

## STAFF REPORT

**DATE:** February 17, 2009

**TO:** City Council

**FROM:** Bob Clarke, City Engineer  
Michael Webb, Principal Planner

**SUBJECT:** Fifth Street Corridor

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### **Recommendation**

Staff recommends the City Council:

1. Receive a presentation on staff's community outreach efforts for the Fifth Street Corridor; and
2. Approve the revised workplan found in attachment 2; and
3. Confirm several key parameters (found on page 4 of this report) to guide the development of project alternatives; and
4. Direct staff to return to the City Council in April with a list of preliminary project options.

### **Fiscal Impact**

The near term fiscal impact involves significant staff hours that can be charged to existing operational programs related to traffic, planning, and preliminary engineering. It is expected that a budget of \$50-100,000 may be required to perform in-depth analysis of a short list of options. A potential budget will be recommended at the proposed April City Council meeting.

### **Council Goals and Initiatives**

This effort addresses the City Council goals of maintaining and improving the infrastructure by investigating opportunities to enhance the safety and efficient circulation of all modes of transportation. Specific City Council Goals and Initiatives relevant to the discussion of the Fifth Street Corridor include:

- Provide a safe and efficient circulation system.
- Present City Council with recommendations to reconfigure 5<sup>th</sup> Street between A and L Streets.
- Encourage and support alternative forms of transportation.
- Provide five minute fire and emergency response time to all neighborhoods.
- Actively solicit neighborhood concerns regarding traffic safety...
- Further enhance the downtown to allow for more arts and entertainment, adequate parking, housing and commercial activity, recognizing that our downtown is the heart and soul of the community and one of our greatest potential net revenue generators.

**Background**

In April 2003, staff presented to the City Council the scope for modifications to the F and G Street signals on Fifth Street (CIP #8714). During discussion of this project, the issue of pedestrian safety along the Fifth Street corridor surfaced. The Old North Davis Neighborhood suggested a lane reduction approach would be an appropriate strategy to address pedestrian safety. Ensuing discussions of the Fifth Street corridor raised additional issues related to bicycle connectivity through the downtown core area, motor vehicle travel impacts, and economic impacts to the downtown business community.

In July 2005, the City Council identified five issues to guide staff deliberations:

1. Bicycle route connectivity
2. Improved pedestrian safety at street crossings
3. Reduced motor vehicle speeds
4. Protected left turns off of Fifth Street
5. Pursuit of grant funds for potential improvements.

Staff evaluated the lane reduction option and various other concepts to address issues. Ultimately, staff informed the Council that any option that would potentially achieve all of the objectives would also come with a negative impact – be it traffic delays, safety trade offs, loss of mature trees, or expense. With many different groups articulating different needs for the corridor, and no universally agreeable plan identified, the Council chose to table discussion for a period of time.

In June 2008, the issue of the Fifth Street corridor was raised by the Council and staff was asked to prepare a plan to address the subject. In prior discussions, the primary driver of the analysis was responding to a proposed solution, or options, rather than making a comprehensive effort to engage the community to identify what problems, or opportunities, existed in the corridor. Staff recognizes that there are myriad interests in the Fifth Street Corridor. The corridor serves many modes of transportation, including vehicles, delivery trucks, buses, emergency vehicles, pedestrians, and bicycles. How the corridor is configured impacts these modes of transportation and the properties, businesses, and events served by the corridor.

In recognition of these multiple interests, staff proposed, and the City Council approved in September of 2008, engaging the community to gain a better understanding of the full breadth of interests and issues. By better understanding how the corridor is used, and what the visions and concerns are for the future of the corridor, we would be better prepared to develop alternatives to be evaluated. Staff has, and still is, committed to evaluating the issues from a fresh perspective and there will be no predetermined outcome or specific course of action for corridor alterations.

Attached is a revised workplan that was approved by Council in September of 2008. Staff has now completed step two, civic engagement. We are now embarking on step three of the workplan, which is to report on the findings of our outreach efforts and engage the Council with establishing key parameters for the analysis phase. We do propose one adjustment to the workplan. In lieu of presenting potential alternatives to be evaluated at this time, we suggest the focus of this meeting be on establishing key parameters to help guide development of project

options. Staff will then return to the Council in April with a list of conceptual options to be explored that take those parameters into account. The list of concepts to be studied may then be further refined before staff engages in full development, analysis, and outreach on the options.

While conducting analysis of the alternatives, staff will re-engage the community to present the specifics of the alternatives, the findings of the analysis, to ascertain community reaction to each, and to ensure that the potential benefits and drawbacks of each alternative have been fully vetted. Staff will then engage city commissions and, ultimately, the City Council for recommendations and action on a possible course of action for the corridor. An implementation plan for any approved proposal will require further steps which would be developed at a later date.

### **Summary of Outreach Efforts**

During the months of October, November, and December of 2008, staff engaged with several stakeholder groups, commissions, and the general public to better ascertain how the corridor is used and to identify what the issues and concerns are with the current configuration of the corridor. The following meetings were held:

Safety and Parking Advisory Commission	10/2/08
Bicycle Advisory Commission	10/10/08
Old North Davis Neighborhood Association	10/30/08
Chamber/DDBA Joint Meeting #1	11/18/08
Davis Bicycles! and Bike Church	11/19/08
Community Open House #1	11/20/08
Chamber/DDBA Joint Meeting #2	11/21/08
Old East Davis Neighborhood Association	12/3/08
Community Open House #2	12/4/08
Police Department	1/6/09
Fire Department	1/7/08
UC Davis & Unitrans	Scheduled for 2/13/09

The neighborhood associations, DDBA, and Chamber were all very instrumental in notifying their memberships of the meetings. The City sponsored open house meetings were noticed via mail-outs to an expanded notification area which included all of the property owners on the corridor and extending north to Eighth Street and south through the Downtown. Notice was also provided via posting on the city web site, an article in the Fall Focus newsletter, email notifications, and large display ads in the Davis Enterprise. The Open house meetings were well attended and households (and businesses) from all geographic areas of the community were represented. The meetings were not dominated by any one interest group.

The single largest challenge of the engagement effort was in having people focus on identifying the existing concerns and issues with the current layout of the corridor and take a step back from thinking ahead to “solutions”. Staff is very pleased to say that most meetings were able to accomplish this. The issues raised were very broad and ranged from “if it is not broken, don’t fix it” on one end of the spectrum to “nothing works well, either for vehicles, pedestrians, or bicycles” on the other end of the spectrum and everything in between. Rather than provide an exhaustive detailing of all of the comments received, staff has compiled summaries of the

stakeholder meetings, the comments received at the open house meetings, and correspondence received via mail and the web site and attached them to this report.

While the range of issues raised runs the gamut, staff has identified some recurring themes and questions for consideration. Nearly all stakeholder groups and individuals raised the following issues, irrespective of their interests, geography, or views of potential solutions:

**Common Themes of Consensus:**

- Crossing Fifth Street, whether by pedestrians, bicycles, or vehicles, is seen as a significant issue nearly universally. The same holds true for vehicles trying to cross lanes to enter the flow of traffic on Fifth.
- Bicycle access between L Street and A Street/Campus, whether on Fifth Street, Fourth Street, or Third Street is less than ideal and needs to be improved.
- Any potential solutions that are explored must include the following components:
  - Evaluation of the possible “ripple effects” of changed traffic flows and volumes to other streets and intersections in the area. Potential effects on Eighth Street and Third Street, for example, were raised as a common concern. A solution that merely displaces a problem is not necessarily a solution.
  - Objective analysis based on current conditions (volumes, speeds, accident history) of all modes (pedestrian, bicycle and motor vehicle).
  - Transparency in evaluation tools of any potential solutions (e.g. traffic modeling and key assumptions should be clear and accessible to the public).
- More information is needed to ascertain the existing conditions and to enable better assessment of before and after conditions of any changes that may be made to the corridor. These data needs are detailed below.

**Key Policy Questions for Council Consideration:**

The discussions at the various meetings have given rise to staff deriving the following policy questions:

- What criteria should be used to guide the development of alternatives?
- Should any one mode of transportation take precedence (pedestrian safety over vehicle issues, or dedicated bike lanes over motor vehicle and pedestrian concerns), or should the Fifth Street Corridor serve all modes of transportation (e.g. passenger vehicles, emergency vehicles, delivery vehicles, pedestrians, and bicycles) equally well?
- Should options be considered that would limit transportation movements at some locations on or adjacent to the Corridor (eg. No left turns, dead-ends, etc)?
- Should cross-street traffic movements (pedestrians, bicyclists or motor vehicles) be weighed differently than east-west corridor movements?
- Are options that would require additional right-of-way to be acquired, or existing landscaping to be removed, worth pursuing?
- Should staff consider reducing existing city standard widths for bike lanes, motor vehicle lanes, multi-use paths and sidewalks to provide the most flexibility in determining options, so long as minimum State/Federal standards are maintained?

### **Data Needs**

Based upon public comments received during the outreach phase, staff has expanded the number of locations for data collection to include a variety of side streets and alternative parallel corridors to Fifth Street. City staff has been gathering data on accidents and motor vehicle speeds and counts throughout the study area over the past two months and will continue to do so into March. Due to the potential impact of winter weather on the number of pedestrians and bicyclists, additional data collection for these modes will be gathered in March and April as the weather improves to avoid undercounts for these modes.

This raw data along with community comments and Council priorities and direction received on the 17<sup>th</sup> will provide staff with the guidance needed to develop a list of options. The list of options will be presented to the Council in April for consideration and a goal of identifying a limited number of them for detailed analysis.

Detailed analysis is expected to include the need for additional resources, including potential outside experts in transportation planning and traffic modeling. City staff will present a budget to perform the detailed analysis at the April meeting.

### **Conclusion**

Staff firmly believes that the approach being utilized to evaluate the Fifth Street Corridor is one that is sound. The community is actively engaged and the input received has been a tremendous asset to staff to aid our understanding of the corridor and potential project options. Having productive dialogues when there are a multitude of interests and viewpoints in one setting speaks volumes about the integrity of the engaged parties. Transparency in the process, including data, modeling, and key assumptions, is critical to project success and staff will make every effort to ensure this is the case.

Based on feedback received at this meeting staff will return to the City Council in April with a list of preliminary project options, as well as budget implications for analysis of the options, and seek direction to further refine the range of options that will receive further evaluation. After the April meeting staff will prepare analysis of the focused list of options and engage the community in the evaluation of them.

### **Attachments**

1. Project Area Map
2. Updated Workplan
3. Project Flowchart
4. Relevant General Plan Policies
5. Summary of Stakeholder Meetings
6. Summary of Open House Comments



## **Fifth Street Corridor Workplan Updated February 2009**

Overall Approach: engage the community, interest groups, and decision-makers to identify goals/objectives for the Fifth Street corridor, to facilitate development and analysis of project options, and to decide on a course of action.

### Proposed Workplan and Timeline

1. Present proposed workplan and timeline to City Council (Sep., 08)
2. Engage in comprehensive civic engagement (Oct/Nov/Dec 08)
  - a. Goal is to identify issues, comments, concerns, ideas to examine – there is no pre-determined outcome or project.
  - b. Existing conditions, traffic data, and accident data will be provided
  - c. See attachment A for details
3. City Council Workshop (Feb. 09)
  - a. Check in with findings from civic engagement
  - b. Identify key issues
  - c. Establish key parameters to help focus analysis phase.
  - d. Approve necessary budget adjustments/contracts for future steps.
4. City Council Workshop (Apr. 09)
  - a. Introduce conceptual project options based on criteria established in step 3 above (e.g. to resolve issue X you might employ options A, B, or C).
  - b. Narrow range of options before embarking on further development, analysis, and community engagement.
5. Development and Analysis of Alternatives (Apr. - Jun 09)

Staff and consultant(s), if needed, to devise and detail specific alternatives and analysis of each. Note: some alternatives may require technical analysis, such as traffic modeling. Peer review of technical analyses may also be utilized.
6. Re-engage the community with details of alternatives (May - Jun 09)
  - a. Community Workshops
  - b. Meetings of the SPAC and BAC for recommendations to Council
7. Report back to City Council with recommendations for action (Jul 09)
8. Implementation (TBD)
  - a. Details of implementation to be developed at a later date depending upon action.
  - b. Environmental review (CEQA)
  - c. Additional analysis, if needed
  - d. Design

**Attachment A**  
**Proposed Fifth Street Corridor Civic Engagement Plan**

**Forums for Civic Engagement**

1. Small Neighborhood and Community Group Meetings (October/November)
  - a. Focused groups with Old East, Old North, Chamber, and DDBA to allow for direct input about specific concerns/issues.
  
2. Larger Community Workshops (November)
  - a. Open House format to convey information to and gather input from the community (invitation to community and identified interest groups - see below).
  - b. Two meetings to ensure maximum accessibility.
  
3. Website Survey (or Mailed Survey)
  - a. Identify primary function of the corridor and top issues for improvements
  - b. Seek feedback on “what if” scenarios.
  
4. Public Hearings at SPAC, BAC, and City Council

**Communication and Engagement Tools**

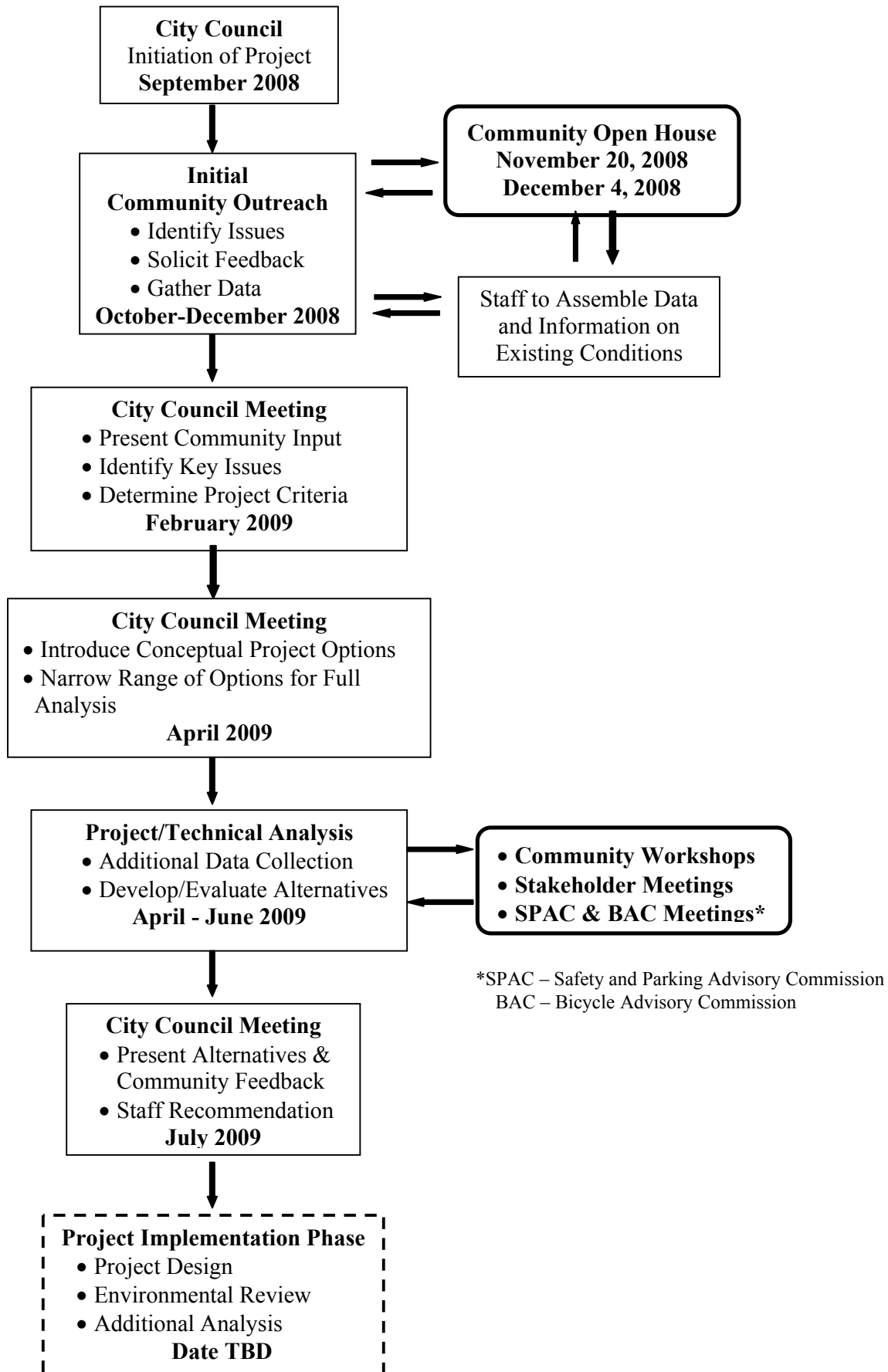
Telephone contacts to organized neighborhood groups to arrange meetings (Sept.)  
 City Focus Newsletter (Oct.)  
 Banners over Fifth Street (Oct.)  
 Flyers at Farmers Market (Sept./Oct.)  
 Newspaper Articles/Meeting Announcements (Sept. – Nov.)  
 Community Television Channel  
 City Website (Sept. – Nov.)  
 Dialogic phone system  
 Published list of upcoming meetings dates

**Identified Interest Groups**

Old North Nbhd. Assoc.	Unitrans	Safety & Parking Adv. Comm.
Old East Nbhd. Assoc.	Davis Community Transit	Bicycle Advisory Comm.
DDBA	Nbhd. Associations	Natural Resources Comm.
Chamber	Davis PD (internal to city)	Bus. & Econ. Dev. Comm.
Farmer’s Market	Davis FD (internal to city)	Davis Bicycle Club
DJUSD/PTA’s	DWR	Davis Bicycles!
UCD/ASUCD	EMT (ambulance) services	Sacramento Area Bicycle Advocates (SABA)
Climate Action Team	Union Pacific and CA Northern Railroads	
Yolo Transit	Homes and Businesses with access from Fifth Street	

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## Fifth Street Corridor Project Process and Approximate Timeline



## **General Plan Polices Relevant to Fifth Street Corridor Excerpts from the 2001 City of Davis General Plan**

### **General Plan Visions**

Vision 2. Small Town Character: Maintain Davis as a cohesive, compact, university-oriented city surrounded by and containing farmland, greenbelts, natural habitats and natural resources. Reflect Davis' small town character in urban design that contributes to and enhances livability and social interaction. Maintain a strong, vital, pedestrian-oriented and dynamic downtown area. Encourage carefully-planned, sensitively-designed infill and new development to scale in keeping with the existing city character.

Vision 8. Neighborhood-Oriented Transportation System: Encourage a clean, quiet, safe and attractive transportation system that harmonizes with the city's neighborhoods and enhances quality of life. Promote alternative transportation modes such as bicycling, walking, public transit and telecommuting.

Vision 14. Accountable, Citizen-Based Planning: Involve citizens on a continuous basis in all aspects of planning.

### **CHAPTER 2: MOBILITY**

Goal MOB 1. Provide attractive streets designed to serve a broad spectrum of travel modes as well as automobiles. A multi-modal street is illustrated in Figure 18.

Policy MOB 1.1 Provide and maintain a roadway network to meet the needs of vehicular traffic in Davis.

Standard MOB 1.1a The City of Davis shall have a network of vehicle circulation routes consisting of major arterials, minor arterials, collectors, local streets and cul-de-sacs, as shown in Figure 16. Definitions and suggested widths of each type of street are shown in Table 6. Lane widths are shown in Table 7. Planned street widenings are shown in Table 8. Lane configurations planned for 2010 are shown in Figure 17.

Standard MOB 1.1c Unless preempted by the County Congestion Management Plan, Level of Service 'E' for automobiles is sufficient for arterials and collectors (both intersection and segment operations) during peak traffic hours (e.g. rush hour). Level of Service 'D' for automobiles is sufficient for arterials, collectors and major intersections during non-peak traffic hours. (See Glossary and Definitions for definition of "Major Intersections). Neighborhood plans or corridor plans can allow for a level of service at peak times of 'F' if approved by the City Council. LOS 'F' is acceptable during peak hours in the Core Area.

Standard MOB 1.1e Class II bicycle lanes shall be provided along all collector and arterial streets. Class I bike paths may also be provided where appropriate except where physically infeasible.

Policy MOB 1.3 Encourage the use of alternative transportation modes.

Action MOB 1.3b Provide convenient bike and pedestrian access between areas where cars are prohibited.

Policy MOB 1.4 Create a network of street and bicycle facilities that provides for multiple routes between various origins and destinations.

Action MOB 1.4c Implement traffic calming measures where feasible to minimize the impact of the use of residential streets by vehicular through traffic. Conceptual diagrams of various traffic calming measures are shown in figure 20. Other measures, such as roundabouts, may also be employed.

Policy MOB 1.5 Develop a traffic calming program and implement traffic calming measures, where appropriate and feasible, to minimize the impacts on the use of local streets by vehicular traffic and to maintain, or as necessary enhance, livability of the neighborhoods. Consider traffic calming measures along collector and minor arterial streets, where appropriate and feasible, to slow speeds where needed. Examples of assorted traffic calming treatments are shown in Figure 20.

Policy MOB 1.6 Build new intersections and redesign existing intersections to maximize pedestrian and bike convenience and safety relative to automobile needs.

Standard MOB 1.6a Intersections should be designed to force cars to slow down when turning, using techniques such as reduced corner radii. The design elements of the signalized intersections of arterial streets shall be determined on an individual basis consistent with the objectives of this standard and other relevant policies in the general plan. The design of corner radii at arterial intersections shall consider traffic safety, including potential conflicts between motor vehicles and bicycles.

Action MOB 1.6b Continue to time traffic lights and their activation mechanisms to give priority to bike and pedestrian travel.

Action MOB 1.6c Study configuring intersections to allow bikes to maintain their momentum.

Policy MOB 1.7 Adopt development policies to improve the appearance of each major arterial street, as illustrated in Figure 21.

Action MOB 1.7a Develop "corridor plans" for selected streets which warrant special treatment because of existing impact problems or problems related to future projected conditions. Corridor plans should take into consideration adjacent land uses and result in streets that are both functional and aesthetic. The plans should utilize innovative means of slowing traffic, where appropriate, and providing safe access for pedestrians and bicyclists. Mitigation shall be incorporated to protect residences and sensitive receptors from noise, air pollution and other traffic related impacts. The corridor plans may deviate from the standards established in the General Plan, if deviations improve the livability of the area. For example, Pole Line Road was designed to have only two lanes, rather than four as shown in the previous General Plan.

The streets to consider for participation in this program are listed below in order of priority.

1. Fifth Street
2. F Street
3. Eighth Street
4. L Street (south of Eighth)
5. Loyola Drive
6. Anderson Road
7. Covell Blvd.
8. Cowell Blvd.
9. Lillard
10. Richards Blvd.
11. Mace Blvd.

Policy MOB 1.9 Implement the following specific projects to improve traffic flow and increase the use of non-vehicular transportation modes.

Action MOB 1.9a Study reconfiguring Fifth Street between "B" and "L" Streets as two traffic lanes with center left turn lane and on-street bike lanes.

Policy MOB 1.10 Prohibit through truck traffic on streets other than identified truck routes shown in Figure 22.

Goal MOB 3. Increase walking and the use of non-polluting forms of transportation, including bicycles.

Action MOB 3.1b Enhance the safety, accessibility and coverage of the existing bicycle network, especially in the vicinity of UC Davis, schools and recreation areas.

Action MOB 3.1g Consider installation of traffic calming measures wherever a bicycle path crosses a street at-grade without a stop sign or a traffic signal.

Action MOB 3.1h Improve signage and/or cautionary signals on roadways marking bicycle and pedestrian crossings.

Action MOB 3.1i Establish guidelines as to when bike paths (in addition to on-street bike lanes) along arterial streets ought to be considered.

Policy MOB 3.2 Continue to build transportation improvements specifically targeted at bicycles.

Action MOB 3.2c Strengthen the Campus-to-Core bike linkage along Third Street.

Policy MOB 3.3 Provide pedestrian and bicycle amenities.

Action MOB 3.3a Improve destination signage throughout the city on bikeways.

Action MOB 3.3g Maintain and expand the City's outreach program to promote bicycle safety and the use of bicycles as a viable and attractive alternative to cars.

Policy MOB 3.4 Attempt to provide safe and convenient pedestrian access to all areas of the city.

Action MOB 3.4a Establish a level-of-service standard for walking (pedestrians) and bicycling. Incorporate the level of service into this General Plan when it is established.

Action MOB 4.11 Study installing transit-aware traffic signals to give priority to buses.

Action MOB 5.1g Implement financial and parking incentives to encourage drivers to use alternative transportation, including bicycles, electric vehicles, transit systems and ridesharing.

Policy MOB 6.1 Safety and noise concerns should take priority over traffic flow in roadway planning.

Standard MOB 6.1a Design street patterns to minimize emergency vehicle response times.

Action MOB 6.1b Use traffic calming devices and speed limits as appropriate throughout the city to meet the twin goals of safety and noise reduction.

Goal MOB 7. Address transportation policy-making in a balanced, objective way.

Policy MOB 7.1 Create a City government structure regarding transportation that addresses all modes in a balanced, integrated fashion.

Action MOB 7.1a Restructure City department responsibilities regarding traffic so that all modes of transportation receive equal consideration.

Policy MOB 7.2 Gather in-depth quantitative and qualitative information on the travel behavior of Davis residents to provide a reliable empirical foundation to plan solutions to transportation-related problems, and to monitor the effectiveness of transportation programs and policies and their effects on residents' mobility.

Standard MOB 7.2a Predictions of traffic impacts of new development shall be based on traffic trends observed over the previous three to five years.

Standard MOB 7.2b Bicycle and pedestrian flow, air pollution and vehicle fuel consumption shall be considered when analyzing and setting traffic lights and designing transportation systems.

Standard MOB 7.3c Tree planting between roads and roadside trails is encouraged, but should not interfere with roadway visibility.

Standard UD 2.2e Existing arterial and collector streets should be converted to Greenstreets where appropriate and existing local streets should be evaluated for adequate tree canopies..

Standard UD 2.2f Removal of street trees to accommodate increased vehicular traffic shall occur only as a last resort.

## **CHAPTER 5: ECONOMIC AND BUSINESS DEVELOPMENT**

Goal ED 1. Maintain and enhance the Core Area as a vibrant, healthy downtown that serves as the city's social , cultural and entertainment center and primary, but not exclusive, retail and business district.

Policy ED 1.2 Promote Downtown Davis as a place to shop.

Action ED 1.2a Promote downtown Davis to current residents and the region as a shopping destination.

## **CHAPTER 18: POLICE AND FIRE**

Policy POLFIRE 1.2 Develop and maintain the capacity to reach all areas of the City with emergency police and fire service within a five-minute emergency response time, 90% of the time. Response time includes alarm processing, turnout time and travel time.

# **Fifth Street Corridor Stakeholder Meetings Staff Summary Notes**

## **Safety and Parking Advisory Commission**

**October 2, 2008**

### **Issues:**

- Crossing four lanes is daunting to pedestrians
- Look to other communities for examples
- Workplan and level of proposed staff outreach seems appropriate

## **Bicycle Advisory Commission Meeting**

**October 10, 2008**

### **Issues:**

- General Plan policy is that all arterials have bike lanes
- Would “complete streets” be a more appropriate term than “road diet”?
- Would like to see focus on downtown and area to the north (complete study area) because of potential spill-over impacts
- B to F Streets seems to be the real problem area
- Diagonal parking on 2<sup>nd</sup> and C Streets causes congestion due to delivery trucks
- Abolish idea that bikes go on 3<sup>rd</sup> and cars go on 5<sup>th</sup>
- Make sure discussion of any one mode of travel does not dominate

### **Suggested Solutions:**

- ◆ Don't block lanes for Farmer's Market on Wednesday afternoons
- ◆ Explore multi-modal LOS concept
- ◆ Explore temporary road diet as experiment

## **Old North Davis Neighborhood Association Board Meeting**

**October 30, 2008**

### **Issues:**

- C Street – towards Train Depot – Accidents or close calls, bicycles ride on gutter, there are no visual signals to warn that bicycles or pedestrians are present
- There are no crosswalks on C, D, or E Streets
- Bikes use sidewalks as alternative
- Bikes coming off sidewalks into streets
- Bike path ends at 5<sup>th</sup> and A Streets
- Crossing 5<sup>th</sup> Street in GEM car does not feel safe
- Impediment to getting to functions at Central Park
- Nothing has been done to address the issue to date – simply striping a crosswalk at C Street is not a solution
- Traffic data is incomplete, corrected data has not been circulated
- There has been 7 or 8 bicycle/car accidents every 6 weeks since signal reconfiguration
- Every time a bus stops it impedes traffic and the new signals have caused traffic to go around

- First model run by Fehr & Peers should be thrown out, the counts were done on a Farmers Market day and it was manipulated to make “road diet” fail.
- It’s not possible to cross 5<sup>th</sup> Street on time – it needs to have 7 seconds per new standards before signal goes solid.
- Ontario Study. Set out objective and subjective criteria – “before and after survey” so they could measure success/failure
- Almost 10% of all accidents in the city occur on this corridor
- It isn’t necessary to have such fast speeds
- Tired of talking – need action

**Suggested Solutions:**

- ◆ Board has endorsed road diet concept and this has not been rescinded
  - Have demand activated left turn signals
  - Construct islands on street
  - Make narrow lanes to calm traffic
  - Dedicated left turn lanes is key to how they are handled – Data shows that there will not be gridlock. Fear of gridlock seems unsubstantiated
  - “Complete Streets” seems a better term
  - Bicycle lanes provide a place for cars to pull over when Fire/PD vehicles are oncoming.
  - Caltrans funding may start hinging on local implementation of complete streets
  - Room to stripe bike lane on 5<sup>th</sup> between A and B Streets but new speed limit rounding laws are going to hurt

**Chamber/DDBA Meeting #1**  
**November 18, 2008**

**Issues:**

- Traffic crossing Fifth (pedestrians and vehicles) is unsafe
- Trucks use 5<sup>th</sup> Street to deliver materials city wide
- Stores, like hardware, furnishing, etc...require vehicle access to downtown
- Giving up downtown parking is a bad idea (if 4<sup>th</sup> St had bike lanes)
- How does accident history on 5<sup>th</sup> St compare to other streets?
- Nothing should be done to negatively impact traffic flow
- If people think that Fifth will be difficult to navigate, they will consider going to Woodland or Vacaville instead of going Downtown.
- Backup at Railroad tracks is already bad and could be worse, blocking intersections – it impacts customers
- Don’t want to be the “bad guy” because we are trying to make a living
- Fire Dept/Emergency calls response times is critical
- Train crossing signals go down with or without trains coming
- It takes time to disperse traffic after RR crossing goes up.
- People coming from Woodland to Downtown avoid 113 to Russell and go Road 101 to F Street. Has there been an increase in traffic on F Street?
- Is there a true way to study this or are impacts just speculation?
- Negative impacts on traffic will have negative impacts on economy.
- What are thoughts/consensus on Fire/PD?
- If traffic is diverted to 8<sup>th</sup>, conflicts with school children and bicycles are a concern.
- Right turns conflict with bicycles on 5<sup>th</sup> Street

**Suggested Solutions:**

- ◆ New signals timing is huge improvement (split phasing)
- ◆ In long term 5<sup>th</sup> Street could be morphed into boulevard like Russell with off-street path
- ◆ Analysis of safety concerns is a high priority (Fire, PD, bus stops)
- ◆ Simple things can make a big difference, like signal A????
- ◆ Does the time of accidents match traffic peaks?
- ◆ Bike lane on one side and pedestrians on the other side
- ◆ Re-direct bikes to 3<sup>rd</sup> Street
- ◆ Sign at B Street to inform bicyclists there are no striped lanes ahead
- ◆ Education to bicyclists (apartments, dorms, etc)
- ◆ Off-street bike path even if trees need to go
- ◆ Paint route lines on bike paths or signs to help direct bicycle traffic
- ◆ Make C Street dead end at C (South side of Fifth) to help accommodate bikes/pedestrians already narrows 5<sup>th</sup> at C for Farmers Market – What is the frequency of accidents when 5<sup>th</sup> Street is narrowed for the Farmers Market?

**Davis Bicycles! and Bike Church**  
**November 19, 2008**

**Issues:**

- All community feedback should be available to the public on City website
- Concern about changes to Fifth Street affecting parallel streets
- Traffic modeling should be done to assess impacts
- It's difficult to consider implications without specific options to comment on.

**5<sup>th</sup> Street Corridor – DDBA/Chamber Meeting #2**  
**November 21, 2009**

**Issues:**

- Traffic congestion
- Ability to get across town
- Avoidance of 5<sup>th</sup> Street, undesirable to go downtown
- Difficult to cross 5<sup>th</sup> Street (bikes, cars, pedestrians)
- More accident information needed
- 8<sup>th</sup> Street is the school corridor, it will be impacted if more traffic goes to 8<sup>th</sup> Street
- Need more information if bicycles go around buses when they stop at the side of the road.
- Discussing this corridor is a use of money and time we don't have
- Not the right time to be exploring this project given the current fiscal climate
- Pedestrian crossing at C Street is problematic, what can be done about it?
- Waits at F and G Streets are too long already
- Bicyclists don't understand what to do when they get to L Street going West
- The term "road diet" conjures images of restricting traffic flow
- Turning left at I and G Streets is difficult
- It's a challenge for bikes to travel East towards West
- Need to have safe access to downtown for bikes and pedestrians
- Concerns about spending precious dollars on this project

**Suggested Solutions:**

- ◆ Need to get people in/out of town easily
- ◆ Need to maintain a corridor

- ◆ Corridor should remain a traffic arterial
- ◆ Keep 5<sup>th</sup> St as is but do what we can to better accommodate bikes and pedestrians crossings and turn movements onto Fifth from side streets
- ◆ Provide pedestrian crossings
- ◆ Provide for alternative routes for bikes
- ◆ DDBA mission is to enhance downtown and bring shoppers in
- ◆ Need to consider future growth of downtown
- ◆ Parking garage and access need to accommodate vehicles

**Old East Davis Neighborhood Association Meeting**  
**December 3, 2008**

**Issues:**

- Cars go down I or J to cut to over to 2<sup>nd</sup> to avoid 5<sup>th</sup> and L Street intersection
- Speeding along 3<sup>rd</sup> and 4<sup>th</sup> Streets is problematic
- It's a challenge to judge four lanes of traffic all at once (crossing and turn movements for cars, bikes, and pedestrians).
- Cars have to gun it to get across with high traffic speeds on east end of corridor.
- Site distance at J Street when crossing/entering Fifth is bad.
- Current configuration is a challenge (cars don't know what to do without a median when emergency vehicles are coming)
- It is getting more difficult for pedestrians to cross 5<sup>th</sup> Street at I, J, and K Streets
- People speed along 5<sup>th</sup> Street to get to make the lights

**Suggested Solutions:**

- ◆ Should get counts on all the blocks around to get base line data
- ◆ Have enforcement stings
- ◆ B Street could be a "test case" for road diet (existing two lanes with similar traffic volumes and a more "finite" section of road)

**Police Department Meeting**  
**January 6, 2009**

**Issues:**

- Fifth Street accident safety has improved (anecdotally) since installation of phased signals
- Bicyclists on Fifth are at greater risk and necessitates vehicles to stray from lanes
- Fifth and J Street is the worst intersection from the standpoint of accident severity
- Do all roads need to serve all purposes?
- Utilizing Eight Street is preferable when responding Code 3
- Getting onto or across Fifth from the Downtown can take valuable time
- Queuing on Fifth Street causes vehicles to take alternate routes through Downtown parking lots
- Cars in turn lanes are the most predictable during Code 3 response (e.g. they stay put)
- The more obstacles there are in the roadway the harder it is to navigate for Code 3 response (example: during Code 3 response, Poleline Road medians and planters cause confusion for motorists and do not provide many options for going around traffic)

**Suggested Solutions:**

- ◆ Priority of Fifth Street should be to accommodate traffic flow
- ◆ Look to Third and Fourth Streets to serve as the primary bicycle corridor
- ◆ How the beginning and end of the corridor are treated is critical

**Fire Department Meeting**  
**January 7, 2009**

**Issues:**

- Ingress and egress from the Fifth Street Fire Station is difficult under existing conditions
- Leaving station to go south on D Street requires going into oncoming traffic lanes
- There are two east/west streets that are heavily used to move fire engines across the city: Covell Boulevard and Fifth Street. This is true for a single engine company response and for multi-company responses such as house fires. These corridors are also utilized in mutual and automatic aid responses and the private ambulance company responses.
- The Fifth Street Station responds to 55% of calls
- Code 3 responses on Fifth require trucks to drive into oncoming traffic lanes to get around traffic on a daily basis
- The more obstacles there are in the roadway the harder it is to navigate for Code 3
- Eight Street is not a viable alternate route for Code 3 response as the additional turn movements slow trucks down (Police cars are more easily maneuvered)
- Pedestrian crossing of Fifth is problematic at non-signalized intersections

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## 5<sup>th</sup> Street Corridor

### Issues / Comments / Solutions

Motor Vehicle Network 11/20/08

Issue	Solution	Comments
Traffic signal	Split phase signal needs to be revised to make sure cross traffic gets through intersection in one cycle. Traffic signal @ "D"? Evaluate effects of buses stopping on the corridor.	Cross traffic is very unsafe @ "C", "D", and "E". Improvements should consider cross movements, narrowing the road will not help cross traffic.
One-way traffic	What if 5 <sup>th</sup> St. were one-way between "A" or "B" and "L" and 3 <sup>rd</sup> or 4 <sup>th</sup> one-way the other direction?	
Traffic signal	Why can't there be a left turn signal to turn onto 5 <sup>th</sup> from "F", so drivers will not make blind left turns? (Along with banning left turns off of "E" during rush hours.)	

Pedestrian Network 11/20/08

Issue	Solution	Comments
Bike safety	Have bikes use 3 <sup>rd</sup> and 4 <sup>th</sup> Street	Present traffic on 5 <sup>th</sup> is best.
Bike safety	Change signal timing to slow traffic.	Slower traffic is safer for bikes, riding on sw is dangerous for residents backing out of their dw.
Bike safety	Make bike crossing from 5 <sup>th</sup> St. across Central Park and connect with bike lanes on 4 <sup>th</sup> St.	
Bike and Ped safety	Enhance ped crossing @ "D" and "J" or "I"; add "Safe bike route" signs diverting bikes from corridor.	
Bike safety	At 5 <sup>th</sup> and B St. make a bike path through Central Park to 4 <sup>th</sup> St.; use 4 <sup>th</sup> St. as bike corridor to "L" St.	Must keep bikes off of 5 <sup>th</sup> St., too dangerous.
Bike safety	I would like to see a bike path along 5 <sup>th</sup> St.	Problems biking to and from campus to downtown and east Davis
Bike and Ped safety		Big problems crossing 5 <sup>th</sup> on bike and foot at C, D, and E St. Also, cars left turns from those streets onto 5 <sup>th</sup> is hard/unsafe.
Ped safety	Enforce current law by ticketing cars parked on the sw forcing pedestrians into 5 <sup>th</sup> St.	

12/16/08

Workshop Comments.doc

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# 5<sup>th</sup> Street Corridor

## Issues / Comments / Solutions

Bicycle Network	11/20/08	Issue	Solution	Comments
Bike safety		If the street has a bike lane, eliminate angle vehicle parking.		
Bike safety		Consider bike lane on north side of 5 <sup>th</sup> between "L" St. and Pole Line Road		
Bike safety		Keep bike off of 5 <sup>th</sup> St., use 3 <sup>rd</sup> & 4 <sup>th</sup> .		I too love bikes and ride most every day, but not on 5 <sup>th</sup> .
Bikes		Bikes can't be excluded from any surface street by state and federal law.		Bikes are a legitimate form of transportation.
Bike safety		Add bike lane to 4 <sup>th</sup> St. between "L" and "C" with new bike path between "B" and "C" north of carousel. Remove diagonal parking on 4 <sup>th</sup> between "E" and "C".		
Bike safety		Pole Line is narrow but completely different from 5 <sup>th</sup> , no cross streets, not a truck route, no fire station and little bike traffic.		
Bike safety		If a bike lane must be put on 5 <sup>th</sup> , explore bi-directional on south only, similar to west and east of the corridor.		
Bike safety		Map does not show bike path from Anderson to A St. north of campus.		
Bike safety		3 <sup>rd</sup> St. has E/W bike lane, don't need one on 5 <sup>th</sup> !		This statement was seconded and thirded.

# 5<sup>th</sup> Street Corridor

## Issues / Comments / Solutions

Motor Vehicle Comments 12/4/08

Issue	Solution	Comments
Bike lane	Bike usage on 5 <sup>th</sup> doesn't necessarily require eliminating lanes; can sidewalks be widened to accommodate bikes and pedestrians like greenbelts.	
Save the trees	Of utmost importance, preserve all the trees along this section. If you want to widen the sidewalks to allow bikes and pedestrians to use them, do so in a way that preserves the trees!	I would rather continue to use 8 <sup>th</sup> and 4 <sup>th</sup> for biking than have bike access on 5 <sup>th</sup> with fewer shade trees.
Traffic signals	Improve efficiency of traffic signals on 5 <sup>th</sup> at "F" and "G". Install vehicle sensors and ped buttons so the signals are traffic activated and not run on a fixed cycle.	The signals currently give the side streets and pedestrians green time 24/7 and are very inefficient off-peak.
Don't change it	Encourage bikes to use 8 <sup>th</sup> St and/or the downtown street grid.	The existing 4 lanes on 5 <sup>th</sup> St. works well for traffic. Do not take lanes away. This thought was seconded!

Pedestrian Comments 12/4/08

Issue	Solution	Comments
Heavy traffic		What does heavy traffic do between "A" & "B"? How far will it backup and what to do with all the south bound "B" St traffic?
Heavy traffic		How much traffic will move from 5 <sup>th</sup> to 3 <sup>rd</sup> and 4 <sup>th</sup> ?
Heavy traffic		This makes an important point. It is virtually impossible to cross 5 <sup>th</sup> between "B" & "F". This badly isolates north Davis from downtown. Traffic moves too fast = unpleasant, unsafe for peds and cyclists.

Bicycle Network 12/4/08

Issue	Solution	Comments
Bike safety	Make the sw available to bicycles on both sides of 5 <sup>th</sup> St. from "A" to "L" St.	
Bike safety		Bicycling on 5 <sup>th</sup> is very dangerous. Everyone rides on the sw for safety sake. This is not ideal for pedestrians, but w/o traffic calming it is the only viable solution.

12/16/08

Workshop Comments.doc

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## 5<sup>th</sup> Street Corridor

### Issues / Comments / Solutions

Bike safety		I learned not to bike 5 <sup>th</sup> St. within a month or two of moving to town. In fact, 4 <sup>th</sup> and 6 <sup>th</sup> are totally viable alternatives and reasonably safe.
Bike safety	Bike path from Anderson to A St was, 1) missed on map, and 2) no direction to 4 <sup>th</sup> or 6 <sup>th</sup> for east bound bikers.	
Bike safety	4 <sup>th</sup> St. is a major cross-town bike route that should be promoted <b>more</b> from “L” St. to “C” St.	
Bike safety	Encourage use of the 8 <sup>th</sup> St. corridor or downtown street grid for bicycles and discourage the use of 5 <sup>th</sup> St. Build a bike path through Central parks as an extension of 4 <sup>th</sup> St.	
Bike safety		I agree, 5 <sup>th</sup> at 30 mph is dangerous for bikers. I use 8 <sup>th</sup> or 4 <sup>th</sup> to go across town.
Bike safety	8 <sup>th</sup> St. is principal cross-town bike route. Links Slide Hill/Mace Ranch & University and Cesar Chavez Elementary. Links old W Davis and Holmes JHS. Very narrow east of “F” St.	

### Question #1 – What comments/concerns/questions do you feel should be addressed by staff?

Issue	Solution	Comments
Present set-up good	Leave present set-up alone. Do NOT make 5 <sup>th</sup> two lanes.	Use 3 <sup>rd</sup> St. New signals big improvement. Most changes will be costly and have unintended consequences.
Present set-up good	Use “E” St bike lane. I know bikes have the same rights as cars, BUT are bikes allowed on freeways?	If 5 <sup>th</sup> St. were 1 lane in each direction, there would be a train of cars going each way. How will people on “J” St. get on 5 <sup>th</sup> ? How would pedestrians cross? Nearest light is at “L” and “G” St.
Safety	Reconfigure 5 <sup>th</sup> St. to mirror patterns used on F St. (north & south) and 8 <sup>th</sup> St. (east and west). Would cause slow down but is for the better good.	5 <sup>th</sup> St. is excessively dangerous and a blight on our community. Current 4-lane pattern encourages speed, hazardous lane changes and dangerous to anyone crossing at any intersection. No signals or stop signs. Difficult for emergency vehicles since there is no room to pull over. I’m sure we don’t want our streets to look like Laguna and Elk Grove Blvd.

## 5<sup>th</sup> Street Corridor

### Issues / Comments / Solutions

Save the trees	I think bike passage would be better accommodated on streets like 4 <sup>th</sup> . There is no requirement that bikes must have a straight shot down 5 <sup>th</sup> . Need creativity to get pedestrians across 5 <sup>th</sup> .	Traffic modeling, "road diet" proposal in 2005 did not analyze how traffic would change on 4 <sup>th</sup> and 3 <sup>rd</sup> Streets. I believe the road diet would have increased traffic in those residential areas.
Safety	1. pedestrians forced into street because residents use 5 <sup>th</sup> St. sw as a private parking space. 2. cyclists riding fast on 5 <sup>th</sup> street sw endangering themselves and pedestrians; but still safer than bike on 5 <sup>th</sup> . 3. no left turn signal at 5 <sup>th</sup> and F, so drivers choose to make blind turns onto 5 <sup>th</sup> from F.	To much traffic on 5 <sup>th</sup> , it is unsafe for bikes and humans.
Crossing 5 <sup>th</sup> St.	Crosswalk @ 5 <sup>th</sup> & D would provide a visual cue for cars to be looking for peds and crossing cars. Crosswalk would accommodate folks on C and E St. Bicycles should use 4 <sup>th</sup> or 6 <sup>th</sup> . If they are allowed to continue on 5 <sup>th</sup> , something must be done. Current situation is totally unsafe and unsatisfactory.	As a resident of old N Davis (7 <sup>th</sup> /D St) my main concern is crossing 5 <sup>th</sup> St in a car or on foot and speed control.
Bike lanes	Bike lanes definitely needed on 5 <sup>th</sup> between L and B St.	Dream: district closed to all (except for deliveries) except via foot and bike with electric/alternative transportation available via coin-op or card for those who wish.
Safety	Use 4 <sup>th</sup> St., not 3 <sup>rd</sup> as a bike corridor from Central Park to "L" St. Build a bike lane through Central Park connecting 5 <sup>th</sup> to 4 <sup>th</sup> . Eliminate angled auto parking on any street which has a bike lane but designate only one street through downtown as a bike corridor. All other streets should have a "no bikes" sign.	Keep the bikes off of 5 <sup>th</sup> St. It is simply to heavily traveled to share the road with bikes. Why not work on the mess at the Richard's Blvd. underpass? I usually walk downtown, better exercise.
Safety	Route bicycle traffic away from or around 5 <sup>th</sup> St. Auto and bicycle traffic should have separate routes.	The most critical issue is bike/auto/ped traffic in town and the use of lights and reflectors on bicycles. This is a real hazard!! Where are the bike cops??
Traffic flow	There is a need to keep two lanes of auto traffic moving from one side of town to the other, it works. To accommodate bikes, extend off street bike paths from L St. to Central Park by using the sw and some streets, maybe 4 <sup>th</sup> St. Parking is a big issue in the downtown so taking away diagonal parking would be a problem.	There are few trees on north side of street.

# 5<sup>th</sup> Street Corridor

## Issues / Comments / Solutions

<p>Traffic flow</p>	<p>Retain 5<sup>th</sup> St as a through route to/from S Davis, campus, W Davis, downtown for cars buses and emergency vehicles. Do not reduce to 2 lanes. Improved lighting at C and D would go a long way in helping drivers allow peds and bikes to cross 5<sup>th</sup>. Redirect bikes off of 5<sup>th</sup>. Better education for cyclists and ticketing for running lights and not having lights/reflectors.</p>	<p>Currently at peak times, 5<sup>th</sup> can be very busy. 5<sup>th</sup> St is one of the few through routes connecting S Davis to the rest of the city. We shop in central Davis but if it gets to difficult to enter the city, we will go to W Sac.</p>
<p>Traffic flow</p>	<p>Prohibit bikes on 5<sup>th</sup> with posted signs and fines. Give new intersections a chance to work.</p>	<p>Restricting 5<sup>th</sup> St to 1 lane each direction will increase 8<sup>th</sup> St. traffic. Just moving the problem. I strongly oppose reducing 5<sup>th</sup> St. Love the left turn lanes, even though it backs up traffic on N side of F, sometimes it takes 3 light cycles to get to downtown. I use G St instead.</p>
<p>Traffic flow</p>	<p>Encourage bikes to use 3<sup>rd</sup>, 4<sup>th</sup> or 8<sup>th</sup>. In view of our current fiscal situation, put up a few signs directing bikes to safer streets and wait for more favorable conditions before spending any more money on this issue.</p>	<p>To much traffic on 5<sup>th</sup> to reduce to one lane. What's wrong with saying no bikes on that stretch of roadway?</p>
<p>Traffic flow</p>	<p>5<sup>th</sup> St. bike corridor should run all the way through town. Give the cyclists a lane on 5<sup>th</sup> and speed up the lights to keep the flow going, make turn lanes. Try it. This process of talking and talking is so expensive. Don't spend thousands of dollars of staff time talking.</p>	<p>I have experienced turning off G on my bike to shop and realized, oh-oh, I am on 5<sup>th</sup>. But, I am not going to go out of my way to go back to shop. F St works, it flows. I felt safer going to Farmer's Market with slowed traffic, it worked. I don't understand the Fire chiefs statement that 4 lanes are better than 2. It seems they would have more room so cars could pull over. We citizens can learn new tricks and become cyclists at any age if you make it safe enough for us. Why are the lights so slow at city hall corner? Has that been evaluated? Given our economic problems, obesity, lack of oil, kids not getting outside – it is time to give priority to cyclists. Make it safer and we will take to the streets, healthy, trim and smiling!</p>

# 5<sup>th</sup> Street Corridor

## Issues / Comments / Solutions

Traffic flow	Consider partial road diet (if it's not possible in the core blocks) from L St to tracks. This would at least get cyclists closer to downtown w/o having to make that dangerous left turn as cyclist on the bike path at 5 <sup>th</sup> & L. Try the road diet & reduction of traffic lanes. A 3-7 minute delay to motor traffic should be acceptable. Provide fast access for fire trucks with automated signals. Farmers market corner, could this be safer with a blinking yellow light and ped yield sign or bot dots?	
Safety	Bikes in gutter, no bike lane. Bikes on sw, peds hit by bikes on sw. No crosswalks on 5 <sup>th</sup> . No protected left turns. High rates of speed between B & F.	What happens to bike traffic traveling east on the northern campus bike lane when they hit A St?
Safety		Ped/bike safety, street to complicated: 4 lanes of speeding traffic; inadequate provision for Farmer's Market traffic; no marked crosswalks; poor line of sight at intersections that allow diagonal parking on C St/5 <sup>th</sup> .
Safety	Bike lanes on both sides, 2 lanes of traffic and a center turn lane, OR traffic calming features i.e. bulbouts at crosswalks, raised intersections/crosswalks. W 8 <sup>th</sup> and 3 <sup>rd</sup> need to be better utilized to increase traffic flow while diverting traffic from 5 <sup>th</sup> St. Look at making A St 2-ways along campus.	Why is there no at grade railroad crossing between Olive & 2 <sup>nd</sup> ?
Traffic flow	If it must be changed, how about 2 one-way streets, 4 <sup>th</sup> & 5 <sup>th</sup> .	I am very satisfied with the current traffic plan on 5 <sup>th</sup> St. Traffic flows very well and is much safer than it used to be.
Residential convenience	A calming element might be a good idea.	Concern – bikes on sw and in lanes; my being able to pull in and back out when the hours are 11:45-12:15 and 4:30 to 6:30. The lights seem to increase the speed. When B St. turns green it is like people begin speeding to get to F & G to catch the green light. I hate too many stops, but I hate too much speed to catch the next light.
Traffic flow	Get bikes off of 5 <sup>th</sup> and over to 3 <sup>rd</sup> and 4 <sup>th</sup> . Maybe a bike path through the park.	

# 5<sup>th</sup> Street Corridor

## Issues / Comments / Solutions

Traffic flow	5 <sup>th</sup> & 3 <sup>rd</sup> should be considered together. If stop signs were removed along 3 <sup>rd</sup> , it could be used as a 5 <sup>th</sup> St. corridor alternative. If not, lets add a bike lane to 5 <sup>th</sup> from Sycamore to Pole Line.	
Traffic flow	Travel through campus and downtown using 3 <sup>rd</sup> or 8 <sup>th</sup> . Writer attached a 5-page comment w/pics about the pros and cons to these routes.	As a cyclist, I avoid 5 <sup>th</sup> St altogether.
Traffic flow	Bicycle traffic on 5 <sup>th</sup> St. corridor should be allowed, if not encouraged, to use the sw on both sides of the street. This diversion will get the cyclists out of the vehicle traffic lanes.	
Traffic flow	Encourage a bike path or lane down 3 <sup>rd</sup> .	Generally, I think 5 <sup>th</sup> works pretty well. Could use a light and crosswalk somewhere around the fire station.
Visibility	Remove bush on D St. approaching 5 <sup>th</sup> from the north. Bush blocks view of traffic coming from the east.	
Study		The study must encompass the area bounded by A & L from Olive to 8 <sup>th</sup> and include consideration of equity for all forms of movement including ped, buses, delivery vehicles, bikes, emergency vehicles, and autos.
Sensibility		How is this project being paid for and would the money be better spent on repairing the existing streets in our city? Spending millions to perhaps not make a street substantially better is not good use of funds. It is kinda like what federal and state gov is guilty of "pork barrel spending."
Traffic flow	Slow traffic down. Divert traffic to Covell.	There needs to be more safe places for peds to cross on 5 <sup>th</sup> St. Even the new flashing light at Russell & California is ignored by drivers. I use 5 <sup>th</sup> to cross town from my W Davis home. I am aware that the speed of traffic encourages in-attention. It is difficult to stop for a ped given the speed, two lanes, and traffic volume. I am in favor of facilitating ped and bikes making driving less convenient.

## 5<sup>th</sup> Street Corridor

### Issues / Comments / Solutions

Traffic flow		I would be concerned if the 5 <sup>th</sup> St. solution would cause a substantial increase in traffic on 8 <sup>th</sup> St. No corridor (3 <sup>rd</sup> , 4 <sup>th</sup> , or 5 <sup>th</sup> ) would be unacceptable, but 5 <sup>th</sup> is closer for my normal bike route.
Safety		Safer crossing of 5 <sup>th</sup> by peds and bikes. Better signal timing at F & G. How to best integrate any transitions at A, B, and L streets. Keeping traffic speeds on 5 <sup>th</sup> to a safe <30mph. Need to use bike & ped LOS to evaluate any changes! Look at overall, not just peak.
Safety	Ped crossings on 5 <sup>th</sup> at: C, D, E, I, J, and K. No road diet!! No left turn from 5 <sup>th</sup> onto D, E, I, J, K.	
Traffic flow		Some changes could be good for circulation of peds, bikes, cars and trucks. But leery of squeezing cars and trucks with road diet or calming measures. Could make it less attractive for drivers to use 5 <sup>th</sup> , then they will go to peripheral shopping instead and downtown businesses will suffer.
Traffic flow		Since 5 <sup>th</sup> opened up past Pole Line and Pole Line over crossing, 5 <sup>th</sup> between A-G has become a dangerous impediment to foot/bike traffic. Nothing was done to mitigate for this increase in traffic and should have been. The bizarre outcome is that by opening up downtown and the new suburban growth, it has isolated old north for downtown. This means that the neighborhood that can best walk/bicycle to downtown is isolated and the car traffic, which complains about lack of parking is further encouraged. It make no sense.
Traffic flow	Improve bike & ped crossing of 5 <sup>th</sup> at D if possible. Maybe a lit crosswalk that is activated by peds (lights in pavement) or a regular flashing red light activated by peds and bikes. Coordinate timing of signals at B & F so peds and bikes can expect a gap in 5 <sup>th</sup> St. traffic.	I use D to cross 5 <sup>th</sup> in order to not be surrounded by cars and exhaust like at the light at B or F.

## 5<sup>th</sup> Street Corridor

### Issues / Comments / Solutions

Traffic flow	A smooth bike link from UCD bike path along A to 4 <sup>th</sup> through the park would be useful.	When in a hurry, I use Russell coming in from W Davis. Central Park has been a barrier to E/W traffic ever since 4 <sup>th</sup> was closed there.
Safety	If a dedicated bike path is not a possibility between A & L, please make easy to read signage directing bikers how to navigate between the two safely. Add a bike path through Central Park @ 4 <sup>th</sup> and promote 4 <sup>th</sup> from A – L as a bike route.	N/S pedestrian access is hazardous throughout C – E streets especially. I am not for a road diet but I do think traffic moves to quickly between B & L, it is extremely unsafe for everybody, let alone the n/s pedestrians. But, if lanes disappear on 5 <sup>th</sup> the traffic will move to 8 <sup>th</sup> and there are many more students there.
Traffic flow	Impact on 8 <sup>th</sup> should be addressed. 8 <sup>th</sup> is the primary bike route between east Davis & UCD, between east & old north and Caesar Chavez elementary (young and inexperienced riders) and old west and Holmes JHS. 8 <sup>th</sup> is already tricky east of F and at 8 <sup>th</sup> and J intersection. Restricting vehicles on 5 <sup>th</sup> may push cars onto 8 <sup>th</sup> which will seriously impact this bike corridor.	
Traffic flow		I ride all over downtown. Typically I ride on sw. Yes, using 8 <sup>th</sup> is an option but requires crossing to north side of 8 <sup>th</sup> . Widening 5 <sup>th</sup> to create a greenbelt like paths would be great!
Traffic flow	Leave 5 <sup>th</sup> like it is. If you don't all the traffic will move to 8 <sup>th</sup> . 8 <sup>th</sup> is a major bike highway, from UCD students/employees to little kids riding to school. Changing the density of traffic on 8 <sup>th</sup> would seriously endanger these bike riders. Leave bike riders on 3 <sup>rd</sup> and 8 <sup>th</sup> and cars on 5 <sup>th</sup> !	People on side streets will have difficulty crossing 8 <sup>th</sup> in cars and on foot if traffic moves there. Most serious bike riders will not ride on 5 <sup>th</sup> because it is dangerous. They get around on 3 <sup>rd</sup> & 8 <sup>th</sup> and the lettered streets. This is adequate and a good division of transportation; bikes on some streets and cars on others. If the city really needs to accommodate bikes on 5 <sup>th</sup> then copy what exists on Covell, bike lane on north sidewalk and pedestrians on south sidewalk.

## 5<sup>th</sup> Street Corridor

### Issues / Comments / Solutions

Traffic flow	Keep 4 lanes of traffic on 5 <sup>th</sup> . Improve operation of signals on 5 <sup>th</sup> at F & G by adding sensors for traffic and buttons for pedestrians, and making signals activated instead of working on a fixed cycle 24/7 that gives green to side streets when there is no traffic. Encourage use of 8 <sup>th</sup> for bikes and discourage the use of 5 <sup>th</sup> . If you add a signal for pedestrian crossing of 5 <sup>th</sup> , put it at D. Extend route for bikes on 4 <sup>th</sup> by building bike lane in Central Park and one on 6 <sup>th</sup> through Civic Center Park.
Traffic flow	I am concerned about creating more traffic on A St. If Russell is reduced to one lane, do not encourage motorists to turn north on A to avoid traffic on Russell / 5 <sup>th</sup> . That would be pushing the problem from one place to another. Full volume of traffic must be considered for the corridor allowing for future increases in traffic

#### Question #2 – What additional data or information would help assist in further assessing the Fifth Street corridor?

Issue	Solution	Comments
Accident data	Tabulate and classify accidents data since new signals	
Visibility	Clear plants at intersections to improve visibility	Short people and low cars can not see
Visibility	Hard to see around plants @ 5 <sup>th</sup> & J, safety issue. City has trimmed plants but not enough. Why not put 4-ways stops like 8 <sup>th</sup> & J? Turn light at F & G great idea. Hard to get across from E St.	With budget tight as you say, “Why fix it if it isn’t broke?” I have lived on J St. for 50 years. Why did you take the stop light out years ago?
Bike problem	On “J” St. crossing 5 <sup>th</sup> , n/bound there is a steep downgrade.	I have fallen 3 times going through there.
Traffic modeling	Modeling for 5 <sup>th</sup> St. needs to consider how changes to 5 <sup>th</sup> will affect traffic patterns on 3 <sup>rd</sup> and 4 <sup>th</sup> to the south and 6 <sup>th</sup> and 7 <sup>th</sup> to the north. Would be good to include a report of how effective (or not) the new timing of lights on G & G has been in reducing accidents and in streamlining traffic flow.	
Safety		What is realistic, given the FD needs?

## 5<sup>th</sup> Street Corridor

### Issues / Comments / Solutions

Traffic flow data	If current traffic flow data is out of date, collect again. Various means to keep traffic within posted speed limits need to be thoroughly evaluated. Feasibility of additional traffic control between C and E St needs to be considered (crosswalks, pedestrian operated stop lights, median strips?)	
Safety	N/S painted crosswalks at C to E intersections might make drivers more aware of pedestrians. Traffic seems to move faster than 30 and is quite treacherous (at times) to cross 4 lanes.	I use the L to B section of 5 <sup>th</sup> St. primarily as a pedestrian. I try to use the stop lights when possible. I have witnessed several near accidents cars/ped.
Traffic flow data	Accident statistics, computer based virtual model.	Good luck!
Traffic flow data	Trip records are important for 3 <sup>rd</sup> and 4 <sup>th</sup> St.	
Traffic flow data	Police and tally bicyclist illegal actions and lack of lights at night. Publicize data. Widen 5 <sup>th</sup> between B & C so E/W bikes can link to bike path on Russell	If lanes are reduced, cars would still have to turn right and left in front of bikes causing serious hazards. Redirect cross traffic or make crossing safer.
Traffic flow	Look to other municipalities, someone must have invented the wheel.	
Safety	Ped and cycle use on 5 <sup>th</sup> needs to be studied including accident reports.	
Traffic flow data	Use bike and ped counts. Compare counts before and after lights at F & G.	What would it take to connect E Davis w/campus? Why is posted speed so fast & not enforced? Crown of street seems too high.
Traffic flow	5 <sup>th</sup> is the smoothest street in the area. 3 <sup>rd</sup> and 4 <sup>th</sup> are too bumpy and to many stop signs.	
Safety	Would like a traffic light at 5 <sup>th</sup> and D to facilitate crossing the intersection. This light could accommodate ped crossing 5 <sup>th</sup> who are approaching from C, D, or E Streets.	
Traffic flow	Movement in and out of core area by what modes of transport? What future movements are anticipated when UCD reaches its maximum size and Target is open for business.	
Environment	Would love an analysis of how the current configuration contributes to our city's carbon footprint. Also for the alternatives as well.	I am a Davis Chambers member who would prefer to put our planet's well being above the convenience of shopping opportunities.

## 5<sup>th</sup> Street Corridor

### Issues / Comments / Solutions

Traffic flow	Need current bike/ped counts on and crossing 5 <sup>th</sup> .	Does the long timing at F & G cause motorists to divert to 8 <sup>th</sup> , 4 <sup>th</sup> or 3 <sup>rd</sup> ?
Traffic flow		I would like to see a very short trial of the road diet.
Safety		E & 5 <sup>th</sup> has high collisions but what kind? Rear ended waiting to get a green light at F? Or trying to get out of downtown (north on E) and sitting and getting hit by 5 <sup>th</sup> St. cars?
Traffic flow	What portion of traffic on 5 <sup>th</sup> is just passing through and what portion is going downtown. If traffic is mostly pass-through, they could use Covell or 8 <sup>th</sup> or the freeway.	
Traffic flow		Data at open house shows that 5 <sup>th</sup> has twice as much traffic as F St. Traffic data for other 2-lane streets should have been included for public consideration.
Road diet	If the 5 <sup>th</sup> St road diet is to be seriously considered again, we need more data, examples of how much vehicle traffic can be accommodated on road diet streets elsewhere. More particularly, this data needs to be emphasized in public discussions so we don't get trapped in disagreements based on feelings and being misinformed.	
Road diet	What would it cost to purchase a small slice of property of each lot fronting 5 <sup>th</sup> from A to L in order to build a bike path? Maybe it could be done in sections. Has Davis considered "bike blvds" like Berkeley?	
Traffic flow	Traffic data including bikes during school and UCD commute hours.	
Traffic flow	Review hourly directional vehicle volumes on 5 <sup>th</sup> east and west bound, they appear balanced, but if not consider keeping 3 lanes and making the middle lane reversible depending on flow.	I doubt if there is enough room, but the only way a lane could be taken for bike use would be if round-a-bouts can be constructed at each intersection. Would need to designate a different route for trucks.

# 5<sup>th</sup> Street Corridor

## Issues / Comments / Solutions

<p>Traffic flow</p>	<p>A really good computer simulation model is needed for scenario testing. Also assess the changes in traffic since changing the lights at 5<sup>th</sup> and F and G streets. Maybe the city should start buying parcels on 5<sup>th</sup> street to create a large blvd to accommodate future increases in traffic. Do not just plan for existing volume, that is too short-sighted.</p>	
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### Large Comment Sheets

- Don't fix it, it ain't broken
- Thanks for the opportunity to provide early comments
- Why is this on Drexel rather than on 5<sup>th</sup> (like at city hall)? You are likely to get a disproportionate response from a vehicle driver and north/east resident perspective as opposed to a pedestrian and downtown resident perspective.
- A downtown resident's perspective, the 5<sup>th</sup> corridor is dangerous with too much speed. Thanks for the chance to respond.
- Leave 5<sup>th</sup> St as it is, including the 30 mph. With the city finance situation, we don't have to spend money on a major change. Make 4<sup>th</sup> St. an east bound lane to L St. and 5<sup>th</sup> west bound. There would be 2 one-way streets with plenty of room for bike lanes.
- All of you who don't bike don't know what you are missing – but bike numbers are growing. I bike with five 80+ year olds to Winters. We need to be safe to convert to healthy, less polluting ways of transportation. Fix 5<sup>th</sup>. Bikes make for healthier minds, emotions, and bodies. Keep us safe. F St works with 2 lanes. (Someone else made a comment here: and with half the traffic of 5<sup>th</sup>!)
- If no bike lanes striped on 5<sup>th</sup>, fix the bike path junction at the L St. intersection. Blind corner in bike path, SE corner of 5<sup>th</sup> & L. Also come up with safest way for bikes to get from 5<sup>th</sup> east of L to downtown. Bike lanes on 5<sup>th</sup> would be best. But if a decision is made to keep it the way it is, the way for bikes should be made safer and easier to navigate.
- Make the sidewalks available to bicyclists along the 5<sup>th</sup> St. corridor on both sides of the street from A to L.
- If bikes just have to go down 5<sup>th</sup>, walk your bike on the sidewalk 5<sup>th</sup> St. is finally working, don't mess it up!
- Need to keep 4 lanes. A reduction in the number of lanes would make it harder and take more time to cross 5<sup>th</sup> at F & G Streets. The signal time would need to be longer. This would potentially cause concern to downtown businesses. Would also shift more traffic to 8<sup>th</sup> St. creating problems there.