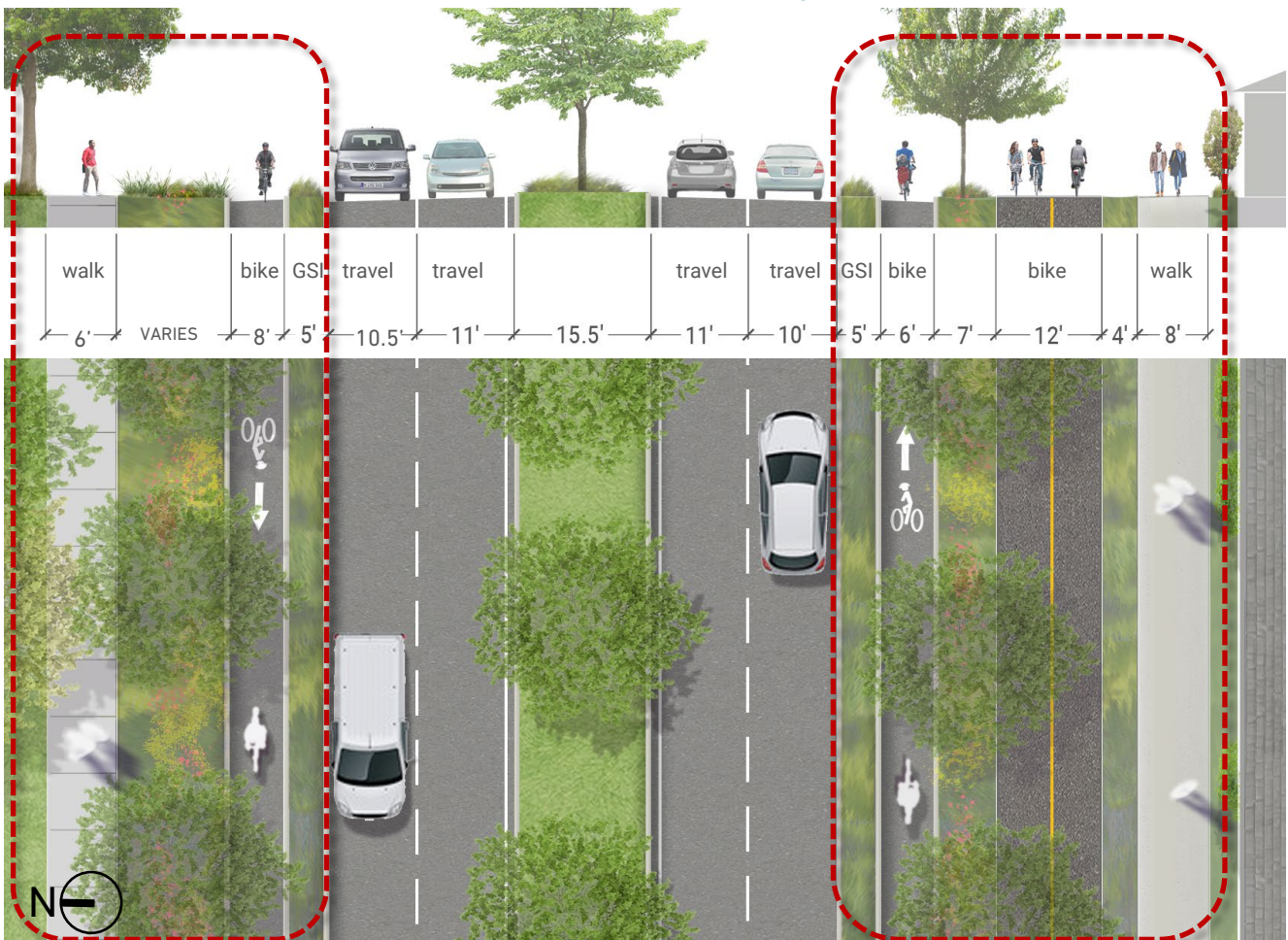
Existing looking East



- » Two motor vehicle lanes in each direction, parking on north side
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- » Shared use path on south
- » Stressed tree canopy in some areas



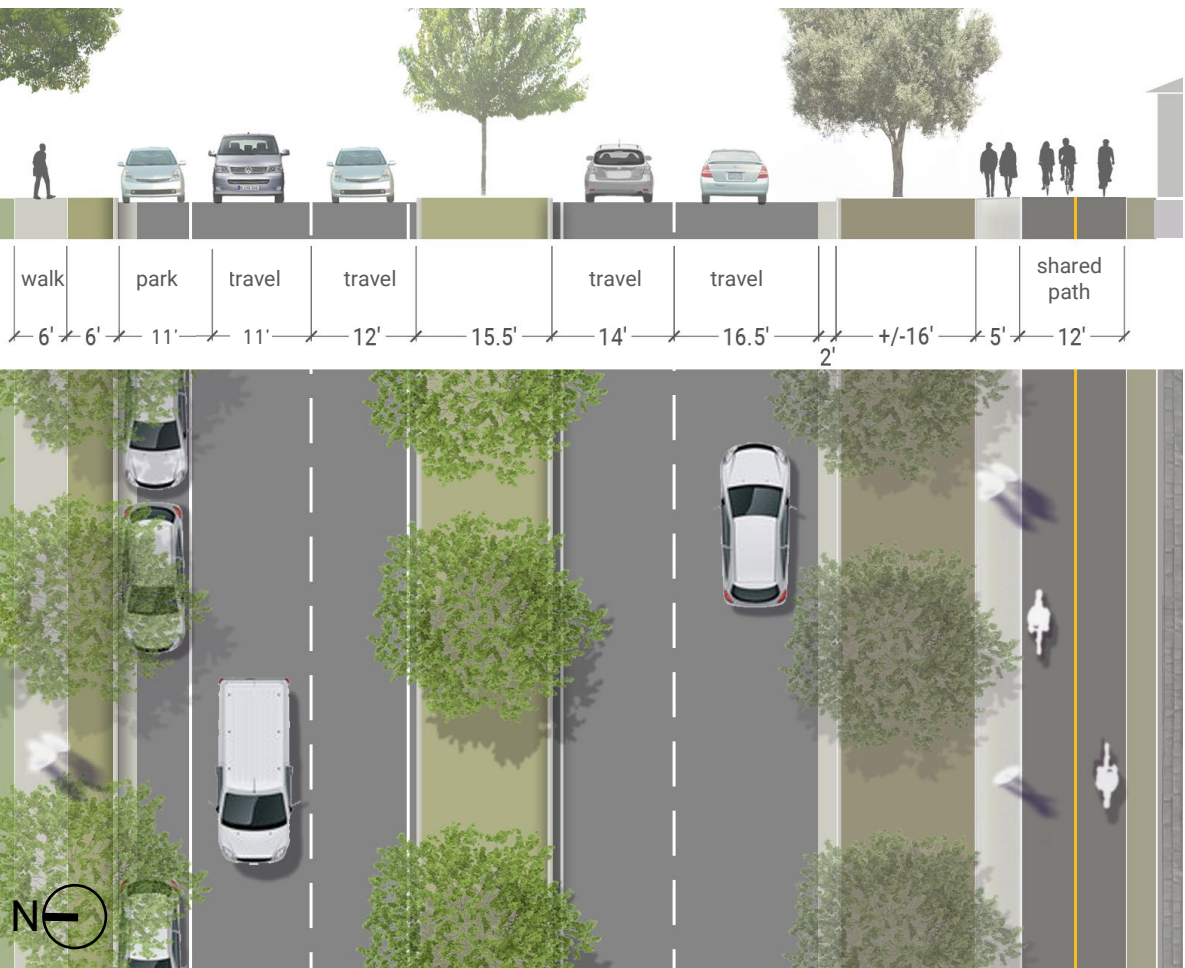
Concept 2: On-Street Protected Bikeway looking East



- » On-street bikeways are fully protected bikeways with planted curbed area, no parking
- » Maintenance and driveway considerations
- » Widened sidewalk on north, separate bikeway and sidewalk on south
- » Opportunities for new trees and green stormwater infrastructure (GSI)

Russell: A Street to 113

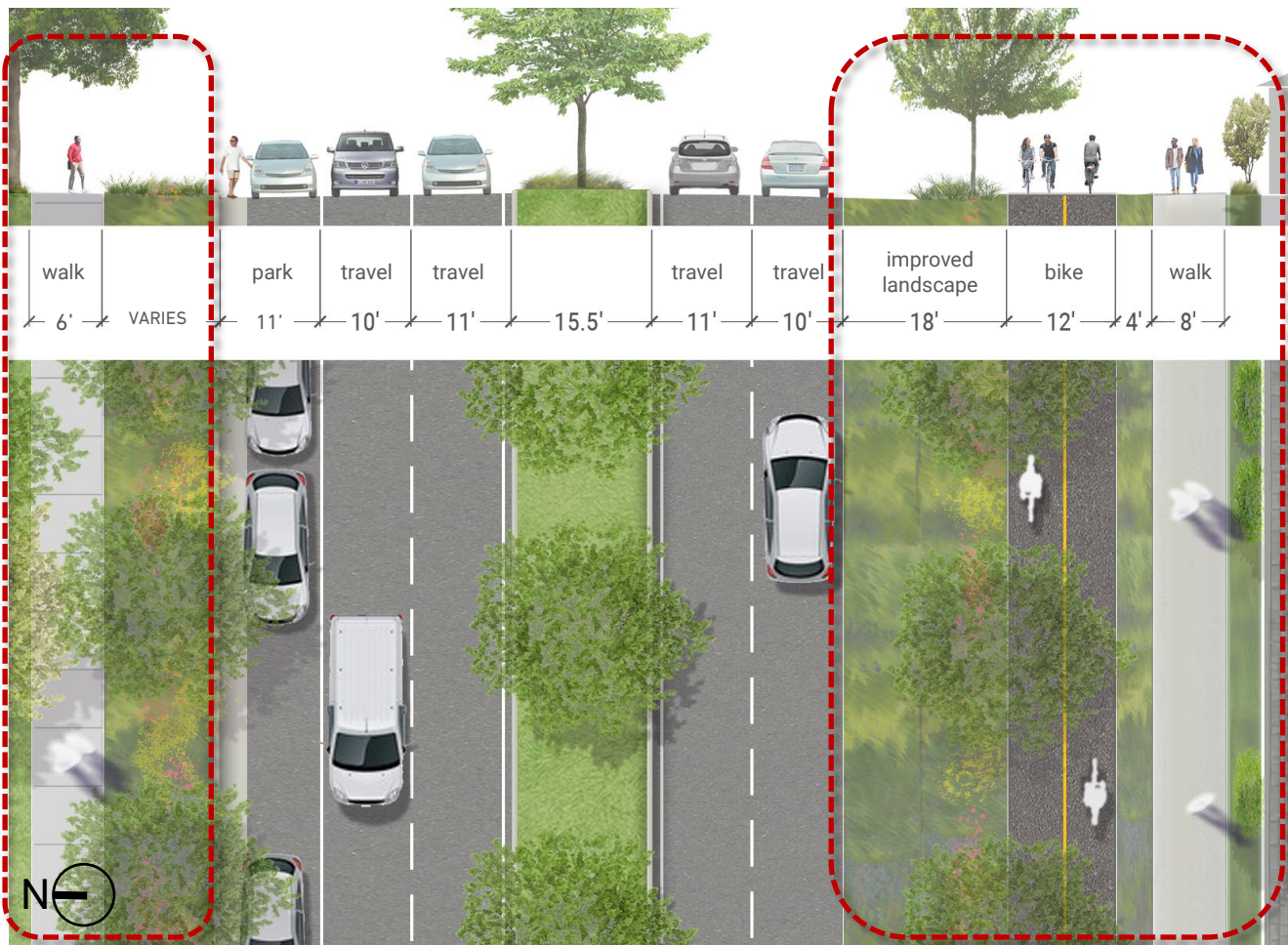
Existing looking East



- » Two motor vehicle lanes in each direction
- » Sidewalk on north
- » Shared use path on south



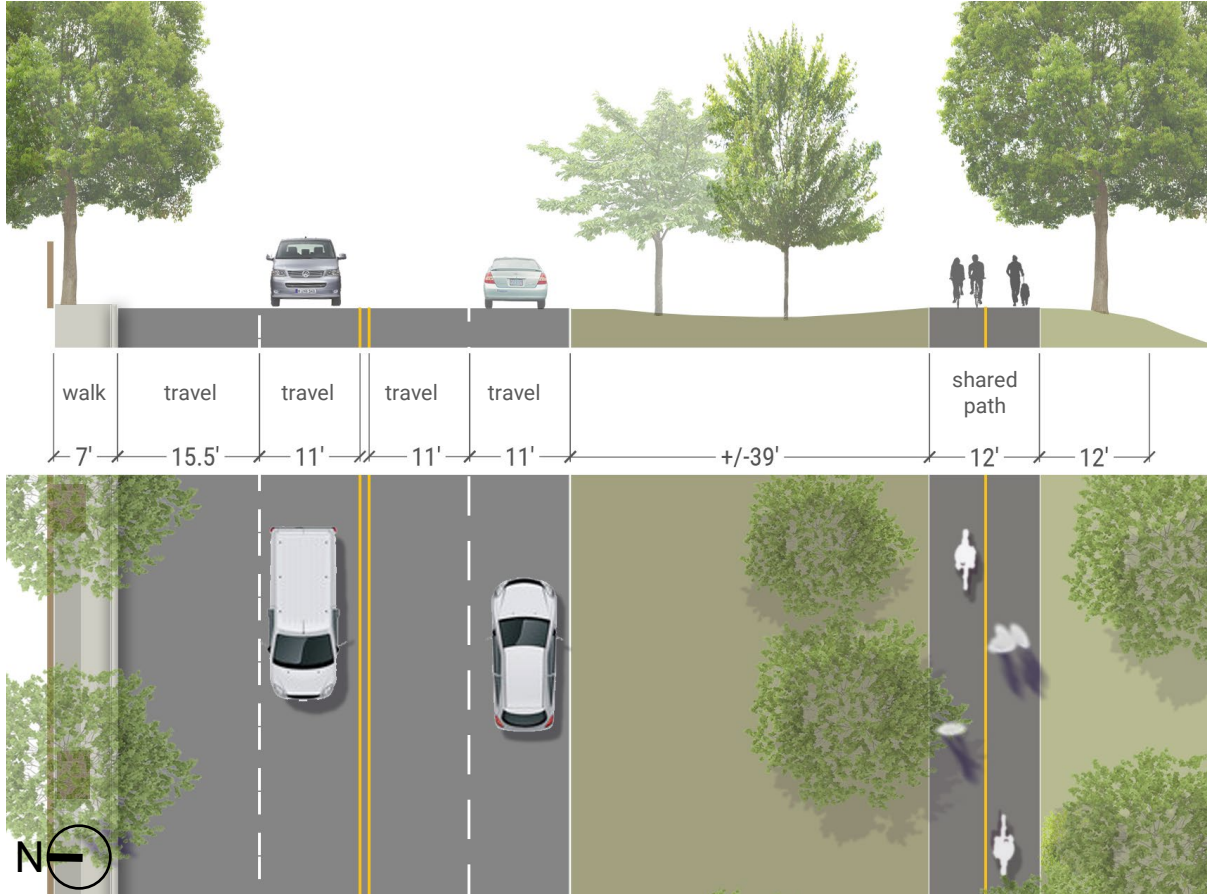
Concept 3: Retain parking, expand landscape on south looking East



- » Parking retained
- » Expanded sidewalk on north
- » Green stormwater infrastructure / expanded landscape opportunities
- » Separated bikeway and sidewalk on south

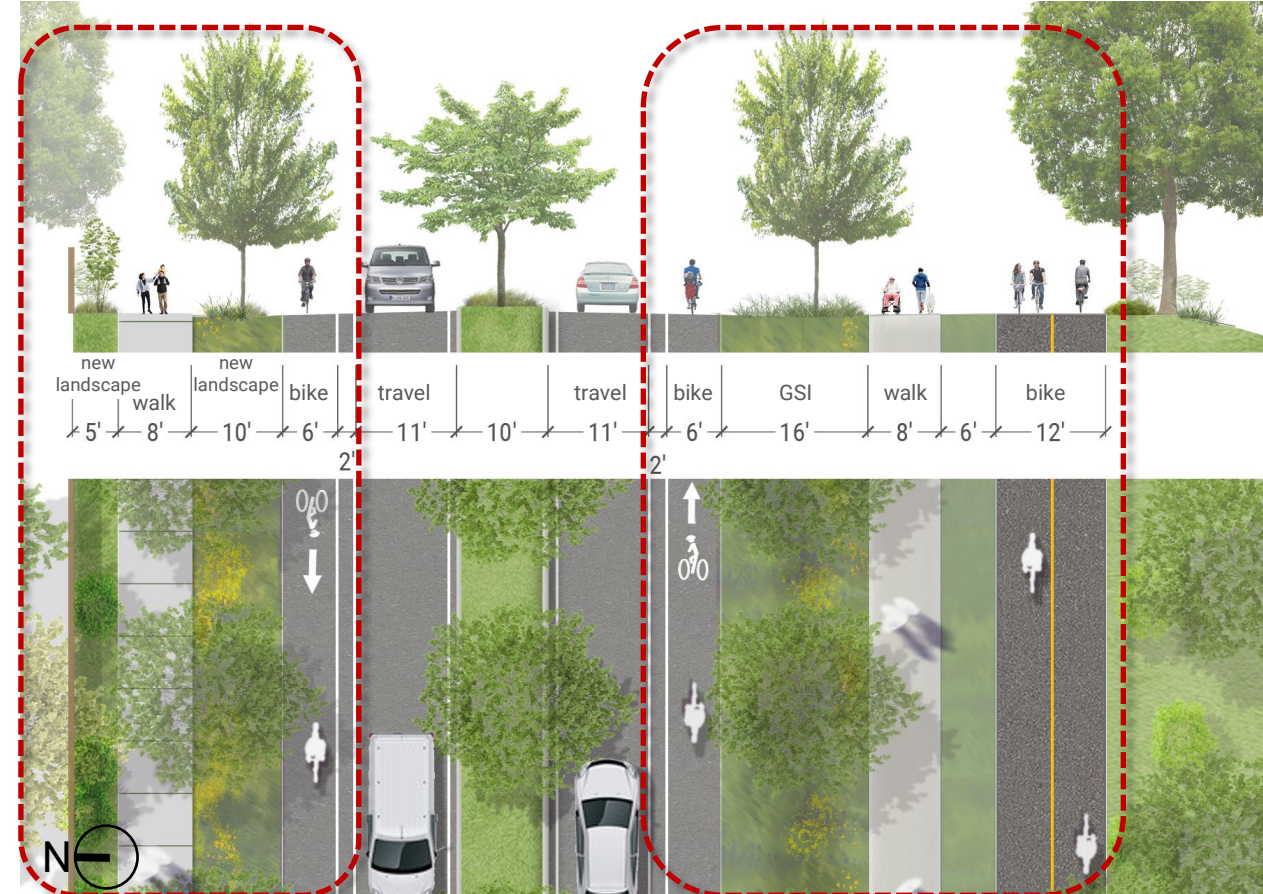
Russell: 113 to Arlington

Existing looking East

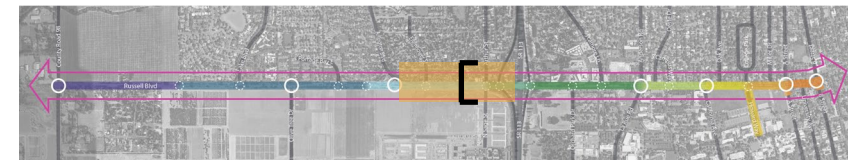


- » Two motor vehicle travel lanes in each direction
- » Low traffic volumes do not warrant two lanes in each direction
- » Sidewalk on northside along a wall with limited shade
- » Large landscape strip to south with trees in varying health condition

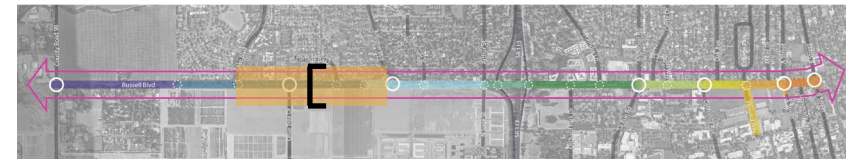
Concept looking East



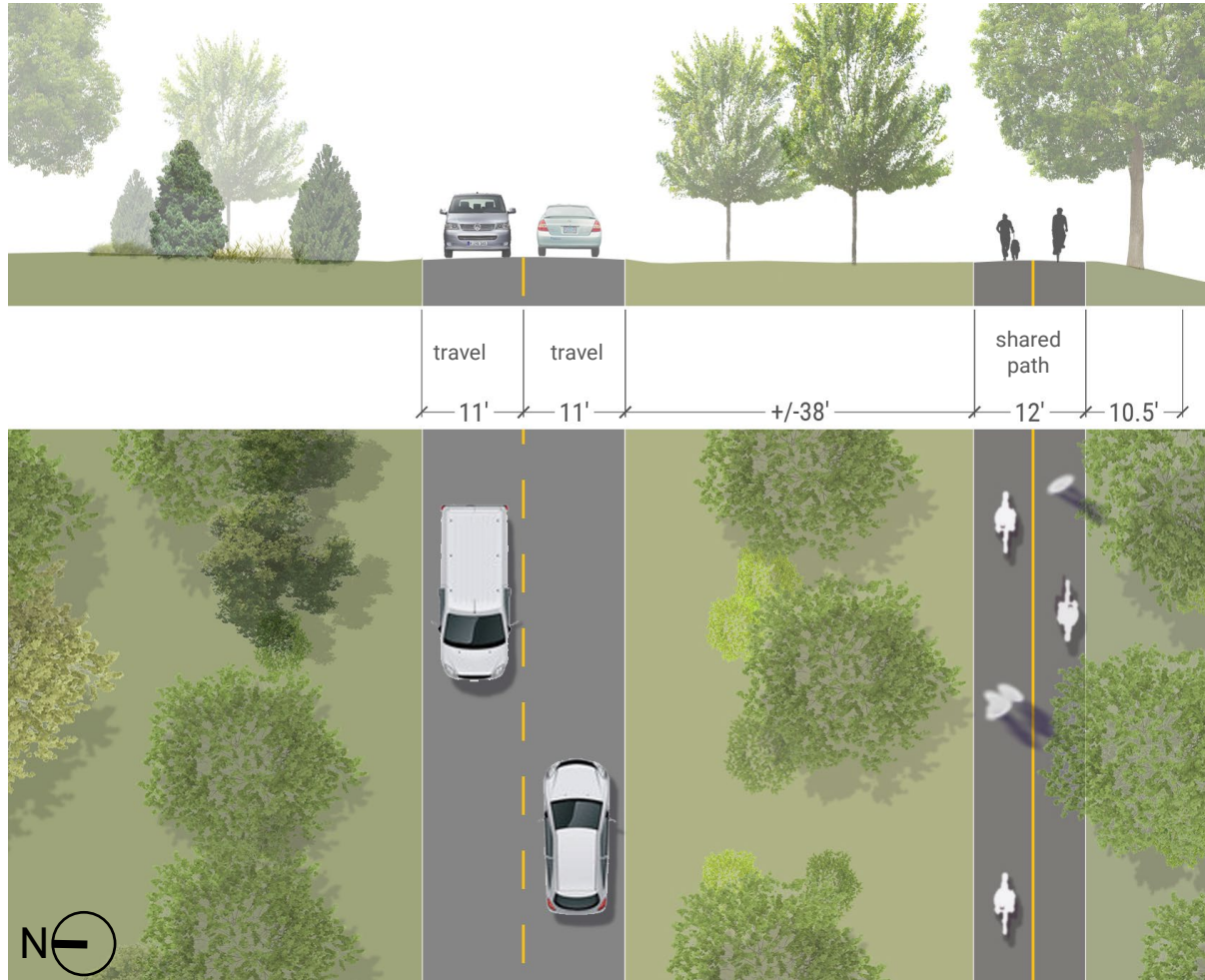
- » Wider sidewalk on north side, with shade and ornamental trees
- » One travel lane in each direction
- » Incorporation of a median for similar feel to east of 113
- » On-street buffered bikeways
- » Separated sidewalk and bikeway on south side
- » Opportunities to incorporate new climate-tolerant trees and landscape



Russell: Arlington to Lake Boulevard

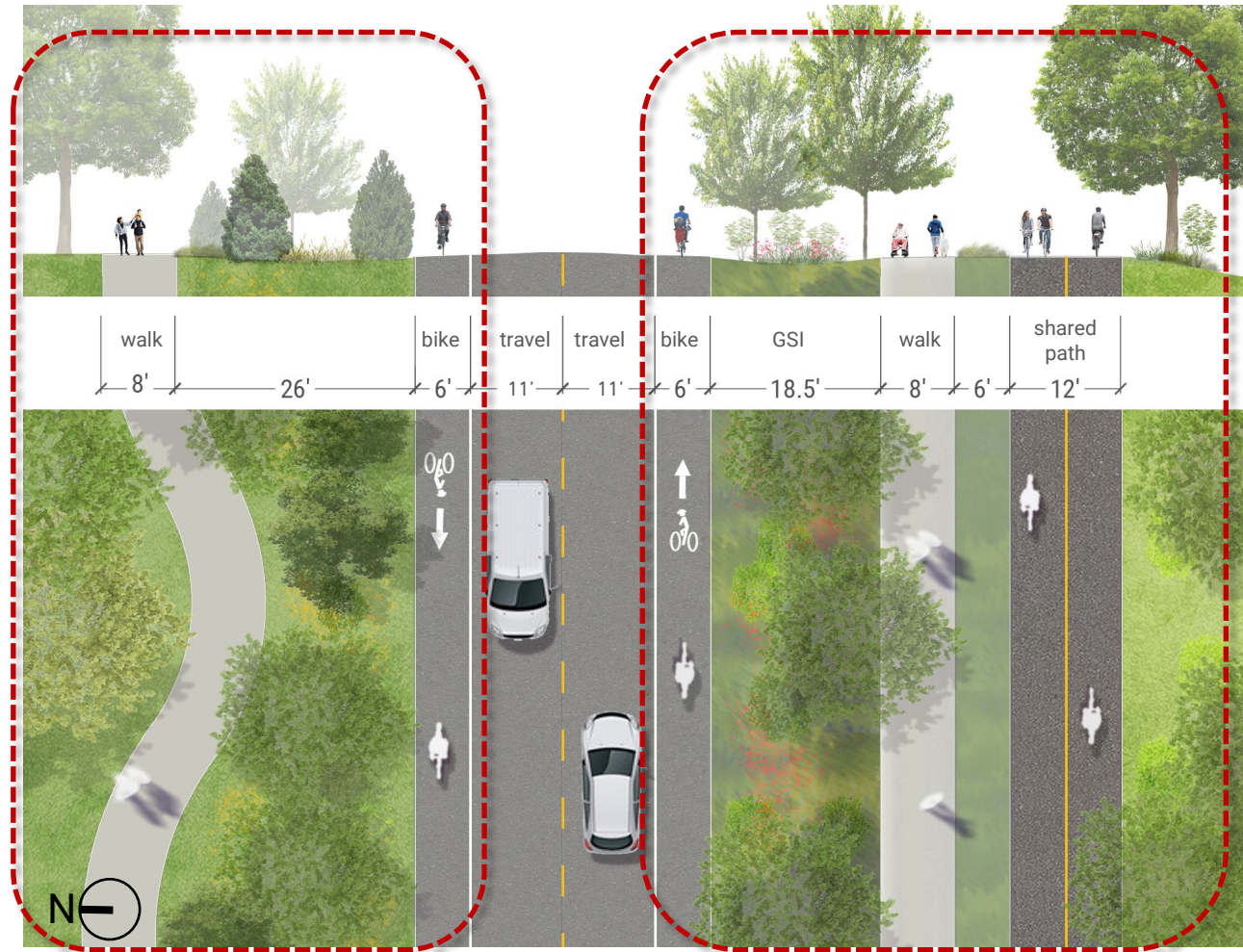


Existing looking East



- » Discontinuous sidewalk on north side
- » Limited to no shoulder adjacent to motor vehicle lanes
- » Ample opportunities for green infrastructure and new trees

Concept looking East

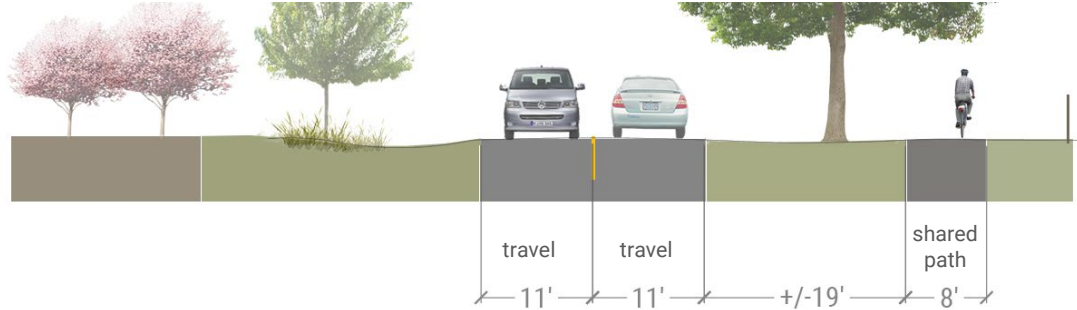


- » North side linear park condition possible
- » On street bikeways
- » Separated sidewalk and bikeway on south side
- » New tree canopy and green stormwater infrastructure (GSI)

Russell: Lake Blvd to Cactus Corner

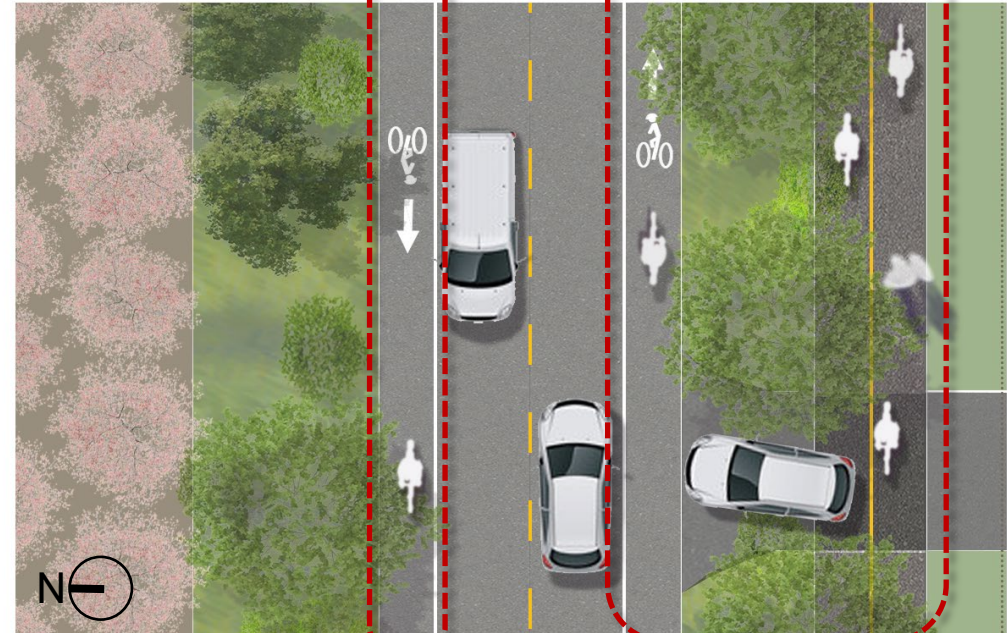
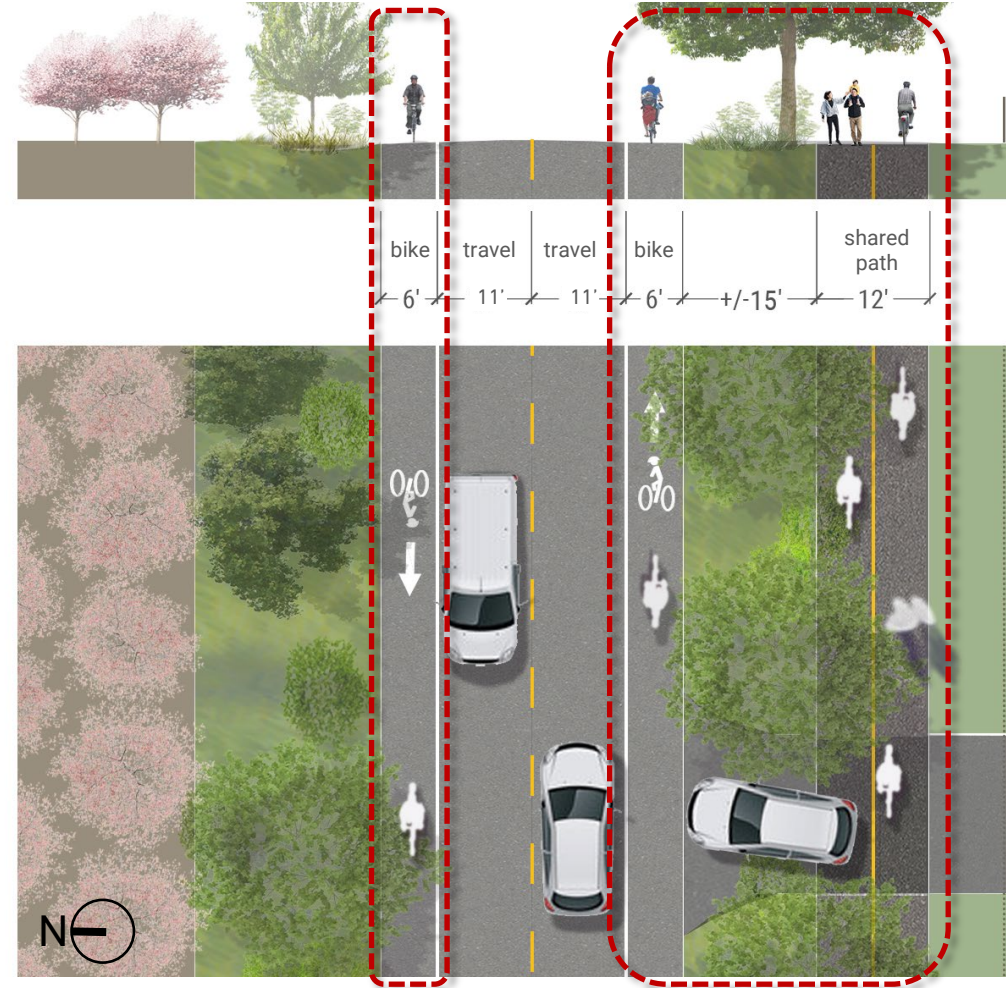


Existing looking East



- » Limited to no shoulder adjacent to motor vehicle lanes
- » 8' Shared use path on south side
- » Stressed and sporadic tree canopy

Concept looking East



- » On-street bikeways
- » Shared use path expanded by 4' to the north
- » All driveways maintained, no ROW impacts on south side



DESIGN CONCEPTS

Intersections and Placemaking Opportunities

Intersections & Placemaking Opportunities

Intersection concepts and strategies

- » Explore protected intersections for bicyclists and pedestrians
- » Remove slip lanes
- » Incorporate curb extensions to provide pedestrian and bike mixing and queuing areas + reduce turning speed of traffic
- » Integrate green infrastructure and new street trees with new bike/ped mixing areas and seating areas
- » Improved crosswalks and pedestrian signal operations

Big Moves to look at today...

- » B Street past A Street, along Toomey Field
- » Howard Way
- » Anderson/LaRue Intersection
- » Arlington Roundabout
- » Cactus Corner

Smaller Moves

- » Additional Crossings (east of 113)
- » Additional Crossings (west of 113)

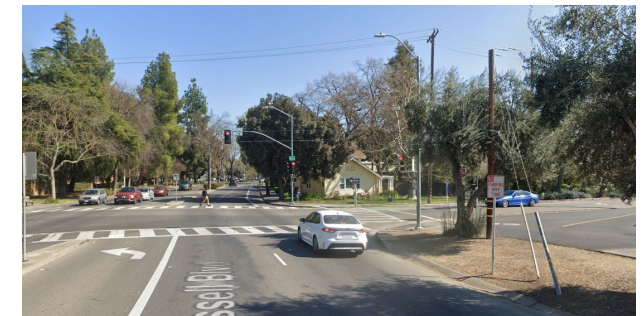


B Street // A Street // Toomey Field

Existing

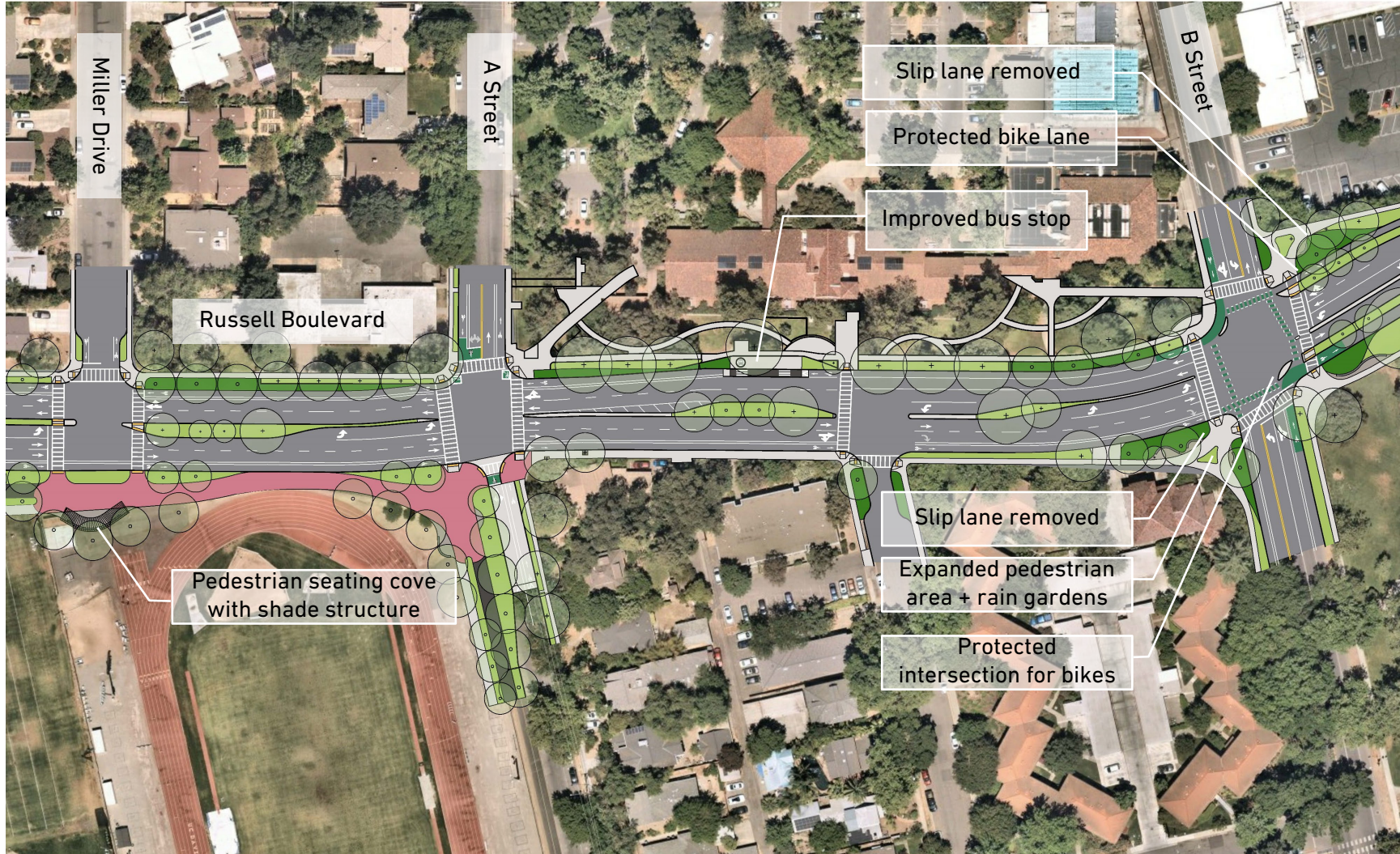


Existing



B Street // A Street // Toomey Field

Concept



- » Remove east-bound and west-bound right-turn slip lanes at B Street and repurpose space
- » Keep east-bound right-turn lane at B Street.
- » Add east-bound bike phase to separate bikes from heavy right turns
- » Reduce # of north-bound vehicle travel lanes at A Street
- » Raise north-bound vehicle and bike lanes at A Street to provide a shorter, level crossing area for bikes and pedestrians.
- » Toomey Field is a “pinch point” so bikes / pedestrians share space.

Howard Way

Existing

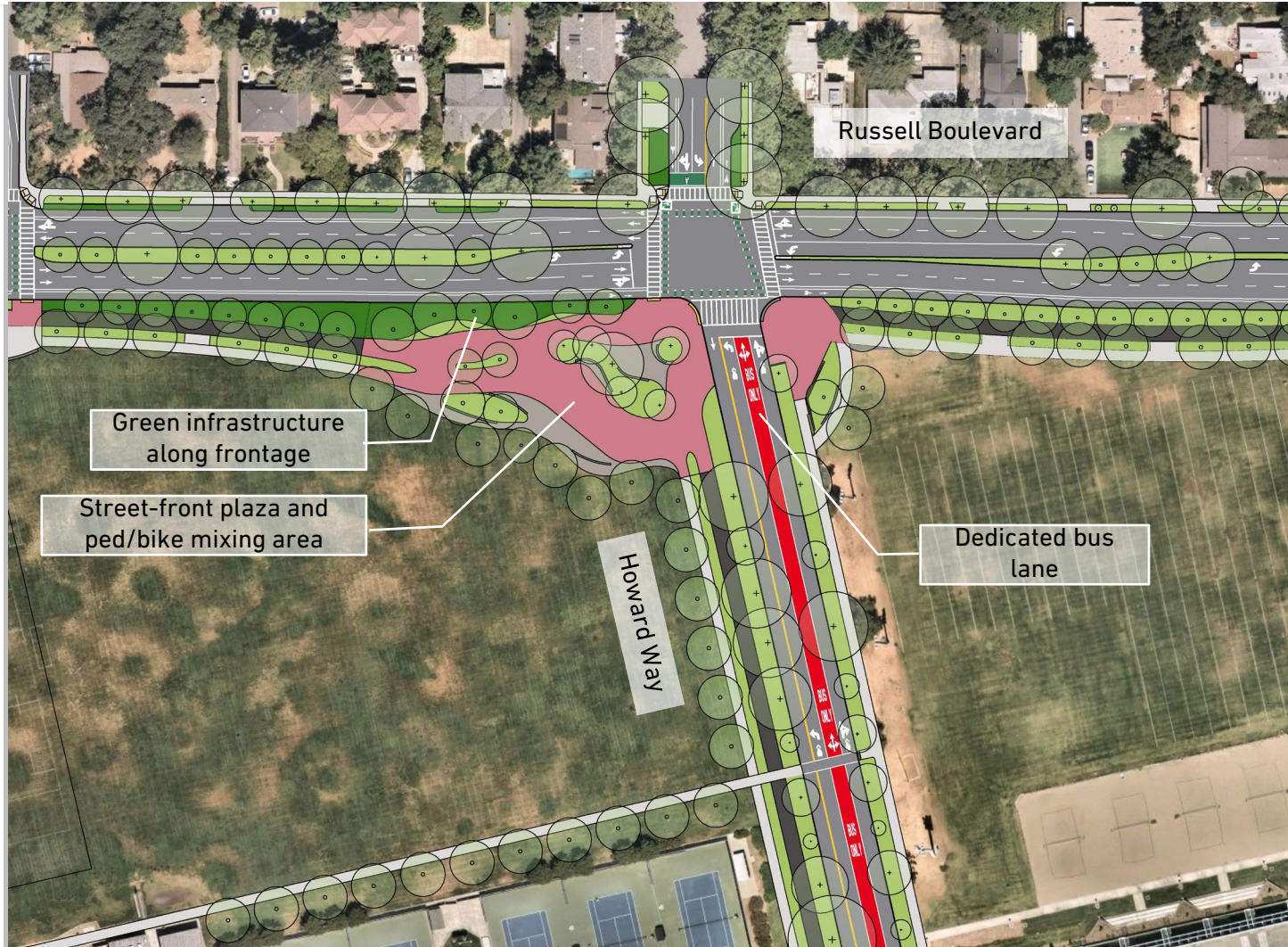


Existing



Howard Way

Concept



- » Remove on-street bike lanes on Howard Way to allow for north-bound bus lane; sharrows on street and shared-use path on west side available
- » Bus-only signal phase to reduce outgoing bus delays. Small increase in auto delay.
- » Reduce pedestrian crossing distance at College Park Drive.
- » Expand pedestrian and bike mixing zones at Howard Way and Russell.
- » Incorporate and enhance the proposed campus entrance design.
- » Pedestrian seating coves integrated with intersection crossing points.

Oak // California

Existing



Existing



Oak // California

Concept



- » Enhance median at California Avenue for pedestrian protection.
- » Maintain the same signal operations at Oak and Rectangular Rapid Flashing Beacons (RRFB) at California.
- » Ped/bike trail alignment on south side allows for easier movement toward California Avenue and Howard Way and into UC Davis.
- » California Avenue crossing include high visibility crossings for bicyclists and pedestrians.
- » Pedestrian connections to both west and east intramural fields.
- » Pedestrian seating cove integrated with intersection crossing points at California Avenue and Oak Avenue.
- » Enhanced transit stop.

Anderson and LaRue

Existing

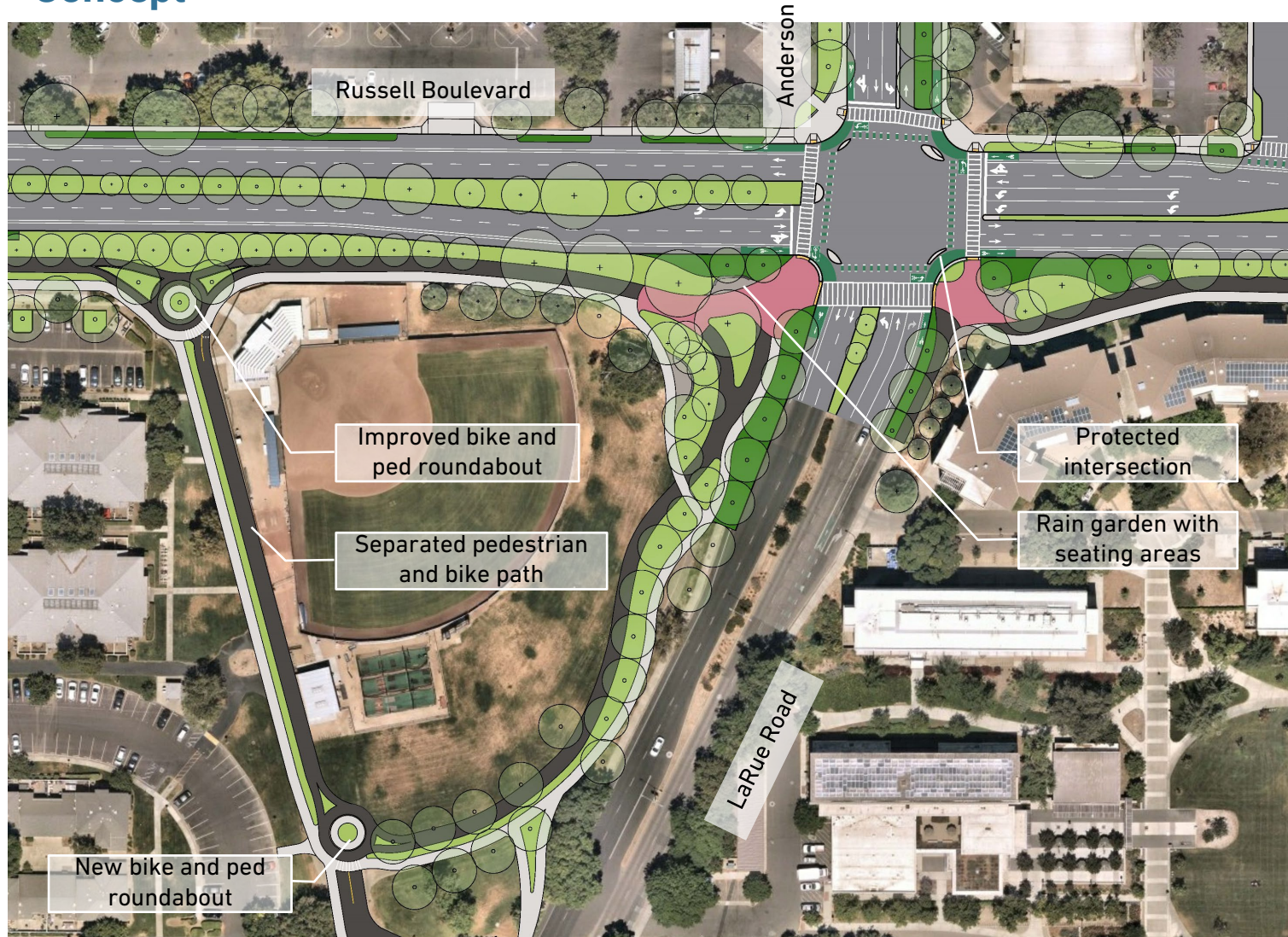


Existing



Anderson and LaRue

Concept



- » Repurpose east-bound and west-bound right-turn slip lanes for bicycle and pedestrian queuing space
- » East-bound and west-bound outside lanes are shared through / right-turn.
- » 1 north-bound through and 1 north-bound right-turn lane to separate vehicle and bike movements.
- » North-bound dedicated bike phase
- » Modified movements will not experience significantly more traffic delay
- » Protected intersection for pedestrians and on-street bicyclists.
- » Gas station driveways adjusted to allow for safer pedestrian curb ramps.
- » Pedestrian seating coves are integrated with intersection crossing points.
- » Separated bike and pedestrian facilities along softball fields and through roundabouts.

Arlington Roundabout

Existing



Existing



Arlington Roundabout

Concept



- » Roundabout simplifies existing Arlington / Russell intersection and will operate well based on traffic analysis.
- » Roundabout creates a safer environment for all modes by decreasing conflict points.
- » Enhanced pedestrian and bicycle crossing improvements to Eisenhower Street.
- » Preserve existing healthy trees where feasible.
- » Enhance existing tree canopy by adding new climate tolerant trees where possible.
- » Design incorporates multiple locations for respite adjacent to roundabout area.
- » Opportunity to incorporate art installations in center of roundabout.
- » Added crosswalks at Evenstar Lane.

Cactus Corner Roundabout

Existing



Existing



Cactus Corner Roundabout

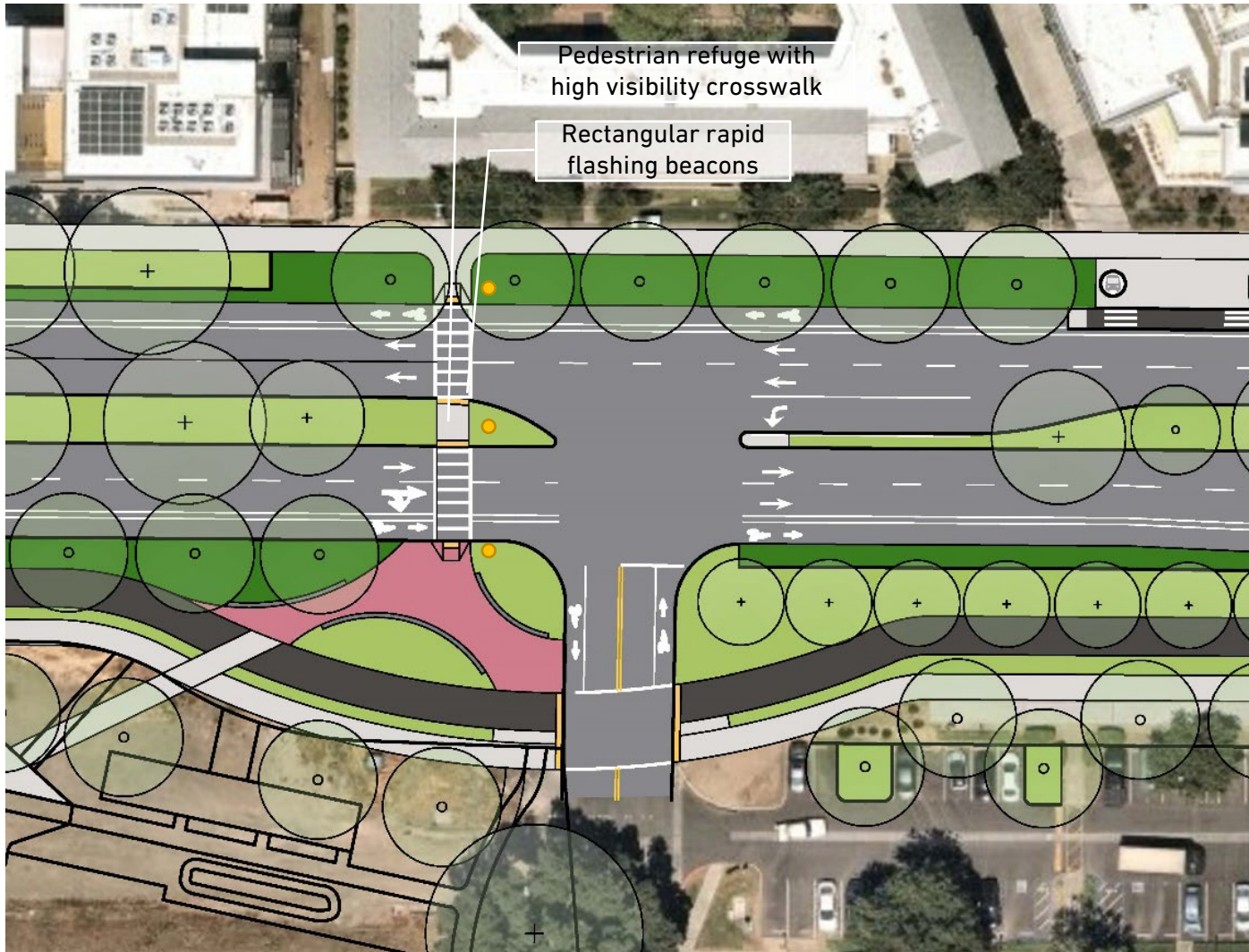
Concept



- » County proposed roundabout creates a great opportunity to create a “gateway” experience.
- » Roundabout creates a safer environment for all modes by decreasing conflict points.
- » On-street bicyclists can stay in the street or move to the shared path around the intersection.
- » Cacti are preserved and/or relocated within the roundabout design improvements.
- » Existing mature oak trees are preserved where feasible.
- » Cactus corner is enhanced with additional walking paths and pedestrian coves.
- » Opportunity to incorporate art installations in center of roundabout.

Additional Crossings (east of 113)

Orchard Park Example

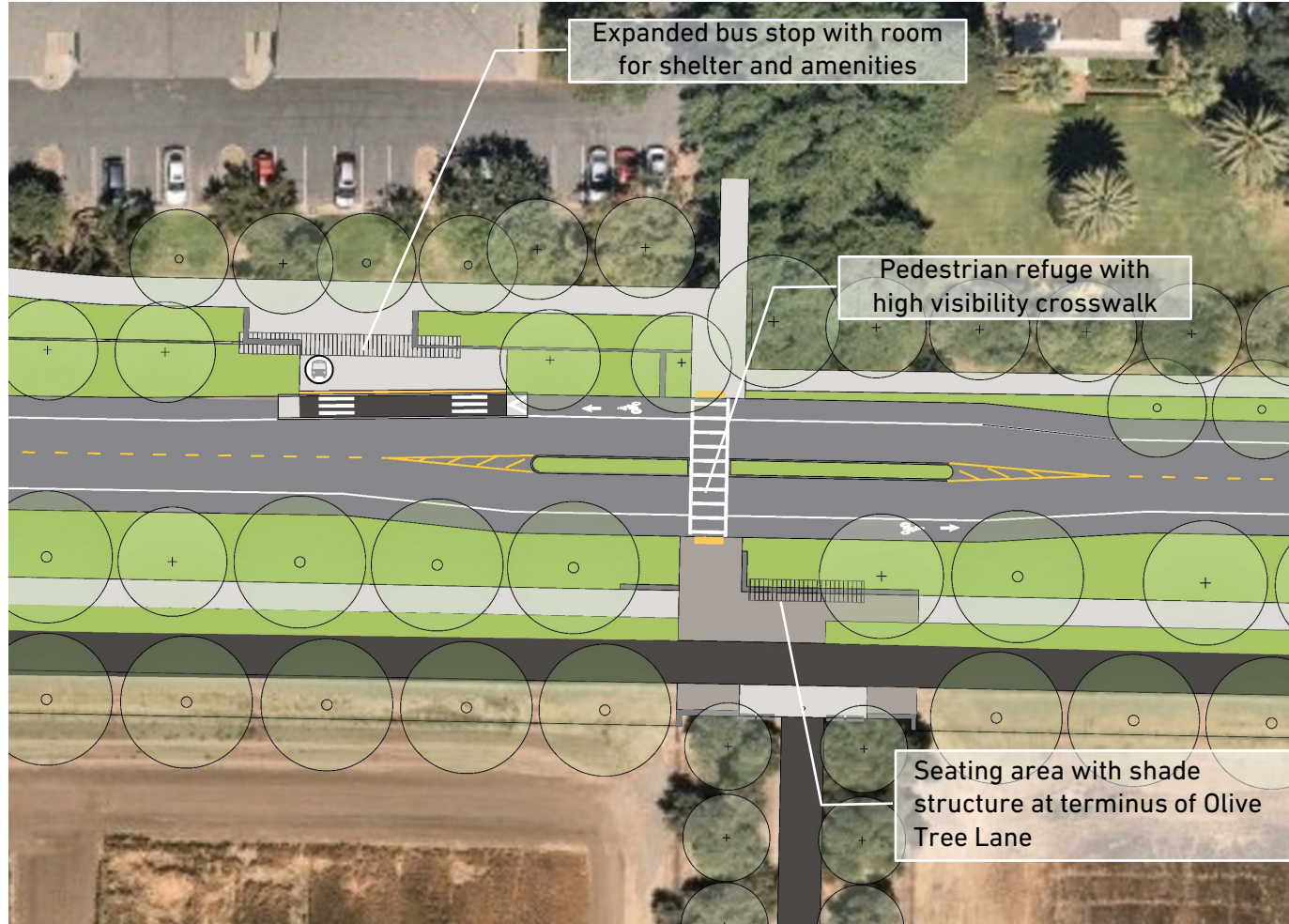


- » Pedestrian refuge provides space for pedestrians to wait to cross a lane if needed.
- » Incorporates high visibility crosswalks and rectangular rapid flashing beacons.



Additional Crossings (west of 113)

Midblock Crossing Example at Olive Tree Lane

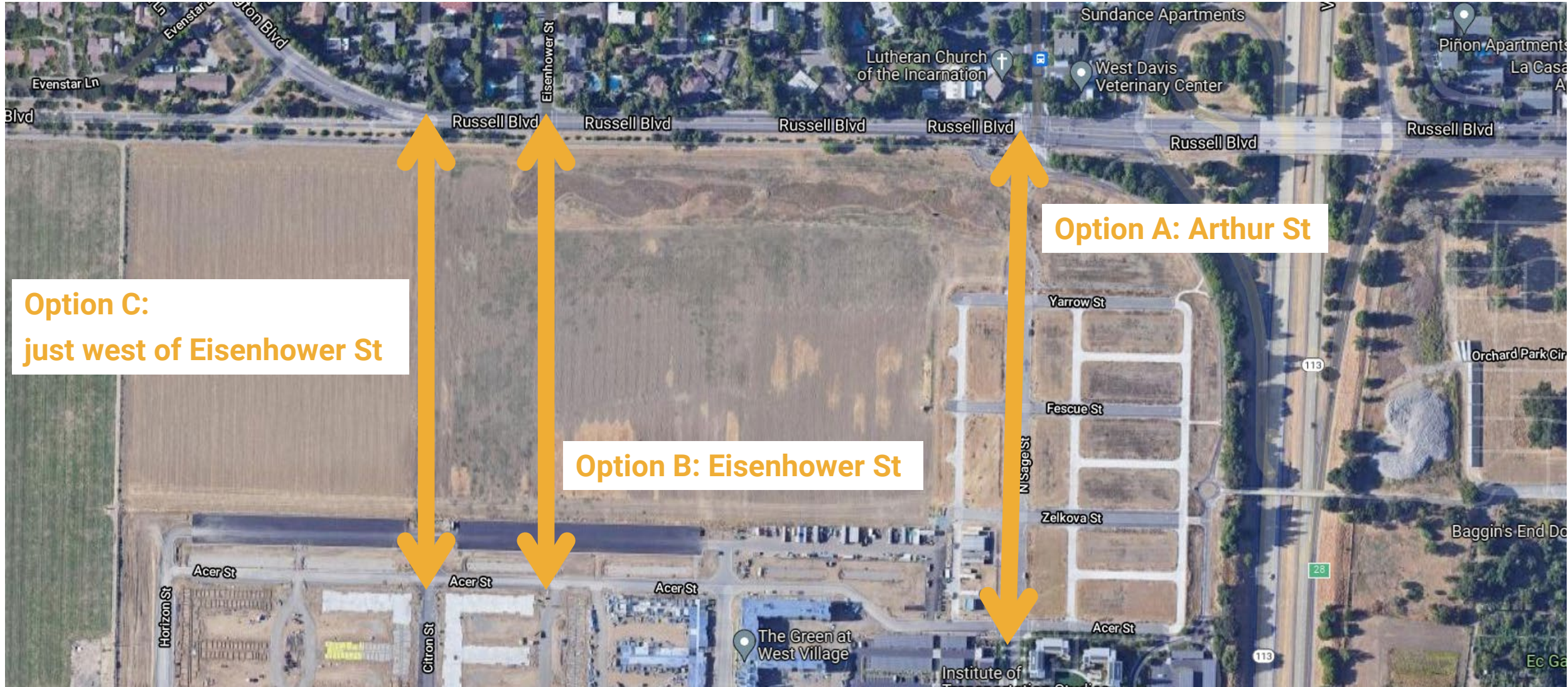


- » Pedestrian refuge provides space for pedestrians to wait to cross a lane.
- » Incorporation of a refuge can have a calming effect on motor vehicle travel as lanes shift slightly to accommodate pedestrian refuge.



West Village Transit Discussion

In the future, when it's necessary to incorporate additional transit options to the West Village, where do you think the connection from Russell Boulevard should be made?





Next Steps

Schedule and Next Steps

Consultant currently focusing on...


- » Concept refinement
- » Placemaking and green infrastructure opportunities
- » Survey and website updates

www.reimaginerussell.com

Spring 2021	Summer 2021	Fall 2021	Winter 2021/2022
Project launch	Corridor Vision	CSC Meeting #2	Public Workshop #3
Existing conditions inventory + analysis	Draft Streetscape Options / Concepting	Public Workshop #2	Concept refinements
CSC Meeting #1	Traffic analysis	Survey #2	Review and adopt final streetscape master plan + guidelines
Public Workshop #1		On-going streetscape concept design + guideline development	
Online Survey			



Small Group Activity



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