STAFF REPORT

DATE: March 8, 2018

TO: Bicycling, Transportation, and Street Safety Commission

FROM: Brian Abbanat, Senior Transportation Planner

SUBJECT: Anderson Road Improvements Street Design Plan (CIP 8298)

Recommendations

1. Support Preferred Alternative Design Concept.

2. Provide additional project feedback.

Background and Information

Background:

The Anderson Road project area is characterized by horizontal mixed land uses bookended by two neighborhood shopping centers: University Mall and Anderson Plaza. In between is a mix of residential uses (apartments, duplexes, and single family residential), religious institutions, medical offices, a neighborhood park, and elementary school. Immediately north and south of the project area are two high-density origin/destinations: student residential apartment neighborhood on Alvarado Ave and the UC Davis campus, respectively. Anderson Road plays a critical role in multi-modal transportation. Over 1,500 cyclists, 11,000 vehicles, and over 6,000 transit riders travel through the corridor on a typical weekday. Major destinations served by Anderson Road include the western portion of the main UC Davis campus, the newly built West Village, UC Davis Silo Transit Terminal, several central Davis residential neighborhoods, downtown, and access to Hwy 113. Thus, Anderson Road serves as a primary north-south arterial in Davis.

Several challenges are presented by the current design. First, it is not designed for the volume and/or needs of non-motorized users. Thus, the street experience can make non-vehicular users feel out of place on this high-speed corridor. Second, the street is wide, which results in higher vehicle speeds than desired for this corridor. Improved multi-modal street design is needed throughout the corridor, particularly in front of Chavez Elementary School, where high volumes of bikes, buses, vehicles, and pedestrians converge in time and place.

History:

In 2014 the City completed a citywide Safe Routes to School plan called the Walk Bike Audit Report (WBAR). The primary focus for this effort was to identify specific safety improvements to encourage walking and biking to the 11 elementary and 3 junior high schools, including at Chavez E.S. on Anderson Road. While improvements were recommended for three Anderson Road intersections, they did not address the full range of improvements needed for other Anderson Road users including better pedestrian, bicycling, and transit facilities; traffic calming; and aesthetic improvements along the corridor.

In early 2015 the City applied for grant funds to design and construct improvements for Anderson Road. In preparation, a design concept was drafted which included addressing the challenges defined in the Chavez ES WBAR and held an open house to solicit community feedback. Unfortunately, it wasn't selected for funding so improvements to the corridor were necessarily placed on hold.

Because 1) the Chavez WBAR recommendations did not address the full range of needs for Anderson Road and 2) the grant application design concept did not have the depth of community input desired for a comprehensive street redesign, City Council allocated \$90,000 this fiscal year to conduct a dedicated planning and outreach phase to redesign the approximately 1-mile segment of Anderson Road between Covell Blvd and Russell Blvd.

Process:

The project kicked-off in August 2017 with the City selecting on-call consultant, Alta Planning + Design to assist in community outreach and develop design concepts for the corridor. The project process and timeline follows:

- Stakeholder Interviews (September): Including Unitrans, UC Davis, the Davis Joint Unified School district, adjacent faith-based uses, neighborhood representatives, Chavez ES parent representatives, and adjacent commercial property owners.
- Community Workshop #1 (10/25/17): Discussed existing conditions, received input on neighborhood priorities, treatment preferences from a design toolkit, and different "complete street" typologies. 26 attendees participated.
- Community Workshop #2 (11/29/17): Based on input from Community Workshop #1, the consultants introduced three design alternatives, which were intended to illustrate a wide range of possibilities, including 1) Two-Way Cycle Track, 2) Green Boulevard, and 3) Traffic Calming and Protected Bike Lanes. A robust discussion occurred regarding the benefits and drawbacks of the three concepts. 48 attendees participated.
- Community Workshop #3 (1/17/18): Based on input from Community Workshop #2, the consultant team drafted a preferred design concept based on Alternative #3, Traffic Calming and Protected Bike Lanes, while integrating as much as possible the best elements of the other two alternatives. 39 attendees participated.
- Bicycling, Transportation, and Street Safety Commission (3/8/18)
- **City Council** (4/10/18, tentative)

Overall, over 120 residents and stakeholders provided input between the stakeholder interviews and three community workshops, all of which shaped the preferred alternative provided in Attachment 1.

At the BTSSC meeting, Lisa Beyer, Senior Design Associate with Alta Planning + Design, will give a presentation on the project process, the details of the preferred alternative, and cost implications. The presentation will be posted on the BTSSC and project web pages shortly thereafter.

For more information, refer to:

http://cityofdavis.org/city-hall/public-works/transportation/anderson-road-improvements

Next Steps:

Once final revisions are made to the Preferred Alternative Design Schematic, staff will draft a final report documenting the process for inclusion in the April City Council staff report.

At the City Council meeting, councilmembers will be given a presentation similar to the BTSSC, and will give direction to City Staff regarding the extent to which they view this corridor as a priority. If they consider it a high priority, they may request staff to budget funding for FY 18/19 to initiate preliminary engineering. Alternatively, they may wish to postpone advancing the project to a future fiscal year

Attachments

1. Anderson Road Improvements Preferred Alternative Design Schematic





