



# East Covell Corridor Plan City of Davis

City Council  
April 22, 2014





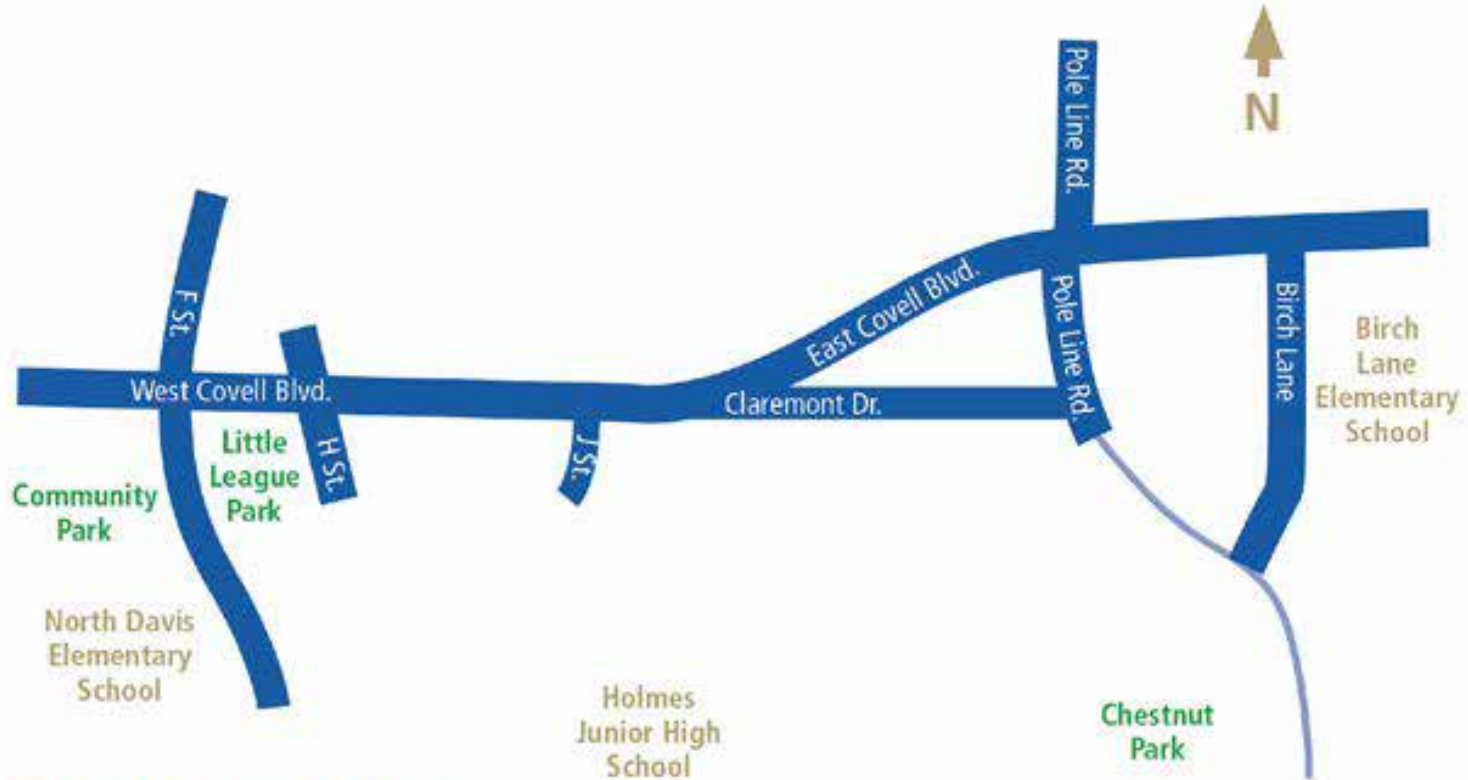
# Overview

- East Covell Corridor Plan (ECCP) Limits
- Project Process
- Corridor Recommendations
- Comments from SPAC & BAC





# ECCP Limits



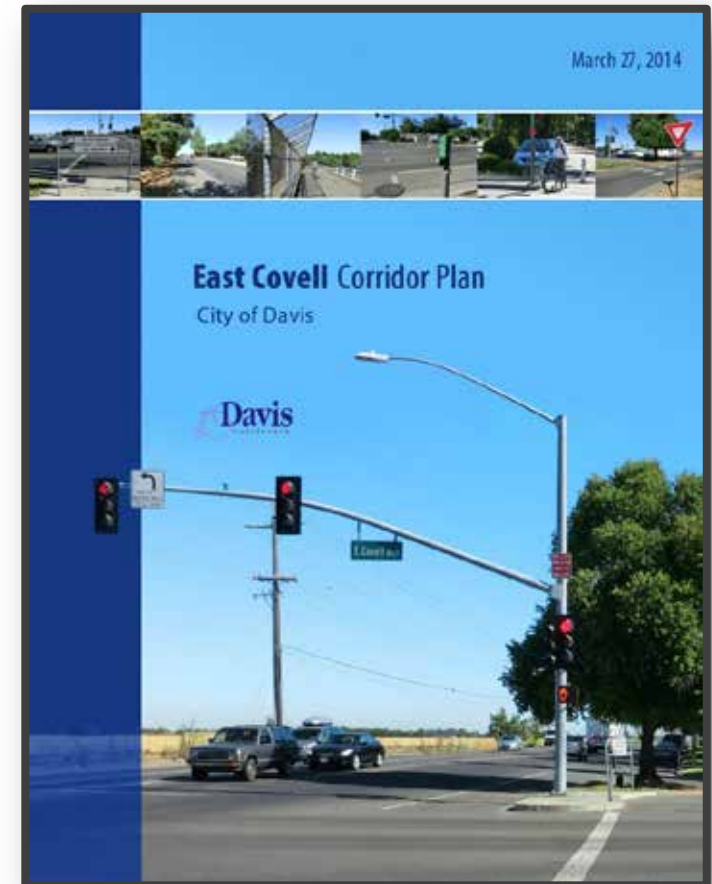
## Covell Corridor Plan

F Street to Birch Lane



# ECCP Goals

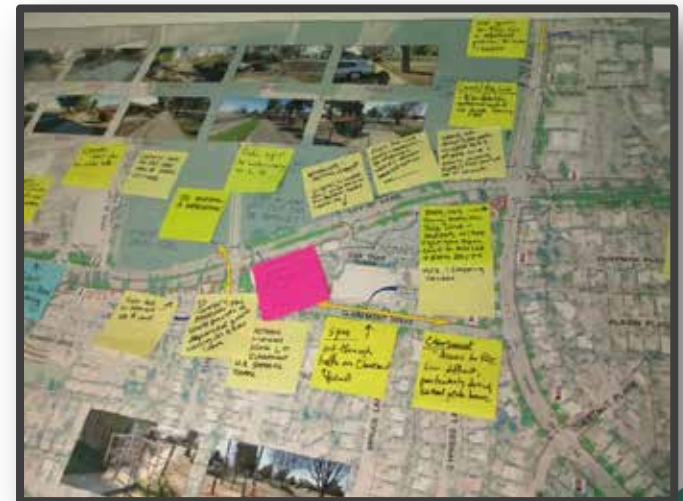
- East Covell Corridor Plan
  - Identifies improvements to East Covell Boulevard that will enhance safety, circulation, identity and access for all modes of transportation
  - Sets a vision for the corridor so that policy makers can make informed decisions about its future development





# Project Process

- April 2013 - Focused Stakeholder Meetings
- May 2013 - Public Workshop #1
- November 2013 – Draft Recommendations to City Council
- January 2014 – Public Workshop #2
- March 2014 – Draft Corridor Plan





# Project Process

- Public Workshop #2 Project Prioritization Exercise

The slide is titled "East Covell Corridor Plan Project Prioritization" and features the Davis logo. It includes an aerial map of the East Covell Corridor with 14 project locations marked with letters A through N. Below the map is a survey question: "If construction costs are not an issue, which improvements do you think will have the most benefit to the community? Please rank the following projects from 1 – 14 with 1 being the highest priority and 14 being the lowest priority." To the left of the legend are two cross-section diagrams: "EAST COVELL" showing a street with a median and "CLAREMONT DRIVE" showing a street with trees. The legend on the right lists 14 projects with corresponding lettered checkboxes:

- A F Street Intersection Improvements
- B J Street Intersection Improvements
- C East Covell Boulevard Buffered Bike Lane
- D Median Improvements Along Covell
- E Separated Crossing on East Covell Boulevard
- F L Street Intersection Improvements
- G Oak Tree Plaza
- H Claremont Cycle Track
- I East Covell Boulevard Shared Use Path
- J Pole Line Free Right Removal
- K Pole Line Shared Use Path
- L Birch Lane Shared Use Path
- M H Street Tunnel Replacement
- N Signal Interconnect and Coordination

## Results

1. H Street Tunnel Replacement
2. Separated Crossing on East Covell Blvd.
3. L Street Intersection Improvements
4. J Street Intersection Improvements
5. Signal Interconnect and Coordination
6. Oak Tree Plaza
7. East Covell Blvd. Shared Use Path
8. East Covell Blvd. Buffered Bike Lane
9. F Street Intersection Improvements
10. Birch Lane Shared Use Path
11. Pole Line Shared Use Path
12. Pole Line Free Right Removal
13. Median Improvements Along Covell
14. Claremont Cycle Track





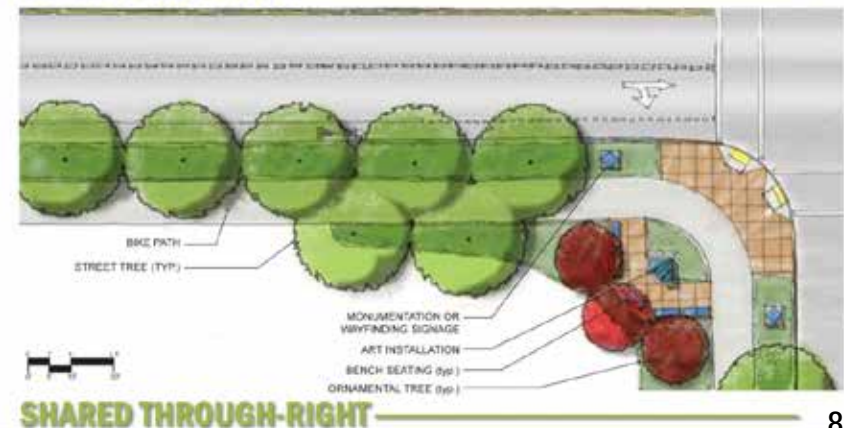
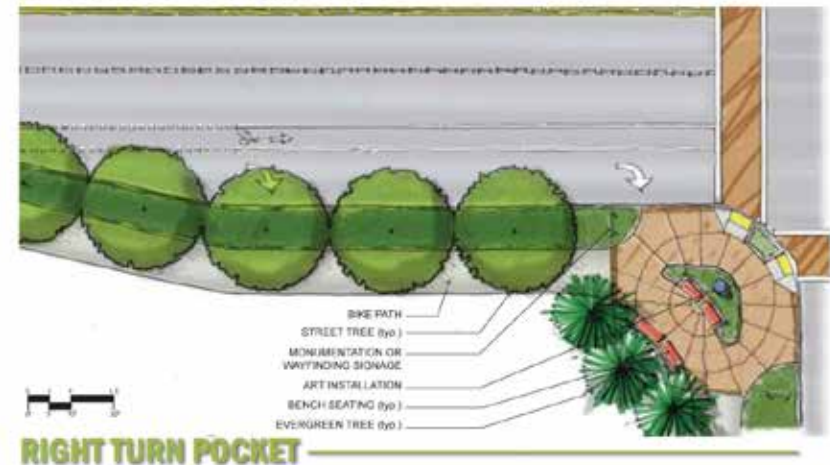
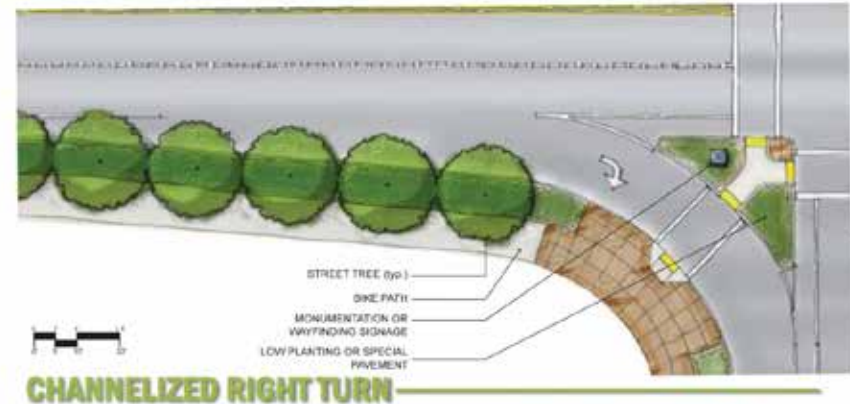
# Corridor Improvements

- Remove channelized-right turn lanes
  - Modify existing Covell Boulevard intersections at F, J & L Streets and Pole Line Road
  - Replace channelized-right movements with share-right or controlled right turn pocket





- Remove channelized-right turn lanes
  - Improved safety at crossings for pedestrians and bicycles
  - Increased pedestrian and bicycle queuing areas
  - Opportunity areas for landscaping and place making
- Short-term: J Street and L Street
- Long-term: F Street and Pole Line Road







# Corridor Improvements

- Buffered Bike Lanes on Covell Boulevard
  - Maintain existing curb to curb width
  - Narrow traveled lanes to 11 feet
  - Create striped buffer (3' buffer, 7' Class II bicycle lane)





# Corridor Improvements

- Complete shared use paths along corridor
  - North side of Covell Blvd between J St and Pole Line Road
  - West side of Pole Line Road between Covell Blvd and City limits.





# Corridor Improvements

- Enhance L Street intersection
  - Install new traffic signal at L Street & Covell Boulevard (per The Cannery Developer Agreement)
    - Control movements at intersection
    - Create gaps in eastbound traffic to assist access at Oak Tree Plaza
  - Improve pedestrian crossing near Claremont Drive & L Street







# Corridor Improvements

- Enhance pedestrian crossing of Covell Boulevard at Birch Lane
  - Intersection to be improved per Walk and Bike Audit Report
    - High visibility bicycle and pedestrian crossings of Covell Boulevard
  - Add shared use path adjacent to the roadway
    - Eliminate queuing conflicts
    - Improve grade difference





# Pedestrian/Bicycle Grade Separations

- Pedestrian and bicycle connectivity across Covell Boulevard and the railroad tracks is a high priority for the community
  - Studied feasibility of a grade separated crossing of Covell Boulevard
  - Looked at options to improve H Street Tunnel



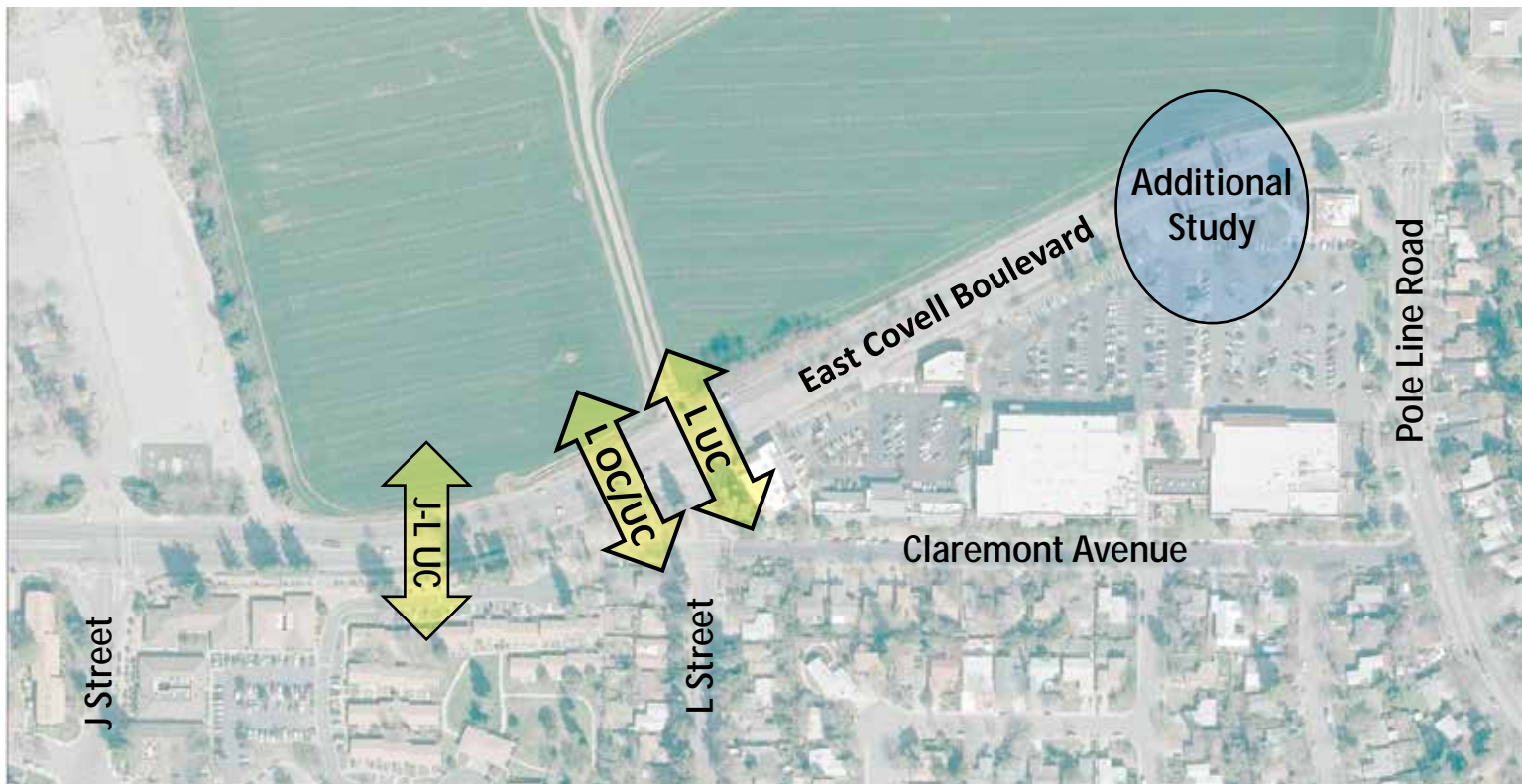
Example tunnel across Covell Blvd





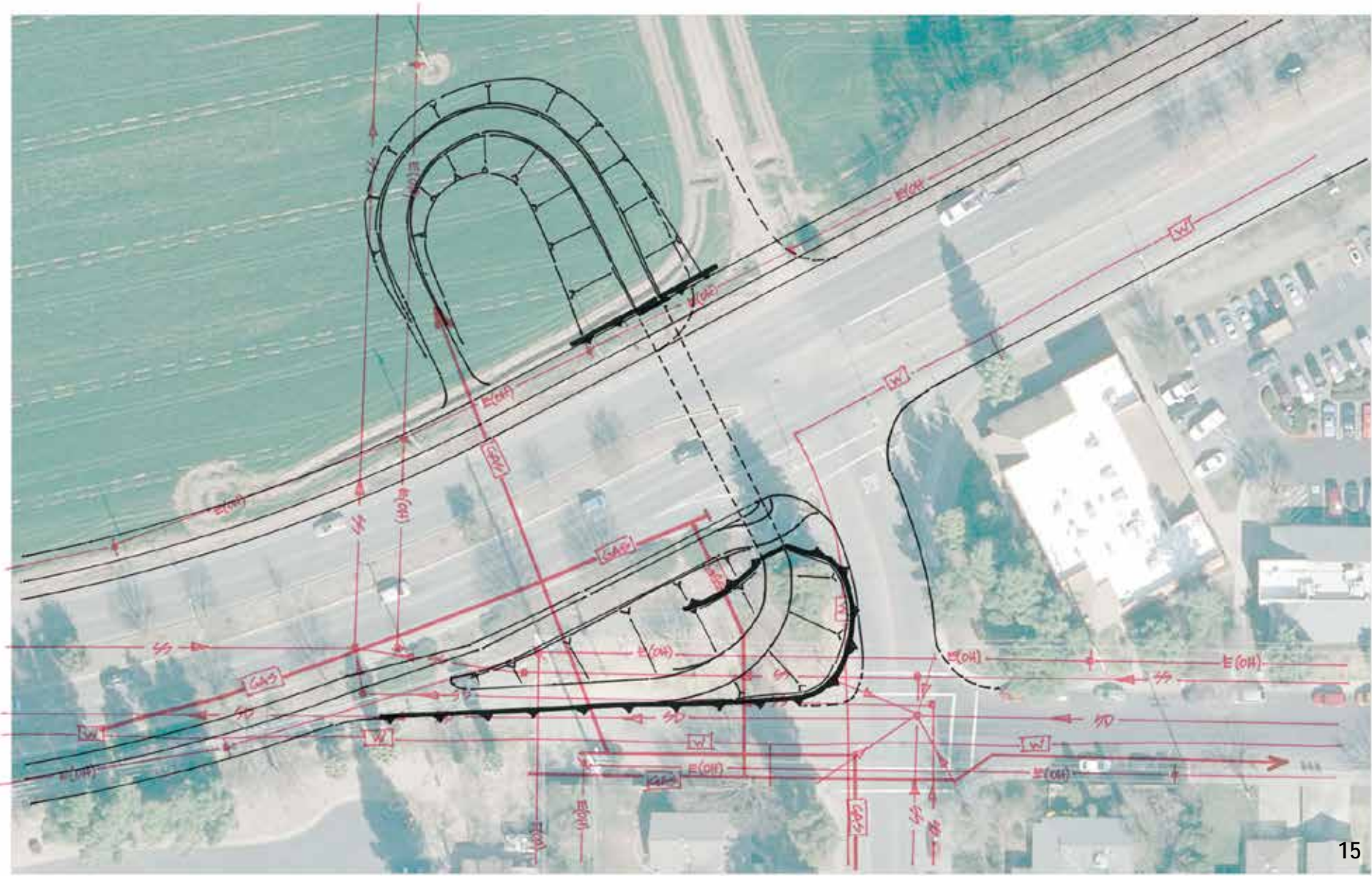
# Covell Boulevard Crossing

- A separated crossings is feasible but will have technical challenges depending on location and structure
- All alternatives studied will require further engineering analysis at the discretion of the City





# West L Street Undercrossing





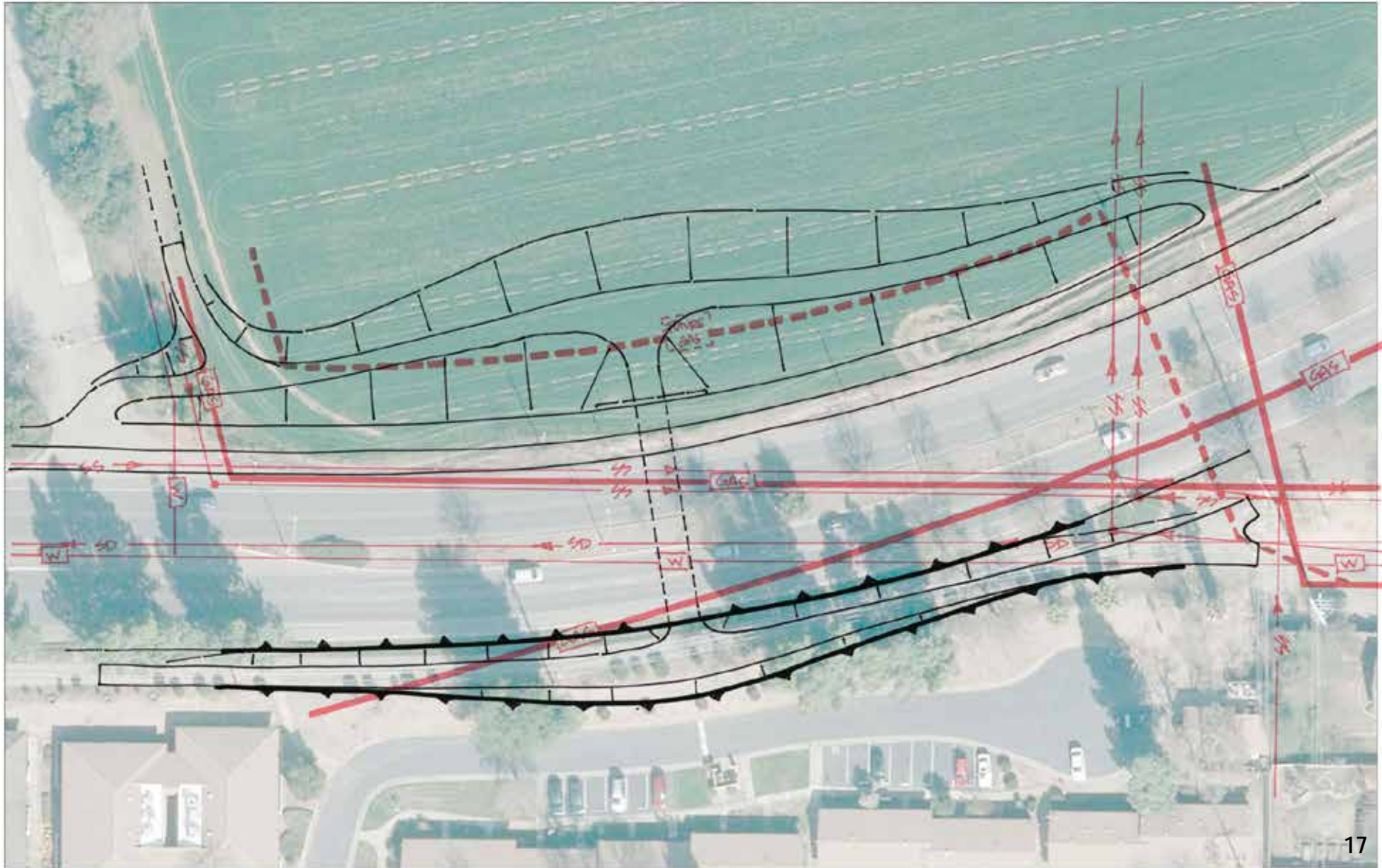


# West L Street Overcrossing





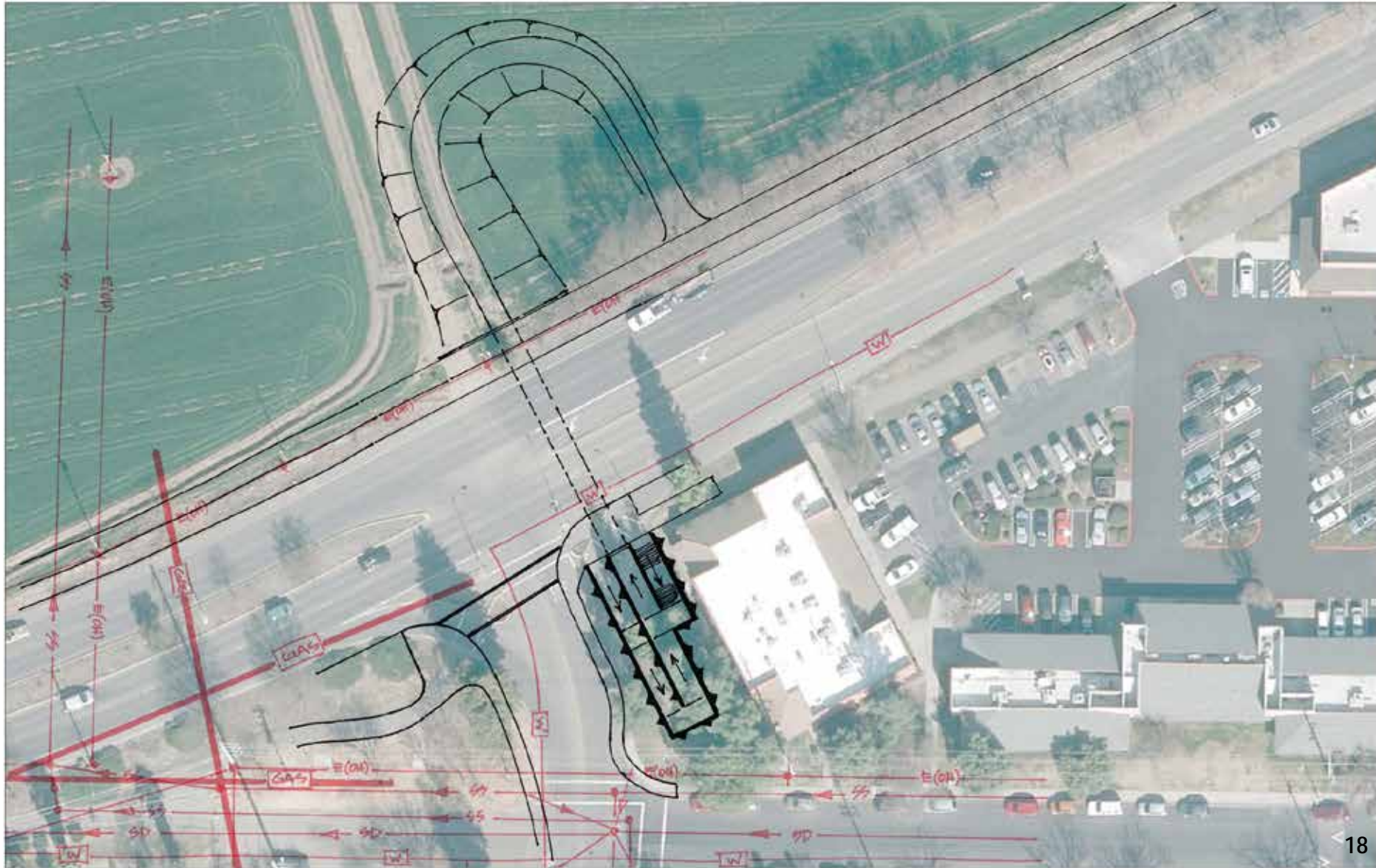
# J-L Street Undercrossing







# East L Street Undercrossing







# Corridor Improvements

- H Street Tunnel
  - Possible Improvements:
    - Construct Flared Headwalls on west entrance to improve visibility
    - Replace tunnel with new structure





# Corridor Improvements

Exhibit G - Contributions to Potential Covell Boulevard Roadway Enhancements

ILLUSTRATIVE DISTRIBUTION OF THE CANNERY PROJECT IMPACT FEES AND DEVELOPMENT AGREEMENT ENHANCEMENT FUNDS				
Recommended Transportation Related Improvements - Covell Corridor				
Description	Estimated Cost	Estimated Cannery Costs	Cannery Roadway Impact Fees	Community Enhancement Funds
J Street Intersection Improvements*	\$1,066,000	\$1,066,000	\$0	\$0
L Street Intersection Improvements*	\$739,000	\$250,000	\$369,500	\$119,500
Covell Boulevard Shared Use Path - North Side - J Street to Pole Line Road	\$1,181,000	\$0	\$351,300	\$829,700
Pole Line Intersection Improvements	\$1,125,000	\$0	\$112,500	\$0
F Street Intersection Improvements	\$1,617,000	\$0	\$161,700	\$0
Pole Line Road Shared Use Path - West Side - Covell Blvd to Moore Blvd	\$1,422,000	\$0	\$426,600	\$0
Birch Lane Shared Use Path - North Side of Covell Blvd at Intersection of Birch Ln	\$144,000	\$0	\$43,200	\$100,800
Buffered Bike Lane Striping along Covell Blvd	\$366,000	\$0	\$366,000	\$0
Covell Corridor Preliminary Engineering and Design	\$150,000	\$0	\$75,000	\$75,000
Covell Boulevard Transit Plaza at Cannery Site Frontage*	\$250,000	\$250,000	\$0	\$0
Southwest Grade Separated Pathway beneath Covell Blvd*	\$1,000,000	\$1,000,000	\$0	\$0
Contribution to Grade Separated Crossing of Covell Blvd between J and L Streets	\$4,000,000	\$0	\$2,000,000	\$2,000,000
Covell Corridor Signal Optimization and Implementation	\$350,000	\$0	\$175,000	\$175,000
H/F Street Bicycle Tunnel and Corridor Enhancements	\$650,000	\$0	\$325,000	\$325,000
J Street Complete Street Striping (8th to Covell Blvd)	\$200,000	\$0	\$100,000	\$100,000
8th and J Signal (pro rata share per EIR)	\$500,000	\$0	\$50,000	\$0
Poleline/Picasso Signal (pro rata share per EIR)	\$500,000	\$0	\$50,000	\$0
Oak Tree Plaza Median (if needed, pursuant to Mitigation Measure 3.14-1E)*	\$200,000	\$200,000	\$0	\$0
<b>Transportation Related Improvements Subtotal - Covell Corridor</b>	<b>\$15,460,000</b>	<b>\$2,766,000</b>	<b>\$4,605,800</b>	<b>\$3,725,000</b>

The improvements identified in this Exhibit G (except as denoted with an asterisk) are for illustrative purposes. Future implementation of these improvements will be subject to the City's review and consideration of the Covell Boulevard Corridor Plan, following environmental review pursuant to CEQA. The City retains the discretion to apply the funds (\$3,725,000) contributed by Developer to specific public improvements.

\*These improvements are construction obligations of the Project. The costs identified as "Estimated Cannery Costs" are estimates only, and the Project obligation will be the actual cost of construction.



# Safety and Parking Advisory Commission

- In favor of painted buffered bicycle lanes and suggested physical barriers and colored lanes be added
- In favor of eliminating channelized right turn lanes to improve safety of pedestrians and cyclists
- In favor of landscaping in space created by removal of channelized right turn lanes



# Bicycle Advisory Commission

- Reaffirmed priority projects by recommending two key projects:
  - *Southeast pedestrian grade separation*
  - *Interim improvements to the H Street tunnel*
- Urged City Council to ensure the BAC's preferred option of southwest Cannery pedestrian grade separation be implemented
  - *Connection to H Street tunnel east of tracks*

