

The logo features the word "REiMAGiNE" in a bold, blue, sans-serif font. Each letter has a small, colored dot above it: 'R' (light blue), 'E' (yellow), 'i' (light green), 'M' (orange), 'A' (light blue), 'G' (yellow), 'i' (light green), and 'N' (orange). The 'E' and 'N' have a light blue dot to their right. Below this, the words "RUSSELL BOULEVARD" are written in a bold, green, sans-serif font. The entire logo is set against a light green rectangular background with a dark blue horizontal bar at the bottom.

**REiMAGiNE**  
**RUSSELL BOULEVARD**

The text "City Council Meeting" and "November 16, 2021" is displayed in a bold, blue, sans-serif font. The background is a faded, grayscale image of a tree-lined street with a road sign pointing towards the City Hall.

**City Council Meeting**  
**November 16, 2021**

# 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 Master Plan focused on



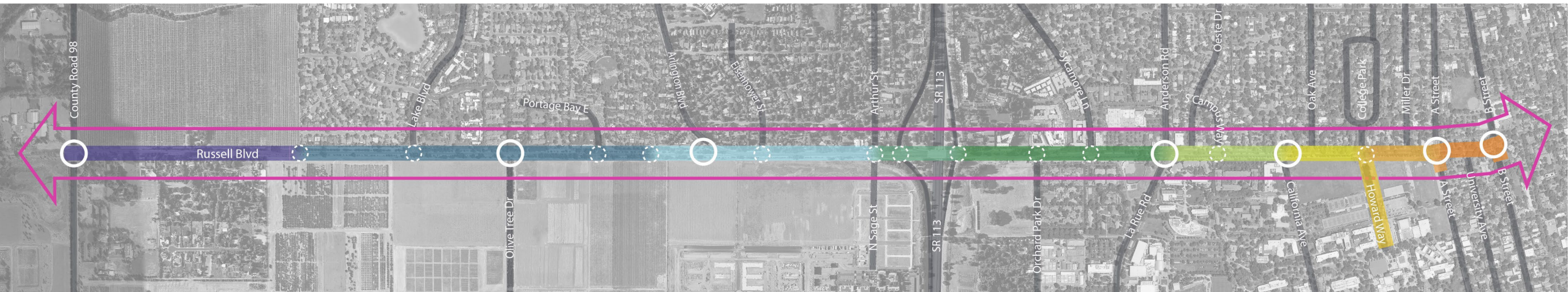
Multimodal  
Mobility



Green  
Infrastructure



Urban Design +  
Placemaking





# Project Schedule







# Engagement Summary

# April 2021 Public Engagement Round 1:

## Project Introduction & Gather Community Input on Russell Boulevard Experiences

Community Steering Committee (17 Community Representatives)

Public Workshop #1 (170 Participants)

Online Survey #1 (Open for two weeks, 594 respondents)

### We heard....

- » **Speed is a concern.**
- » **Safety is critical.**
- » **Separate modes.**
- » **Create better crossings.**
- » **Enhance the experience.**

### What do you dislike and wish to see changed?

Speeding along the corridor

Wide crossings and poor visibility makes it treacherous for pedestrians

Anderson and La Rue intersection could use some improvements - especially due to high use of all modes at this intersection

113 on ramp crossing is improved, but could still be better

Stop sidewalks (north side) from flooding and make better for visually impaired

Parking takes up space and is low-value

A Street crossing to bike path is very awkward

Address the unsafe crossings not just with striping and flashing lights - what about traffic calming?

Dying trees - we love the trees but can they be saved or what new ones could be added?

Maintenance of bikeways can't be forgotten (tree debris, etc.)

### What do you like and wish to see preserved?

Gorgeous tree canopy over Russell - was a great entry into city - real source of pride

Off-street biking - not having to share space with cars

Preserve and enhance shade along corridor

crossings with eye contact

really like seeing "college life" happening on the fields and other destinations along the corridor

South on Sycamore - Bike signal works well. There are a lot of cyclists. Good to see them considered.

The west section of Russell is very flat and you can see the sunset. Add a safe place to stop and see the sunset

Separate bikes and pedestrians for safety. Should have left old path.

Appreciate the old time bicycle Pennyfarthing in the median.

Bike path on south side. Provides extra measure of safety and comfort that is memorable and easy.

### What is missing and you wish to see created?

Better night lighting

Safer crossings and sidewalks everywhere could be improved

On road bike facilities for faster bicyclists

Wayfinding and signage for all modes

Don't design a transit boulevard, just to move people across town quickly, but focus on a sense of place that also allows transit

seating and places to relax

a sense of place and elements that tell people about Davis and UC Davis

opportunities to address the heat, the sun, and deal with stormwater

OPPORTUNITY We have an opportunity to design a beautiful boulevard, we don't want to make another forgettable/standard "boulevard" - don't need another Corvill Blvd

gateways



# October 2021 Engagement Round 2:

## Feedback on draft concepts

Community Steering Committee (11 participants)

Public Workshop #2 - (104 Participants)

Online Survey #2 – 300 respondents, results currently being summarized

### We heard...

- » Excitement about the overall cross section concepts.
- » Support for intersection redesigns to advance safety.
- » Concerns about traffic.
- » Mixed feedback on transit access.
- » Excitement for gateways, art, and increased greenspace.

**Engagement**  
Public Workshop #1 Summary

**Boulevard crossings and mode conflicts**

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

**Landscape experience**

- » The viewshed to the west and agricultural fields at 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 by changes to Russell Blvd.
- » Connections to sidewalks and other bikeways are acceptable but could be improved.

**Driver, bicyclist, and pedestrian behavior**

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

The slide includes a map of the area with labels for 'Russell Boulevard', 'Avenue', 'Improved bike and pod roundabout', 'Separated pedestrian and bike path', 'Protected bike lane', 'Starbucks', and 'New billboard pod roundabout'. To the right is a vertical grid of five video call windows showing participants.

**3. What is exciting & compelling to you?**

- Safer to remove free turns
- Gathering/pedestrians space is a great idea
- Like generous bike lanes/no parking
- I like the art idea
- Northside bike lane on Russell by A and B
- Continuous bike lanes on Russell is a big improvement (x2)
- I love the bus lane!
- Bike land concept 2 is liked
- Continuous bike lanes on Russell is a big improvement (x2)

**4. What other questions do you have?**

- How will this plan work in the long run with UC Davis long term plan?
- What's the concept for Lake to Orchard? Discussion about right of way limitations.
- What is the benefit of having the parking spaces on Russell between B and 113?
- When was traffic analyzed? Was it before UC Davis resumed?
- Concern about future growth adjacent to the corridor and will it be accommodated
- Where will the extra lane width come from at Russell near Oak?
- When do we talk about how trees are chosen? Curious about landscaping. (Later in design process)
- What is the longterm plan for this area (new UC Davis entrance) and impacts to Russell Blvd?
- Study takes West Village impacts into account. As UC Davis builds this out, transit could help. This study is asking IF there is transit, where should the access be? Note taken that Unitrans has not expressed a preference.





# Design Concepts

# 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:

- » Create continuous, consistent, and wider sidewalks where possible,
- » Separated walkway from bikeway on south side

## Motor vehicle facilities:

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

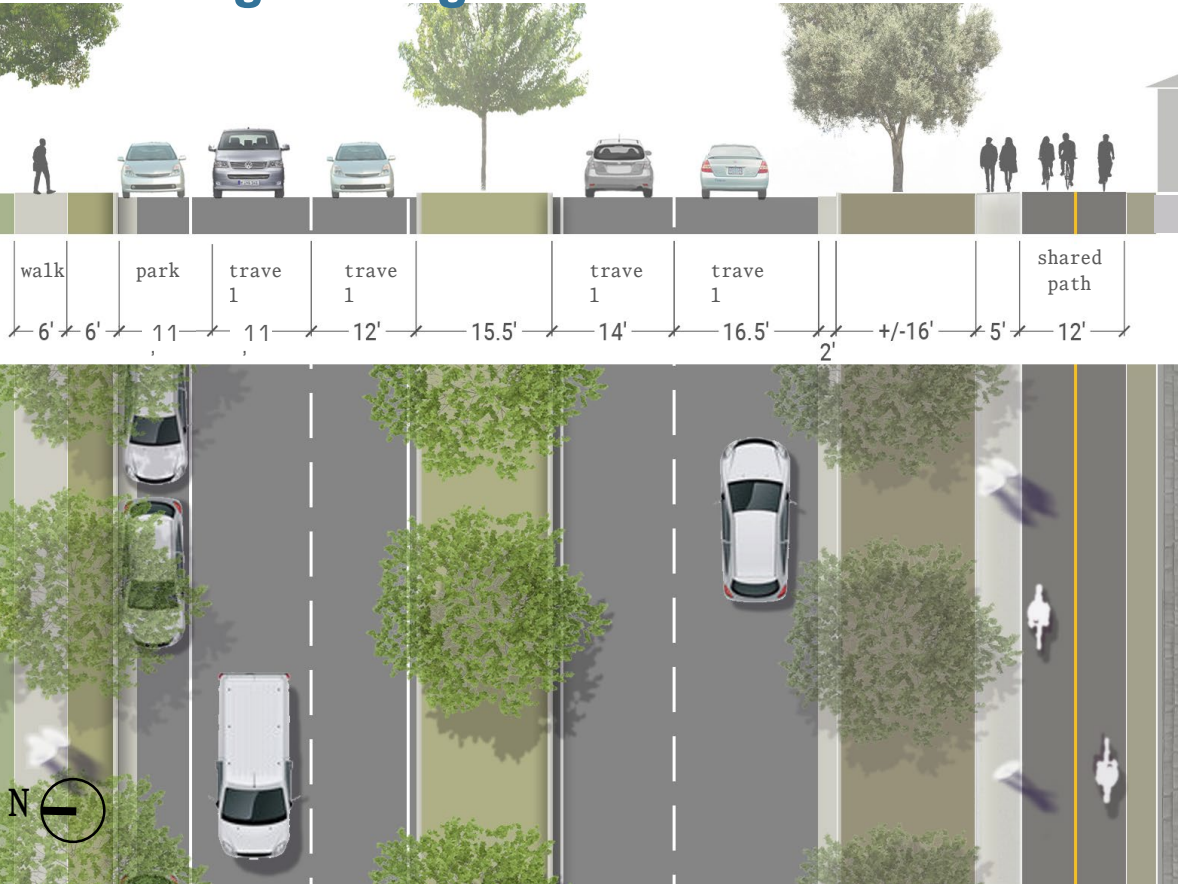




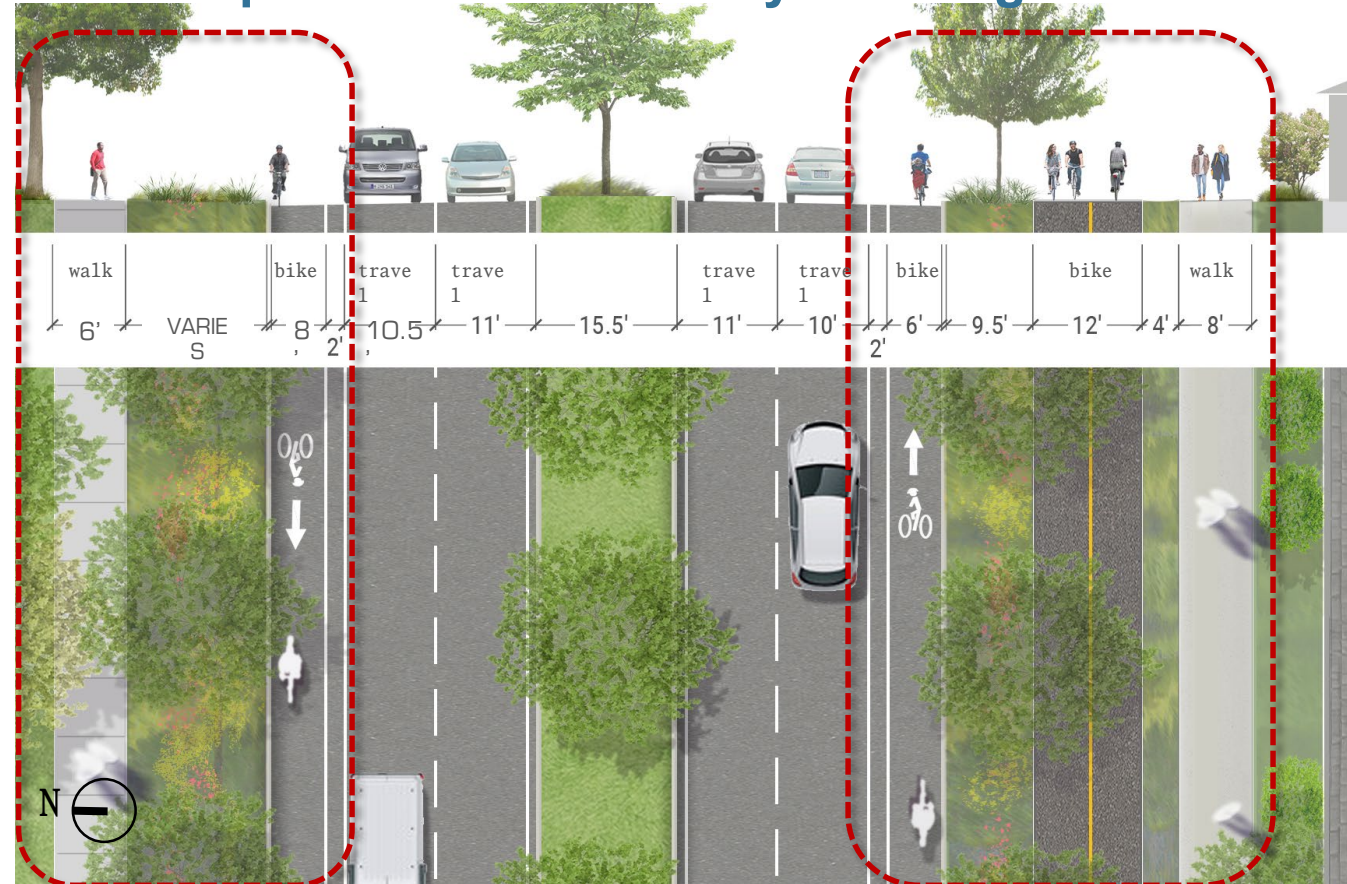
# Russell: East of 113



## Existing looking East



## Concept: On-Street Bikeways looking East

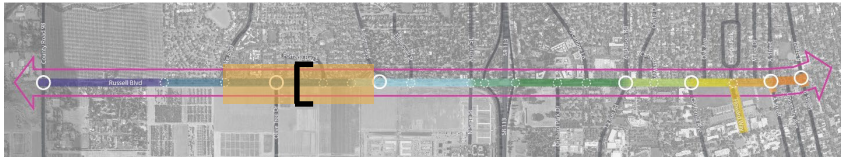


- » Two motor vehicle lanes each direction, parking on north side
- » Sidewalk on north, shared use path on south
- » Stressed tree canopy in some areas

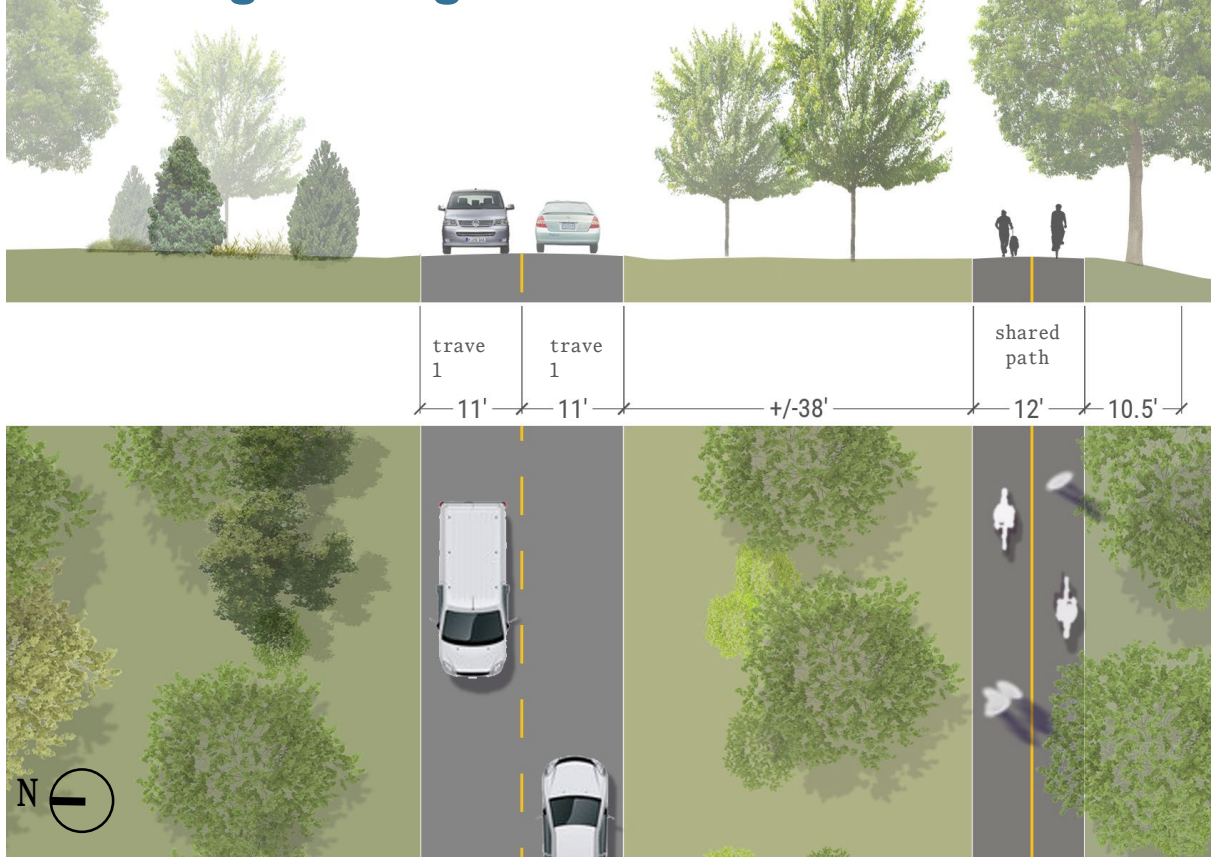
- » On-street buffered bikeway, no on street parking
- » Widened sidewalk on north
- » Separate bikeway and sidewalk on south
- » Opportunities for new trees and green infrastructure



# Russell: West of 113

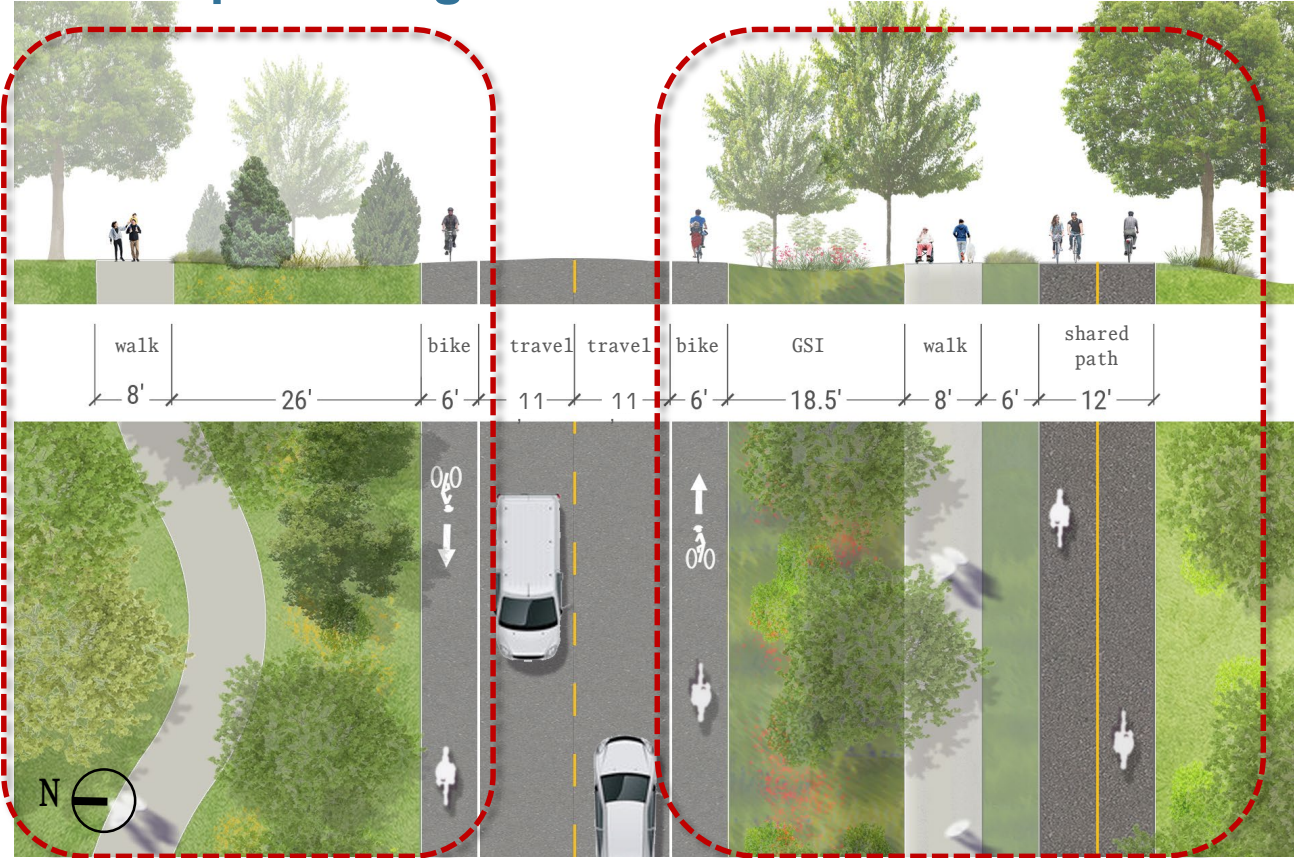


Existing looking East



- » 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)



# Intersections & Placemaking Opportunities

## Intersection concepts and strategies

- » Explore protected intersections for bicyclists and pedestrians
- » Remove slip lanes where feasible
- » Incorporate curb extensions
- » Integrate green infrastructure and new street trees with new bike/ped mixing areas and seating areas
- » Improved crosswalks and pedestrian signal operations

## Big Moves

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

## Smaller Moves

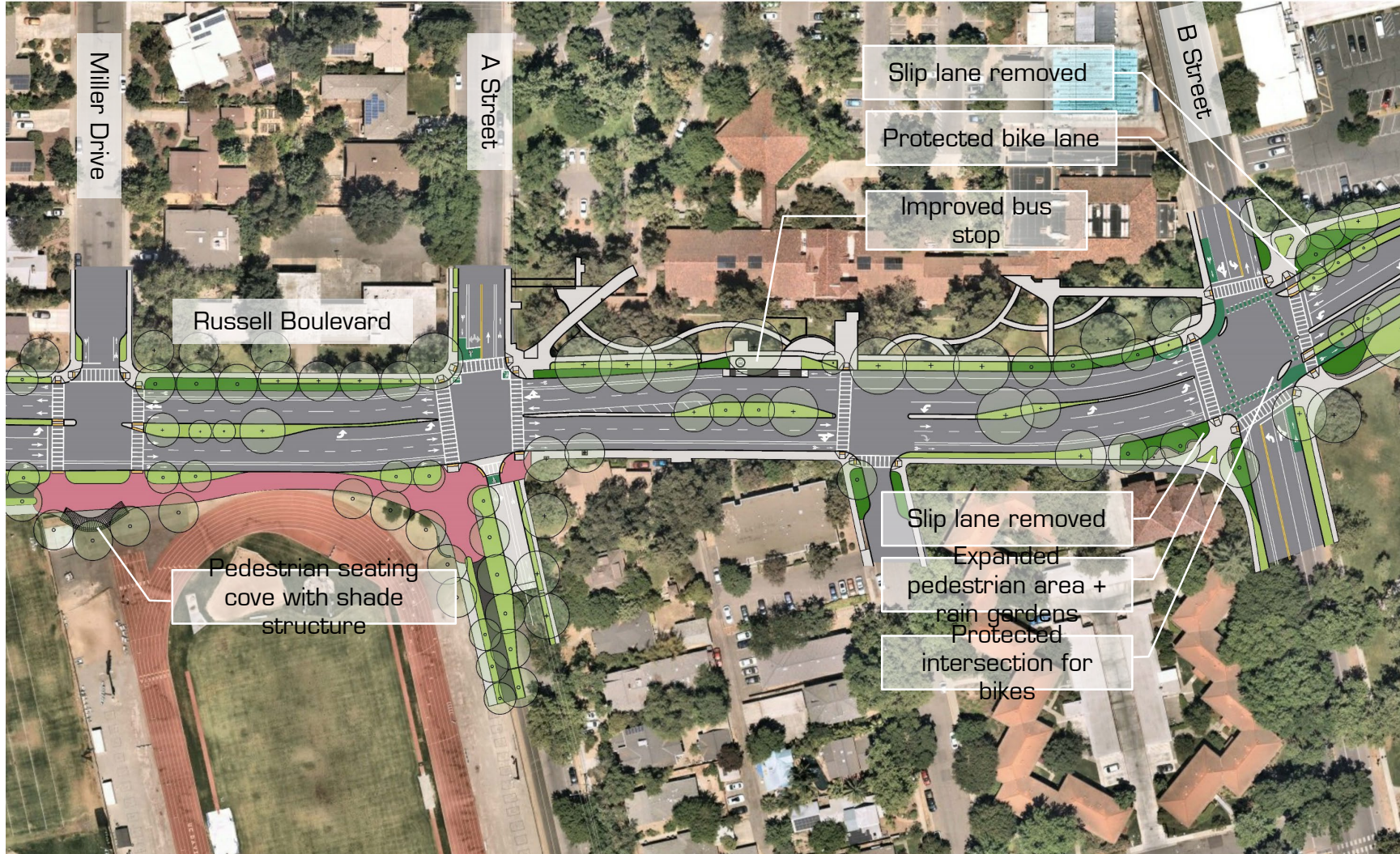
- » Additional Crossings (east of 113)
- » Additional Crossings (west of 113)





# B Street // A Street // Toomey Field

## Concept



- » Remove east-bound and west-bound right-turn slip lanes at B Street and repurpose space
- » Add east-bound bike phase to separate bikes from heavy right turns
- » Reduce # of north-bound vehicle travel lanes at A Street, increase space pedestrians / bikes along west side of A Street
- » Toomey Field is a “pinch point” so bikes / pedestrians share space.



# Howard Way

## Concept



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



# Oak // California

## Concept

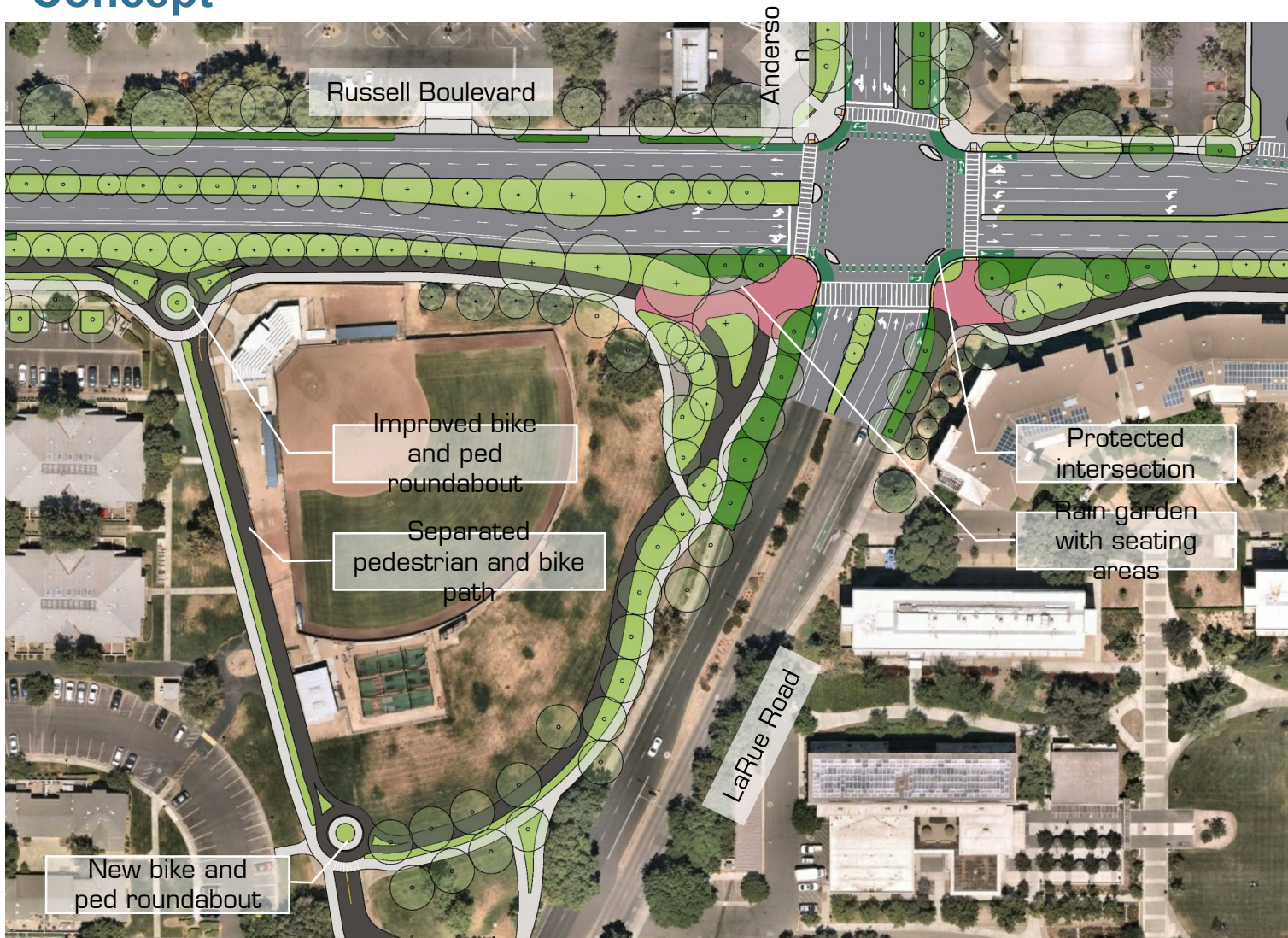


- » Enhance median at California Avenue for pedestrian protection.
- » Maintain the same signal operations at Oak and Rectangular Rapid Flashing Beacons (RRFB) at California.
- » Ped/bike trail alignment on south side allows for easier movement toward California Avenue and Howard Way and into UC Davis.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



# 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.
- » Protected intersection and north-bound dedicated bike phase.
- » Modified movements will not experience significantly more traffic delay.



# 113 Overpass and Ramps

## Concept



- » Improve crossing for people walking and biking by tightening up the entrance radius to the SB on-ramps to slow turning vehicles.
- » Improve south SB on-ramp by tightening entrance radius and include yellow flashing arrow.
- » Added buffer and protection to WB on-street bike lane near on ramp.
- » Increased space for pedestrians to at intersections.
- » Significant addition of new street tree canopy.
- » Opportunities for gateways marking arrival to City and UC Davis, could incorporate signage, art, wayfinding.



# Arlington Roundabout

## Concept



- » Roundabout creates a safer environment for all modes by decreasing conflict points, will operate well based on traffic analysis.
- » Enhanced pedestrian and bicycle crossing improvements to Eisenhower Street.
- » Preserve and enhance existing tree canopy by adding new climate tolerant trees where possible.
- » Opportunity to incorporate art installations in center of roundabout.
- » Added crosswalks at Evenstar Lane.



# Cactus Corner Roundabout

## Concept

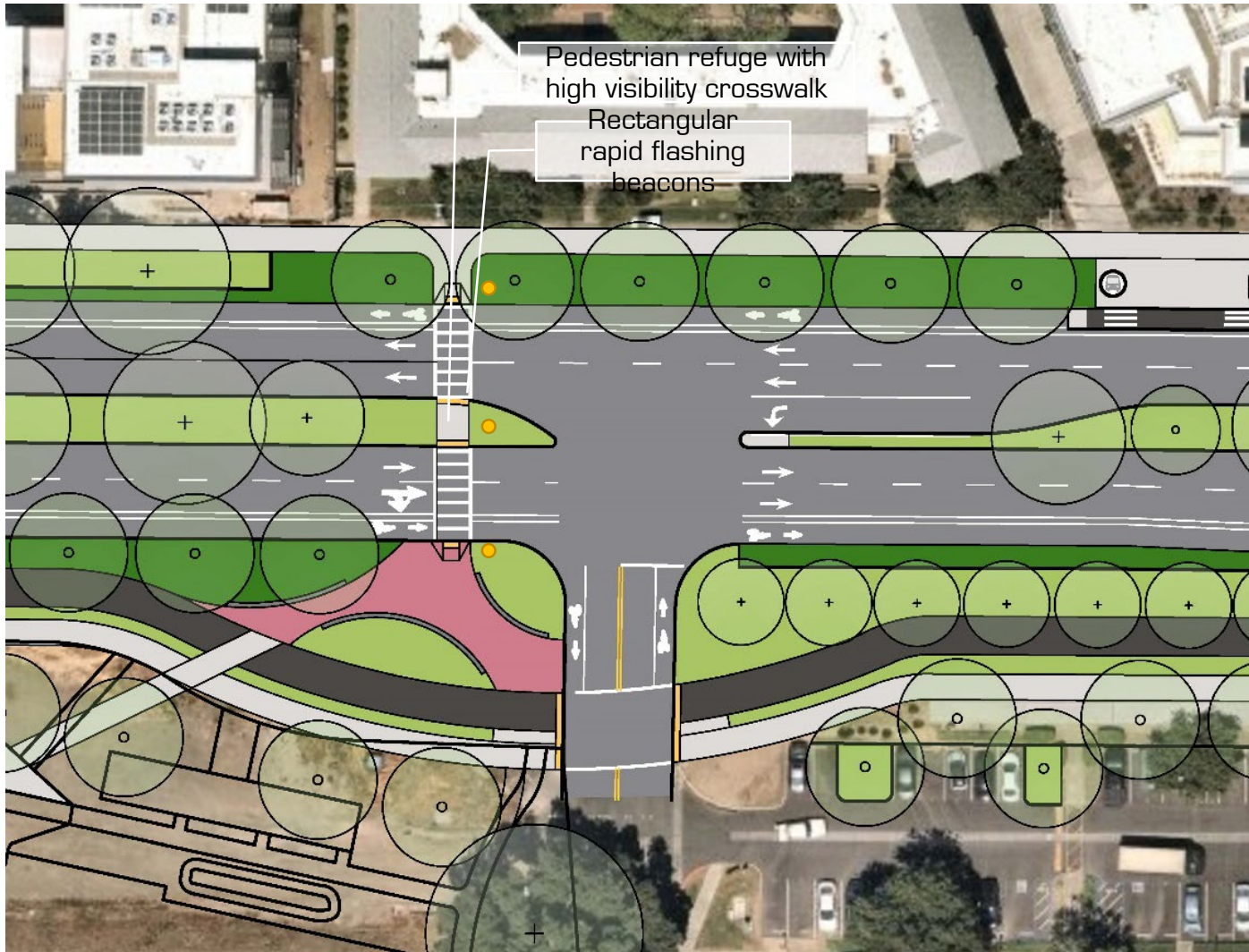


- » County proposed roundabout creates a great opportunity to create a “gateway” experience.
- » On-street bicyclists can stay in the street or move to the shared path around the intersection.
- » Cacti are preserved and/or relocated within the roundabout design improvements.
- » Existing mature oak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



# Additional Crossings (east of 113)

## Orchard Park Example



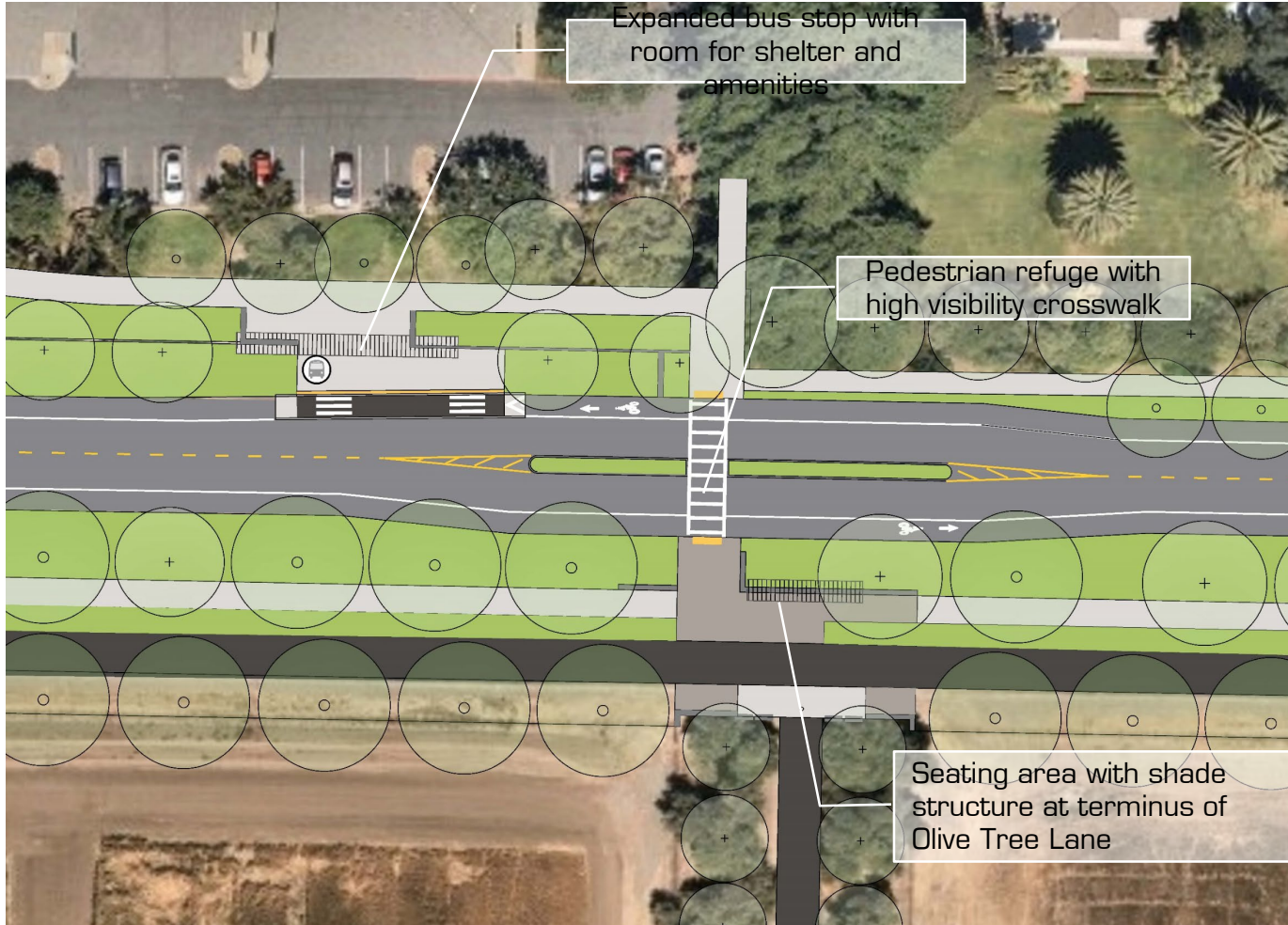
- » Pedestrian refuge provides space for pedestrians to wait to cross a lane if needed.
- » Incorporates high visibility crosswalks and rectangular rapid flashing beacons.





# 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.





The background is a faded, grayscale photograph of a residential street. The street is lined with large, mature trees on both sides, creating a canopy effect. In the distance, a car is visible on the road. The overall tone is soft and muted.

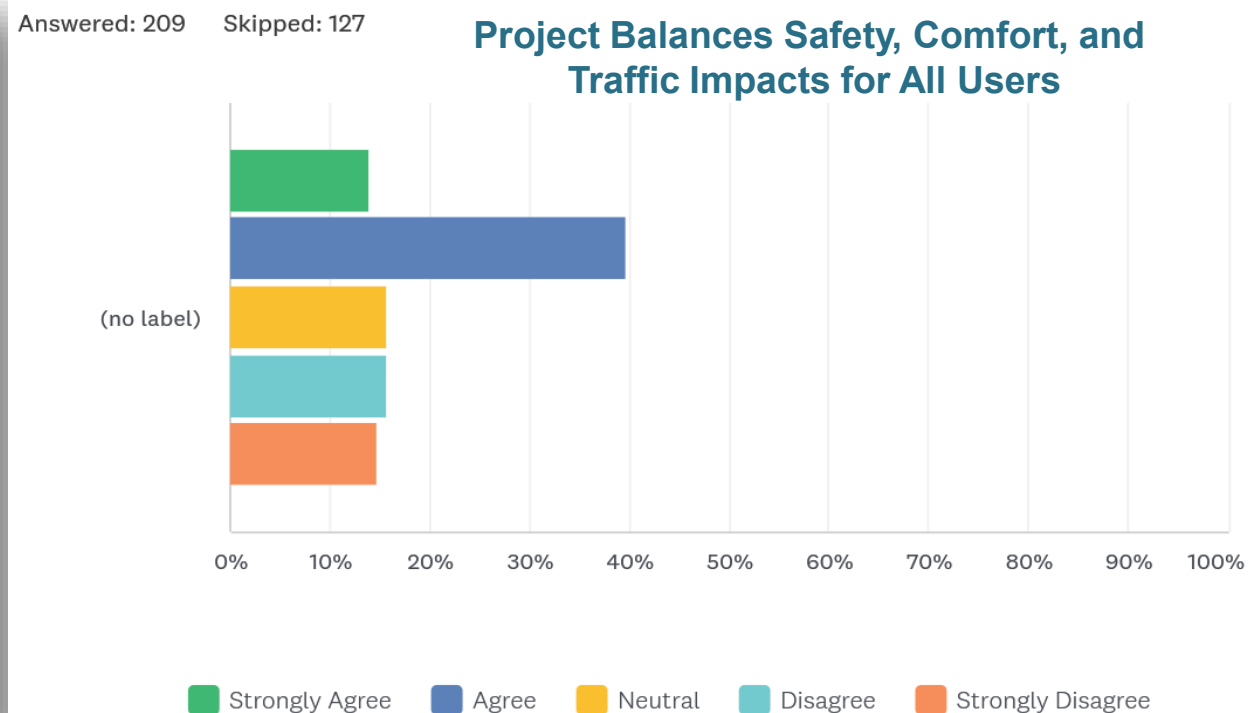
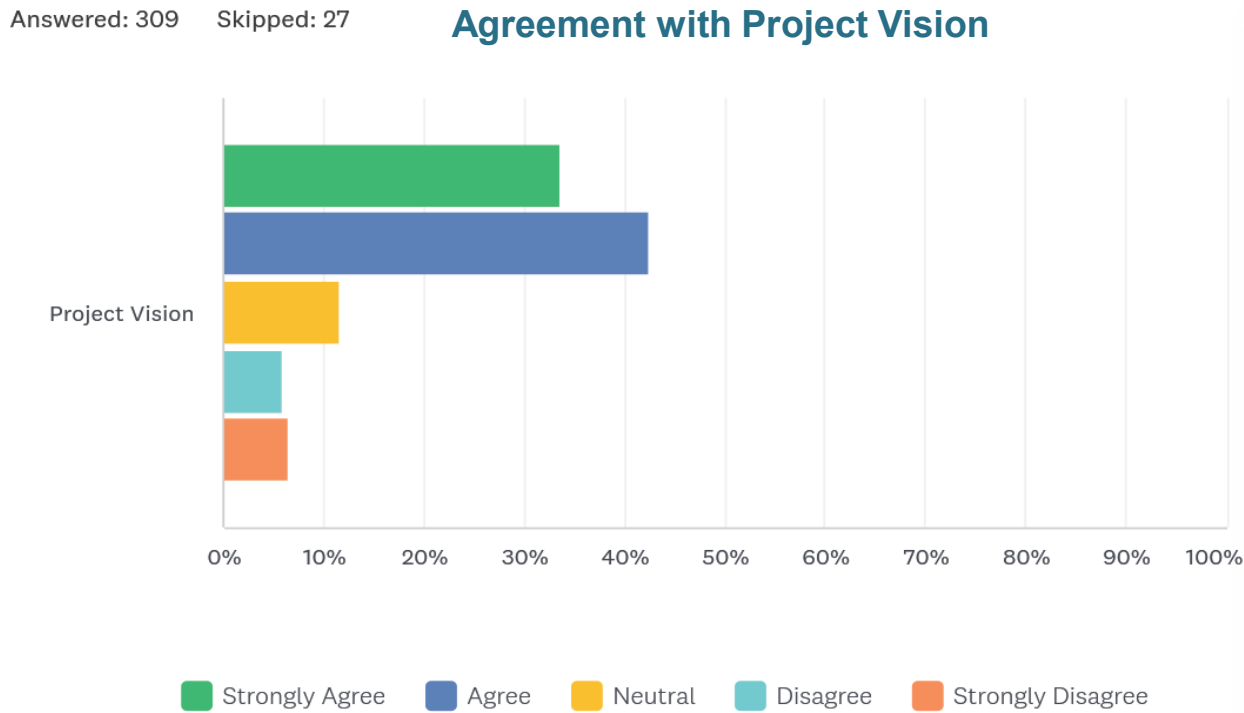
# Community Survey



# Design Concepts Online Survey

Feedback on draft concepts, open 10/20/21-11/12/21

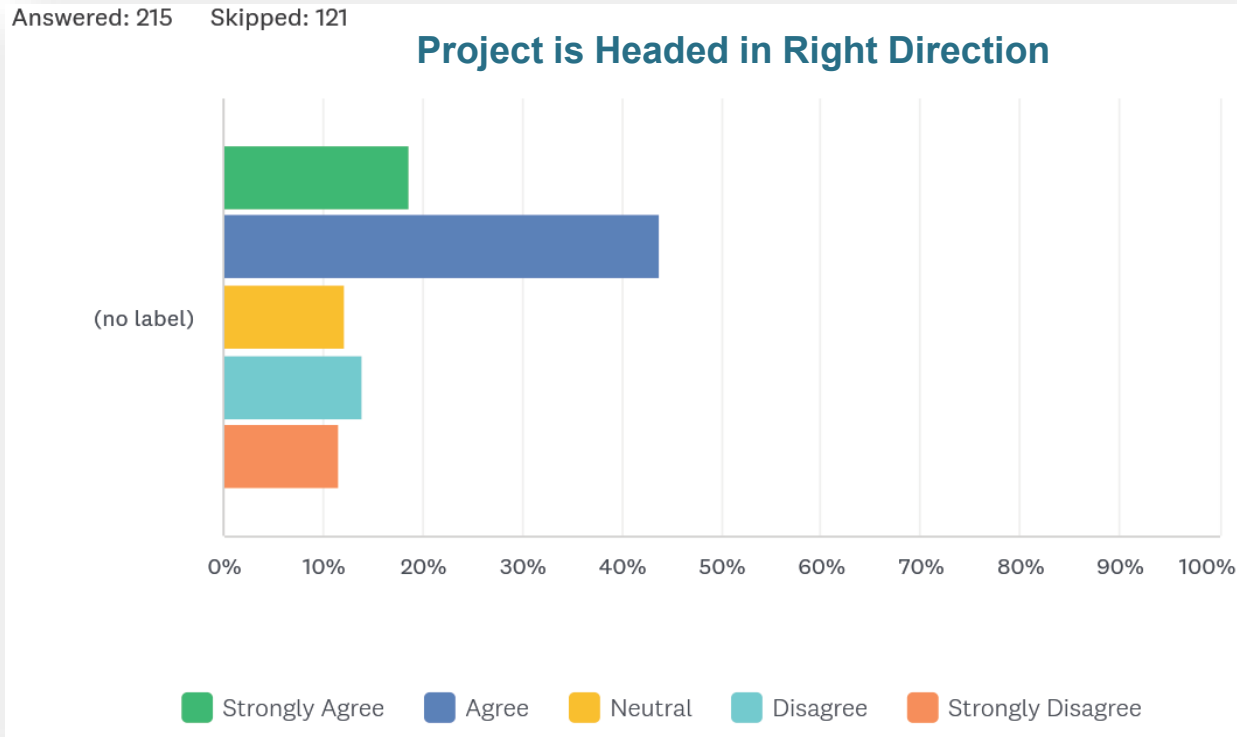
336 respondents



# Design Concepts Online Survey

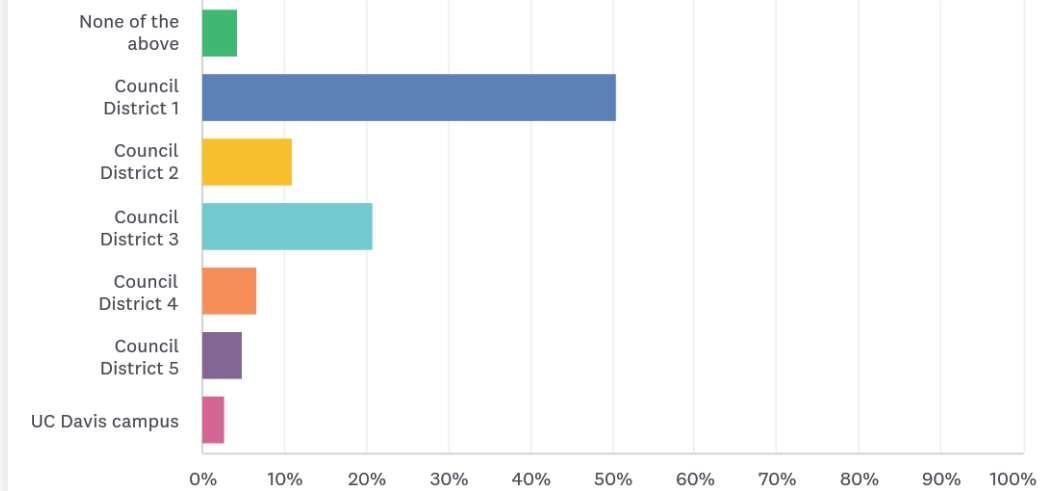
Feedback on draft concepts, open 10/20/21-11/12/21

336 respondents



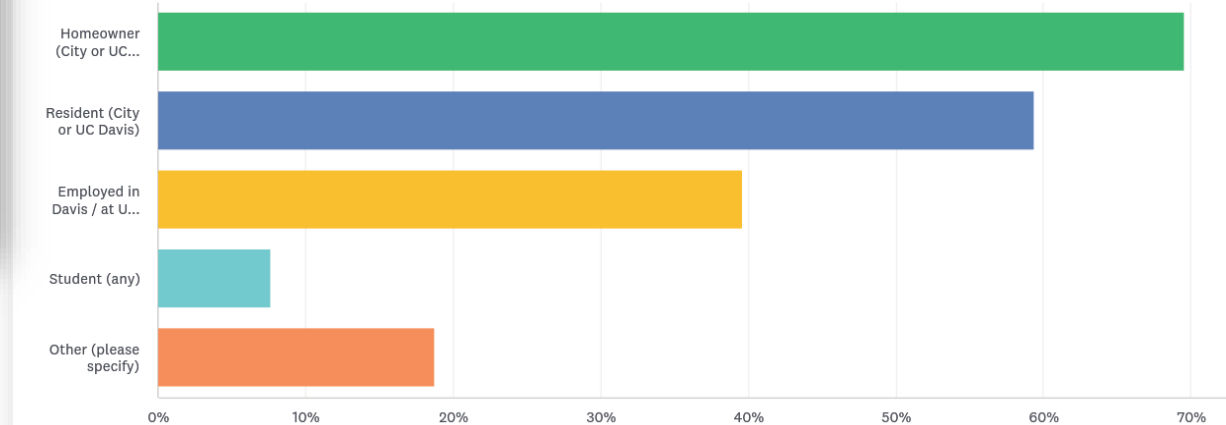
Optional: Please indicate the City Council Election District with which ...

Answered: 182 Skipped: 154



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

Answered: 197 Skipped: 139





# Schedule and Next Steps

