

STAFF REPORT

March 10, 2022

TO: Bicycling, Transportation, and Street Safety Commission

FROM: Terry Jue, Associate Civil Engineer
Jennifer Donofrio, Bicycle and Pedestrian Coordinator
Brian Abbanat, Senior Transportation Planner

SUBJECT: Fourteenth Street / Oak Avenue Demonstration Project Results

Recommendation

Receive presentation and provide feedback on:

1. Fourteenth Street / Oak Avenue Demonstration Project
2. Policy Issues to Resolve for Fourteenth Street / Villanova Drive Improvements (F Street to Sycamore Ln).
3. Provide any comments or recommendations on the Fourteenth Street / Villanova Drive Improvements 60% design, independent of Recommendation #2, above.

Background and Analysis

Historical Context

In June 2015, the City of Davis submitted a grant application under the SACOG Regional/Local funding program which provides funding for maintenance and improvements projects. The City was awarded \$992,000 for this project on Fourteenth Street from F Street to Oak Avenue and Villanova Drive from Anderson Road to Sycamore Lane. These included designated "High Priority" safety improvements for North Davis Elementary School from the City's Walk/Bike Audit Report. While the work was originally scoped for road rehabilitation, buffered bike lanes, intersection curb extensions, pedestrian refuge islands, restriping crosswalks, and green bike lane striping, community input will further shape the project.

In 2014, the City completed a Walk/Bike Audit Report, informed by extensive public outreach at all elementary and junior high schools, including North Davis elementary. This input established baseline improvements to the corridor in the City's grant application. In February 2015, Staff introduced to the Bicycling, Transportation, and Street Safety Commission (BTSSC) for input the basic project framework for submittal of the grant application to the SACOG Regional/Local funding program.

In July 2017, after the project was awarded funding by SACOG, Staff again sought input from the BTSSC to discuss the baseline improvements.

While no formal action was taken, commissioners made the following comments:

1. Due to the high non-motorized activity levels with adjacent institutional uses on Fourteenth Street and because this corridor is part of a primary east-west bicycling connection across the city (including a key segment of the 13-mile Davis bike loop), this project warranted exploration of more substantive improvements than those originally scoped in grant application in June 2015.
2. The interior segment of Villanova Drive between Anderson Road and Oak Avenue should also be considered for inclusion in the project.

In winter 2018 Staff issued a Request for Proposals and selected Alta Planning + Design to provide engineering services for the project. Between winter and summer 2018, Staff and consultants conducted additional corridor analysis and community outreach to develop design concepts for more comprehensive improvements. Outreach included stakeholder interviews and a community open house in spring 2018. The process resulted in the following challenges the project design will hope to address:

- *Speeding*: Cars speeding through the corridor.
- *Congestion*: Heavy traffic during school start and end times.
- *Cars in Bike Lanes*: Pick-up/drop-off occurring in the bike lanes.
- *Intersection Safety*: Additional controls and direction to improve safety for pedestrian and bicyclists, especially youth.
- *Driveway Conflicts*: Multiple driveways are difficult to navigate safely as a pedestrian or bicyclist.
- *Bus Stop Visibility*: Buses and other vehicles block visibility of pedestrians and bicyclists crossing 14th Street.
- *Trees and Shade*: Desire for more shade to improve comfort for pedestrians and bicyclists using the corridor.
- *Parking Needs*: Desire for more school and institution parking.
- *Re-Purpose Center Lane*: This space could be used for other purposes.

Additional information can be found at the project website below:

<https://www.cityofdavis.org/city-hall/improvement-projects/fourteenth-street-villanova-drive-improvements>

Design and Demonstration Project

Current Design Status

Design progressed to 60% completion excepting the Fourteenth Street and Oak Ave intersection for which design was proving a challenge given right-of-way and cost constraints. Several design concepts were sketched and Staff settled on a preferred alternative, however, Staff felt the design should be tested in the field prior fully committing. Attachment 1 represents the 60% drawings and reflects the current state of design development.

Demonstration Project

A demonstration project to test a temporary, stop-controlled protected intersection at Fourteenth Street and Oak Ave and a proposed two-way cycle-track on Fourteenth Street between Oak Ave and B Street was scheduled for March 2020. The purpose was to test the intersection design's functionality and community response to the two-way cycle-track as proposed in the 60% drawings under "peak" conditions. However, the Covid pandemic required postponement as the design couldn't be tested under "peak" conditions with the school district holding classes remotely.

In November 2022 conditions were finally in place to launch the demonstration project between November 8 and 12. Attachment 2 illustrates the demonstration project design layout.

Demonstration Project Design Principles

- Fourteenth & Oak Stop-Controlled Protected Intersection: Staff and consultant observations and community feedback of this intersection in its current condition reveal significant unpredictable, disorganized traffic movements, safety concerns, and overall stressful for all users, particularly for bicyclists and pedestrians. Contributing to this environment are the number of vehicles entering the intersection at a time, enabled by left turn lanes from the east/west legs, through travel lanes at all legs, and bicycle lanes at all legs, which drivers use as a de-facto right-turn lane.

The demonstration project's design philosophy was to improve safety and reduce stress by 1) reducing the number of vehicles that can enter the intersection by eliminating the east/west left turn lanes; 2) provide less stressful, protected bicycling facilities approaching and through the intersection, ensuring separation between bicycles and vehicles; and 3) provide higher visibility crosswalks with shorter crossing distances to reduce pedestrian exposure risk to cars entering/exiting the intersection.

- Fourteenth Street Two-Way Cycle Track (north side): A natural companion to the Fourteenth & Oak intersection design demonstration was to include the two-way cycle track proposed in the 30% and 60% drawings. This on-street, protected bicycling facility functions similar to the City's multi-use paths except pedestrians and bicyclists are separated from each other. The purpose is to provide a safer, more comfortable, less stressful experience for bicyclists of all ages and abilities to reach the many institutional destinations on the north side of the street. A driver's experience interfacing with the cycle-track is similar to that of multi-use paths at many neighborhood shopping centers such as The Marketplace, Oak Tree Plaza, and Oakshade Commons.

Demonstration Project Results

The technical memo (Attachment 3) offers professional insight and observations of the Fourteenth Street demonstration project. City transportation consultants Fehr & Peers will also present these findings at the March 10 BTSSC meeting. Key findings in the

technical memo follow:

- During the morning arrival time for the schools the queue was observed to extend from the intersection to just before Anderson Road.
- Vehicles seemed to have a clearer indication of right-of-way, yielding appropriately for opposing vehicle, bicycle, and pedestrian movements with the elimination of the left turn pockets.
- Eastbound vehicles on West Fourteenth Street pulling into the student parking lot in the AM peak hour would consistently queue roughly 200 feet, utilizing the two-way left turn lane as a left turn pocket.
- The westbound queue on West Fourteenth Street at Oak Avenue during the PM peak hour would consistently queue back to the student parking lot exit, restricting sight distance for vehicles making a left turn out of the student parking lot.

A community survey was also conducted during the demonstration project, which received over 600 responses. Survey respondents' perceptions were overwhelmingly negative about the Fourteenth Street / Oak Avenue intersection design concept and two-way cycle track.

A brief summary of survey responses follows. A more detailed summary can be found in Attachment 4.

Category	Response	% (approx.)
Respondents	Drivers	85%
	Bicyclists	9%
	Pedestrians	6%
	Total	100%
Perception of Demonstration Project	More Safe	19%
	Less Safe	51%
	Same as Usual	30%
	Total	100%

The vast majority of respondents were drivers, who did not perceive the project favorably. Common complaints included:

- Unacceptable traffic congestion levels.
- Temporary delineators creating confusing, cluttered environment.
- Travel lane delineators channelizing vehicles at intersection approaches felt uncomfortable and unsafe.
- Confusing striping and markings.
- Tight turning radius at intersection corners and driveways.
- Potential for traffic diversion to other residential streets.

Commissioners are encouraged to view the 30-minute video footage of the Fourteenth Street & Oak Avenue intersection at the below link:

Fourteenth / Oak Intersection 30-minute Video:

<https://www.youtube.com/watch?app=desktop&v=zPHbf0frznA&feature=youtu.be>

Staff Conclusions

A challenge of a demonstration project is that because temporary materials are used, it doesn't "look" like a final constructed project and instead it looks incomplete, like an in-progress construction project. Staff's objective was to understand operational impacts and as a result, many complaints relating to the visual environment and tight turning radii can be addressed through different materials and more forgiving road geometry.

Staff generally believe that the improved function and safety of the stop-controlled, protected Fourteenth Street / Oak Ave intersection warrants continued consideration for final design. However, several policy/design issues will warrant additional analysis between now and completion of design.

Policy / Design Issues to Resolve

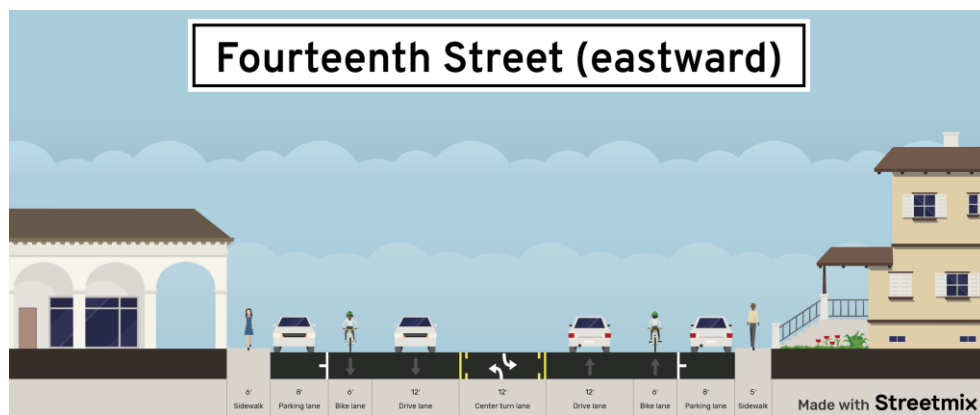
Fourteenth Street / Oak Ave Intersection

While the intersection's internal operations functioned as desired (i.e. slower speeds, more predictable movements, fewer conflicts), staff recognizes that traffic congestion worsened than under current conditions. Conceivably, the left turn lanes could be restored in a final design, providing some congestion relief while retaining many of the design's safety benefits.

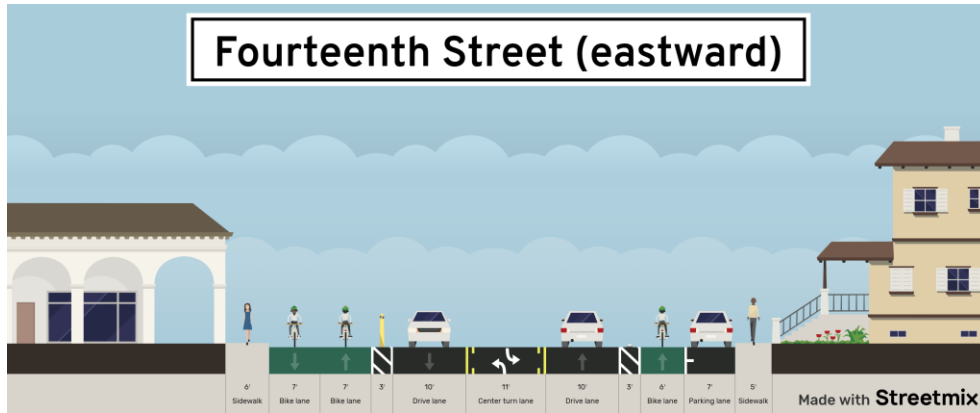
Fourteenth Street (Oak Ave to B Street)

North side on-street parking was eliminated to accommodate the temporary two-way cycle-track. It is not possible to fit within the existing right of way the two-way cycle-track, on-street parking, a travel lane, and center turn lane on the north side while complying with City street design standards. The 30% and 60% drawings propose removing the center turn lane, in which case all the other features could fit. However, given observed center turn lane queuing into the high school parking lot, staff believes its elimination will result in unacceptable congestion blocking through traffic from the travel lane in the AM peak. Thus, the policy/design issue to resolve follows:

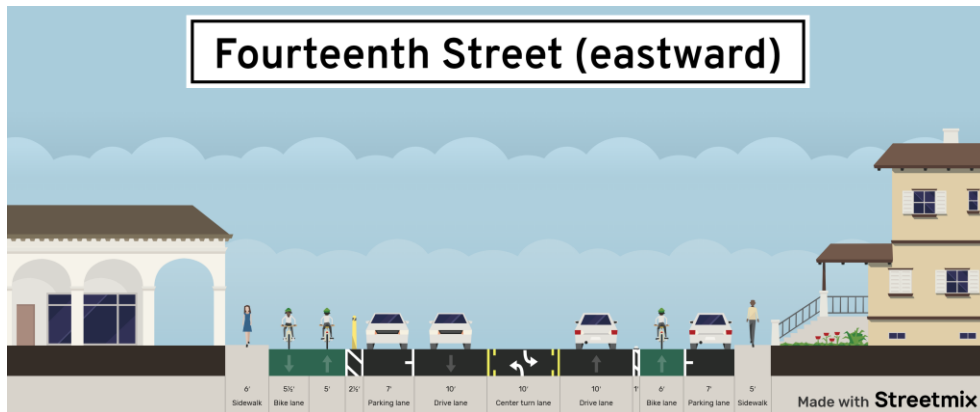
Existing Conditions



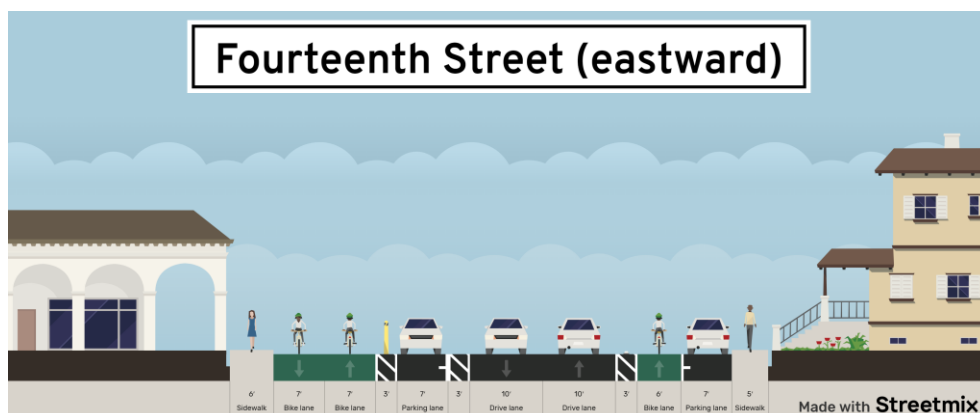
Option 1: Eliminate on-street parking, north side, to accommodate the two-way cycle-track consistent with City design standards.



Option 2: Reduce cycle-track width to provide space for both on-street parking (between cycle-track and travel lane) and center turn lane.



Option 3: Accept higher congestion levels by eliminating center turn lane to accommodate cycle-track consistent with City design standards and on-street parking (between cycle-track and travel lane).



Next Steps

Staff will need to resolve the policy/design issues prior to finalizing the project's design. Additional internal discussions, with stakeholders such as DJUSD, and the broader community to determine the design features that best balance the safety and comfort needs for the most vulnerable users (i.e. bicyclists and pedestrians) while recognizing reasonable access needs for drivers. Staff and consultants will initiate final design in spring 2022 and return to the community and the BTSSC in late spring/early summer 2022 with proposed final design assumptions prior to initiating construction, which is currently scheduled for summer 2023.

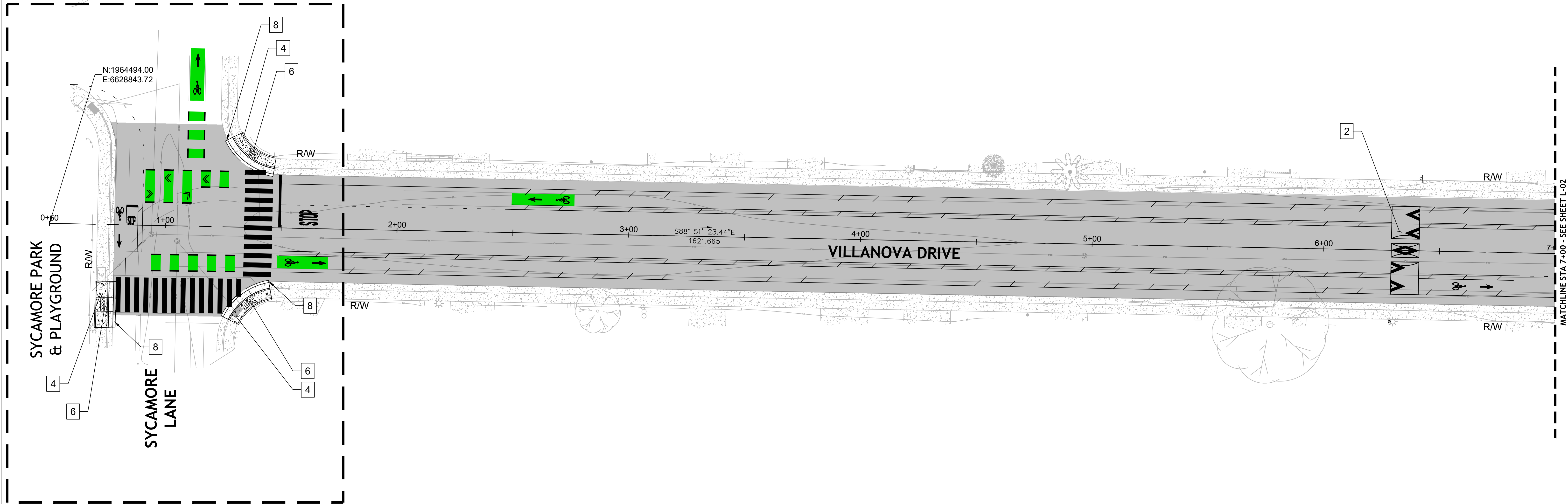
Recommendations

Staff requests BTSSC provide review and provide feedback on the November 2021 demonstration project in the context of the attached 60% design drawings for the larger Fourteenth Street / Villanova Drive Improvements project, which will help inform design assumptions moving forward. Staff also welcomes feedback from the commission on the larger project as well.

Attachments

1. Fourteenth Street / Villanova Drive (F Street to Sycamore Ln) 60% Design Drawings
2. Fourteenth Street Demonstration Layout (Oak Ave to B Street)
3. Technical Memo
4. Community Survey Results
5. Link to 30-minute video of Fourteenth / Oak Intersection:
<https://youtu.be/zPHbf0frznA>

SEE SHEET G-01 FOR GRADING
PLAN AT THIS LOCATION



CONSTRUCTION NOTES (THIS SHEET ONLY):

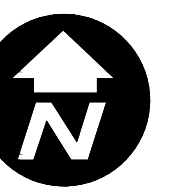
- 2 CONSTRUCT SLOTTED SPEED HUMPS PER DETAIL 5, SHEET D-01
- 4 CONSTRUCT TYPE C CURB RAMP PER CALTRANS STD. PLAN A88A
- 6 FURNISH AND INSTALL TACTILE DETECTABLE WARNING SURFACE PER CALTRANS STD. PLAN A88A
- 8 INSTALL HMA PLUG

GENERAL NOTES (THIS SHEET ONLY):

- 1. FOR DEMOLITION, GRADING, AND ENVIRONMENTAL CONTROL SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-1, KEY MAP.
- 2. FOR NOTES, LEGEND AND ABBREVIATIONS SEE SHEET GN-01.
- 3. SEE SHEET SS-01 FOR SIGNING AND STRIPING AT THIS LOCATION

LEGEND:

- DETECTABLE WARNING SURFACES
- CONCRETE SIDEWALK/PATHWAY
- LIMITS OF MICROSURFACING AND STRIPING REMOVAL



REV.	DATE	DESCRIPTION	BY



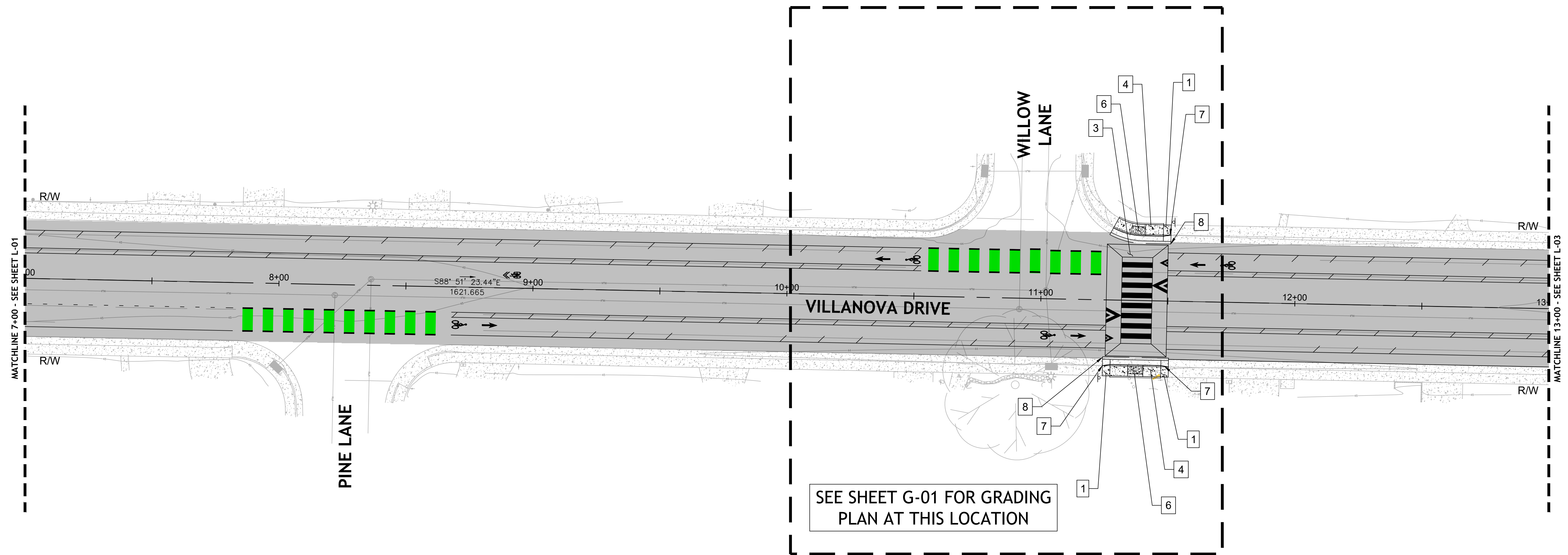
14th STREET / VILLANOVA DRIVE CORRIDOR
LAYOUT PLANS
C.I.P. # 8282

100 WEBSTER ST, SUITE 300
OAKLAND, CA 94607
(510) 540-5008



CITY OF DAVIS
PUBLIC WORKS DEPARTMENT

DESIGNED BY:	DATE: 8/16/2018
CHECKED BY:	
DRAWN BY:	
SHEET 9 OF 46 SHEETS	
DWG. NO. L-01	



CONSTRUCTION NOTES (THIS SHEET ONLY):

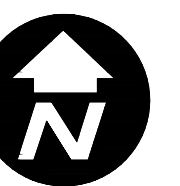
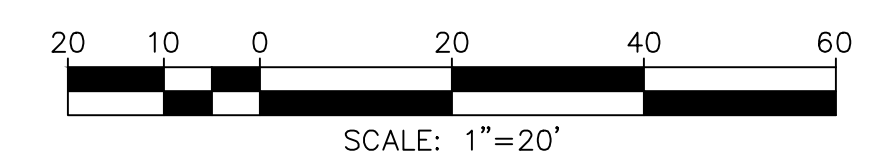
- 1 CONSTRUCT SIDEWALK PER DETAIL 1 AND DETAIL 2, SHEET D-01
- 3 CONSTRUCT SPEED TABLE RAISED CROSSWALK PER DETAIL 6, SHEET D-01
- 4 CONSTRUCT TYPE C CURB RAMP PER CALTRANS STD. PLAN A88A
- 6 FURNISH AND INSTALL TACTILE DETECTABLE WARNING SURFACE PER CALTRANS STD. PLAN A88A
- 7 CONSTRUCT CURB TRANSITION PER DETAIL 7, SHEET D-01
- 8 INSTALL HMA PLUG

GENERAL NOTES (THIS SHEET ONLY):

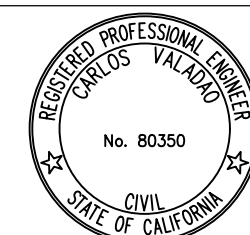
- 1. FOR DEMOLITION, GRADING, AND ENVIRONMENTAL CONTROL SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-1, KEY MAP.
- 2. FOR NOTES, LEGEND AND ABBREVIATIONS SEE SHEET GN-01.
- 3. SEE SHEET SS-02 FOR SIGNING AND STRIPING AT THIS LOCATION

LEGEND:

- DETECTABLE WARNING SURFACES
- CONCRETE SIDEWALK/PATHWAY
- LIMITS OF MICROSURFACING AND STRIPING REMOVAL



REV.	DATE	DESCRIPTION	BY



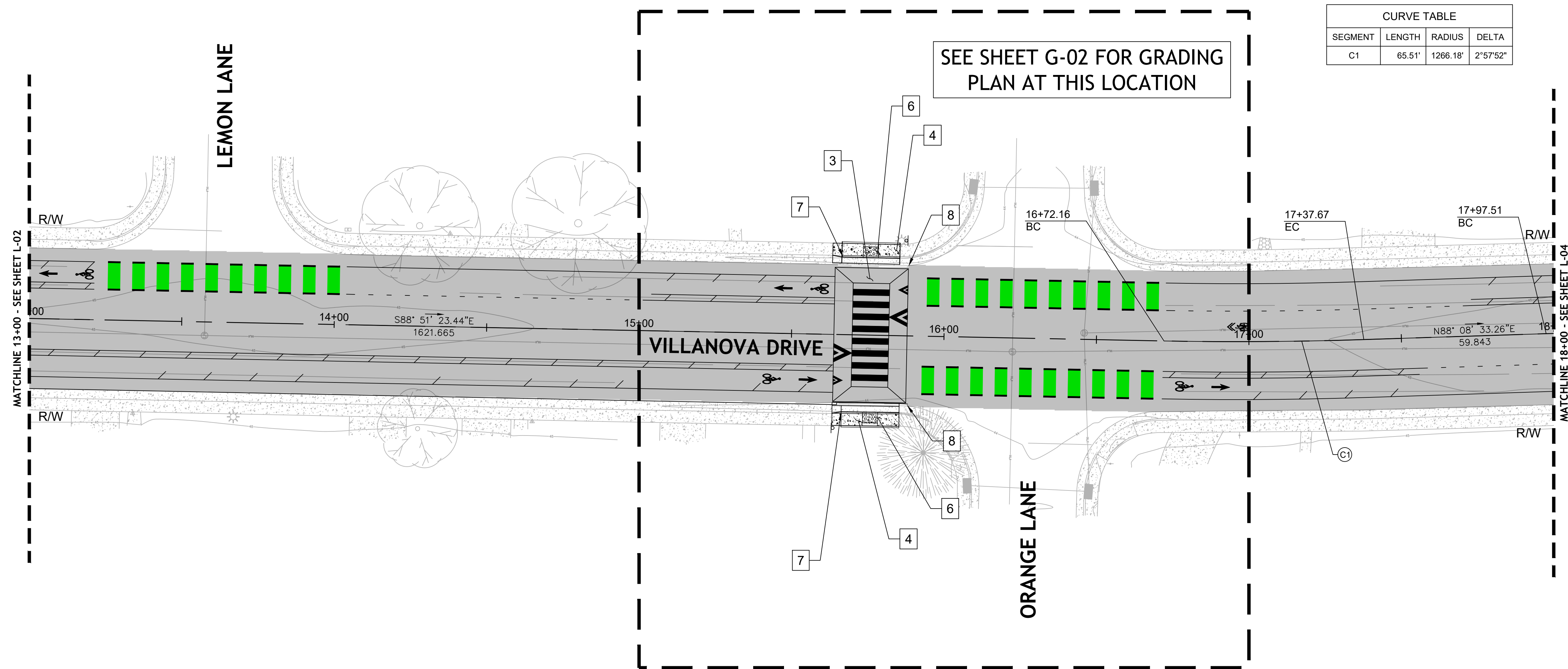
14th STREET / VILLANOVA DRIVE CORRIDOR
 LAYOUT PLANS
 C.I.P. # 8282

100 WEBSTER ST, SUITE 300
 OAKLAND, CA 94607
 (510) 540-5008



CITY OF DAVIS
 PUBLIC WORKS DEPARTMENT

DESIGNED BY:	DATE: 8/16/2018
CHECKED BY:	
DRAWN BY:	
SHEET 10 OF 46 SHEETS	
DWG. NO. L-02	



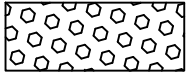
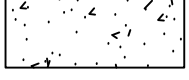

CONSTRUCTION NOTES (THIS SHEET ONLY):

- 3 CONSTRUCT SPEED TABLE RAISED CROSSWALK PER DETAIL 6, SHEET D-01
- 4 CONSTRUCT TYPE C CURB RAMP PER CALTRANS STD. PLAN A88A
- 6 FURNISH AND INSTALL TACTILE DETECTABLE WARNING SURFACE PER CALTRANS STD. PLAN A88A
- 7 CONSTRUCT CURB TRANSITION PER DETAIL 7, SHEET D-01
- 8 INSTALL HMA PLUG

GENERAL NOTES (THIS SHEET ONLY):

- 1. FOR DEMOLITION, GRADING, AND ENVIRONMENTAL CONTROL SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-1, KEY MAP.
- 2. FOR NOTES, LEGEND AND ABBREVIATIONS SEE SHEET GN-01.
- 3. SEE SHEET SS-03 FOR SIGNING AND STRIPING AT THIS LOCATION

LEGEND:

-  DETECTABLE WARNING SURFACES
-  CONCRETE SIDEWALK/PATHWAY
-  LIMITS OF MICROSURFACING AND STRIPING REMOVAL



REV.	DATE	DESCRIPTION	BY



14th STREET / VILLANOVA DRIVE CORRIDOR

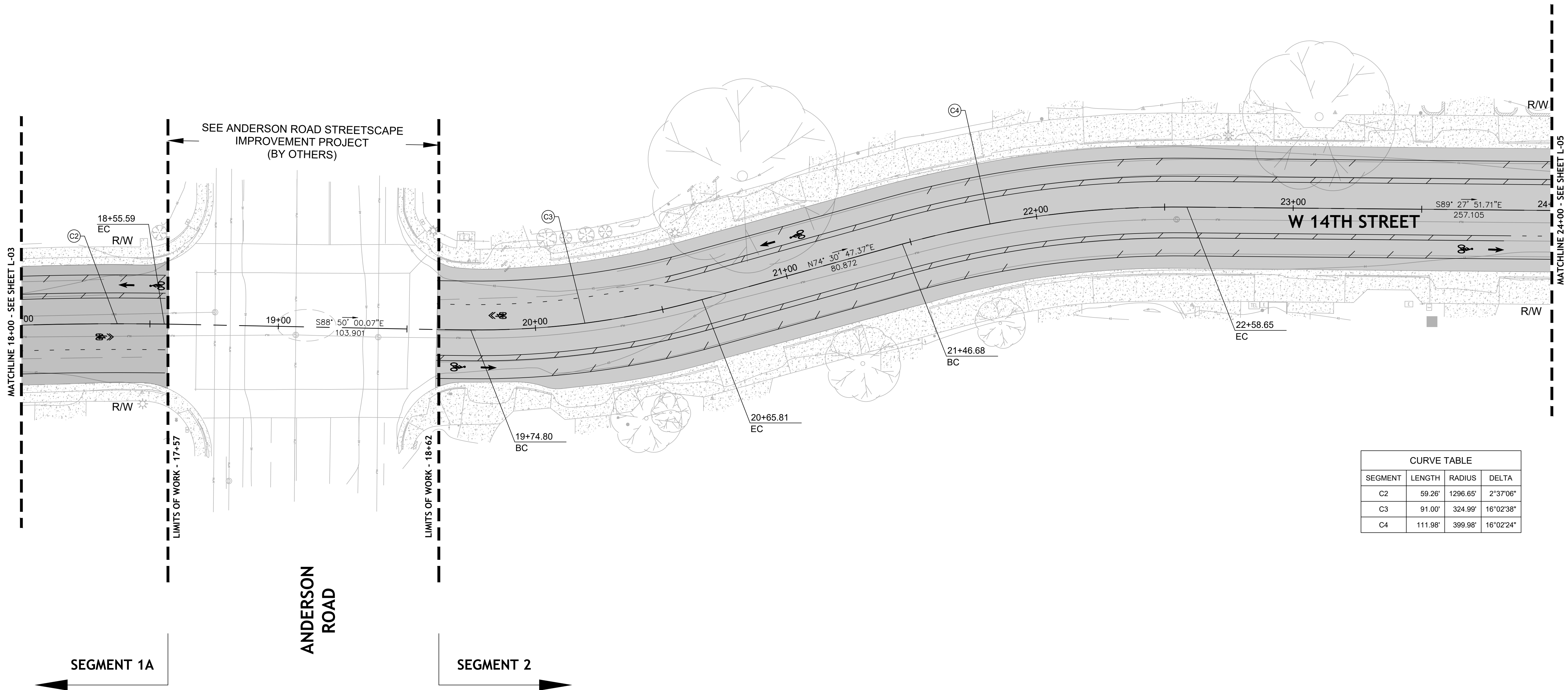
LAYOUT PLANS
C.I.P. # 8282

100 WEBSTER ST, SUITE 300
OAKLAND, CA 94607
(510) 540-5008



CITY OF DAVIS
PUBLIC WORKS DEPARTMENT

DESIGNED BY:	DATE: 8/16/2018
CHECKED BY:	
DRAWN BY:	
SHEET 11 OF 46 SHEETS	
DWG. NO. L-03	



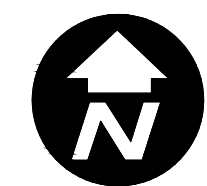
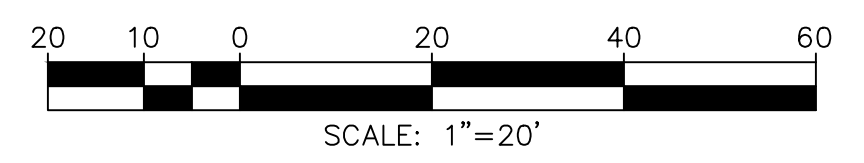
CURVE TABLE			
SEGMENT	LENGTH	RADIUS	DELTA
C2	59.26'	1296.65'	2°37'06"
C3	91.00'	324.99'	16°02'38"
C4	111.98'	399.98'	16°02'24"

GENERAL NOTES (THIS SHEET ONLY):

1. FOR DEMOLITION, GRADING, AND ENVIRONMENTAL CONTROL SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-1, KEY MAP.
2. FOR NOTES, LEGEND AND ABBREVIATIONS SEE SHEET GN-01.
3. SEE SHEET SS-04 FOR SIGNING AND STRIPING AT THIS LOCATION

LEGEND:

- DETECTABLE WARNING SURFACES
- CONCRETE SIDEWALK/PATHWAY
- LIMITS OF MICROSURFACING AND STRIPING REMOVAL



REV.	DATE	DESCRIPTION	BY



14th STREET / VILLANOVA DRIVE CORRIDOR
 LAYOUT PLANS
 C.I.P. # 8282

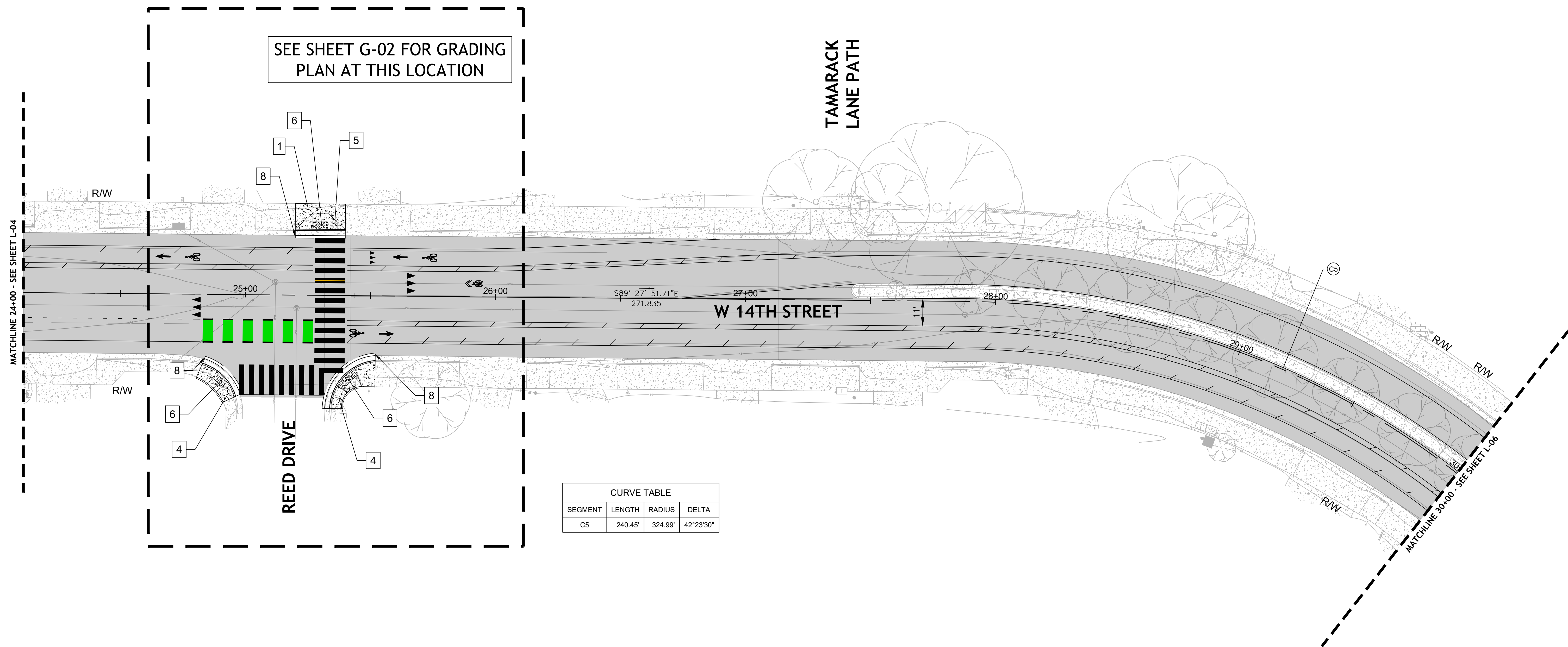
100 WEBSTER ST, SUITE 300
 OAKLAND, CA 94607
 (510) 540-5008



CITY OF DAVIS
 PUBLIC WORKS DEPARTMENT

DESIGNED BY:
 CHECKED BY:
 DRAWN BY:
 SHEET 12 OF 46 SHEETS

DATE: 8/16/2018
 DWG. NO. L-04



CONSTRUCTION NOTES (THIS SHEET ONLY):

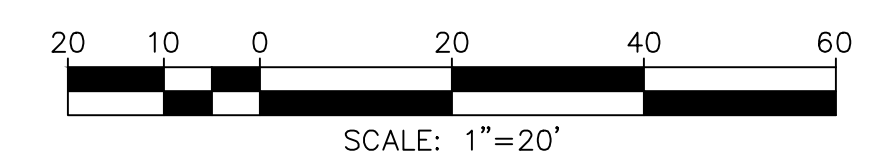
- 1 CONSTRUCT SIDEWALK PER DETAIL 1 AND DETAIL 2, SHEET D-01
- 4 CONSTRUCT TYPE C CURB RAMP PER CALTRANS STD. PLAN A88A
- 5 CONSTRUCT TYPE A CURB RAMP PER CALTRANS STD. PLAN A88A
- 6 FURNISH AND INSTALL TACTILE DETECTABLE WARNING SURFACE PER CALTRANS STD. PLAN A88A
- 8 INSTALL HMA PLUG

GENERAL NOTES (THIS SHEET ONLY):

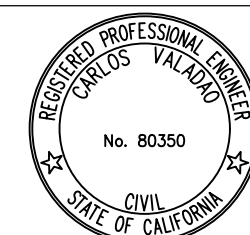
- 1. FOR DEMOLITION, GRADING, AND ENVIRONMENTAL CONTROL SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-1, KEY MAP.
- 2. FOR NOTES, LEGEND AND ABBREVIATIONS SEE SHEET GN-01.
- 3. SEE SHEET SS-05 FOR SIGNING AND STRIPING AT THIS LOCATION

LEGEND:

- DETECTABLE WARNING SURFACES
- CONCRETE SIDEWALK/PATHWAY
- LIMITS OF MICROSURFACING AND STRIPING REMOVAL



REV.	DATE	DESCRIPTION	BY



14th STREET / VILLANOVA DRIVE CORRIDOR
LAYOUT PLANS
C.I.P. # 8282

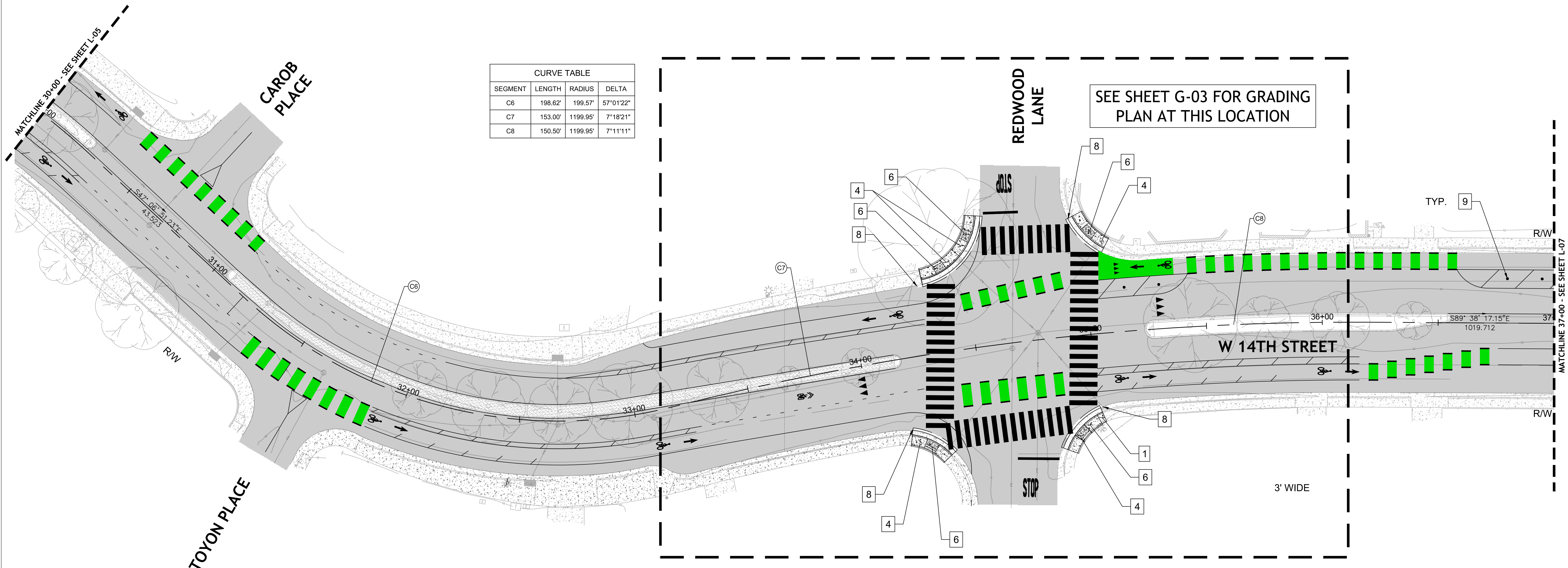
100 WEBSTER ST, SUITE 300
OAKLAND, CA 94607
(510) 540-5008



CITY OF DAVIS
PUBLIC WORKS DEPARTMENT

DESIGNED BY:	DATE: 8/16/2018
CHECKED BY:	
DRAWN BY:	
SHEET 13 OF 46 SHEETS	
DWG. NO. L-05	

CURVE TABLE			
SEGMENT	LENGTH	RADIUS	DELTA
C6	198.62'	199.57'	57°01'22"
C7	153.00'	1199.95'	7°18'21"
C8	150.50'	1199.95'	7°11'11"



CONSTRUCTION NOTES (THIS SHEET ONLY):

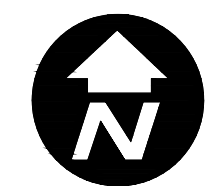
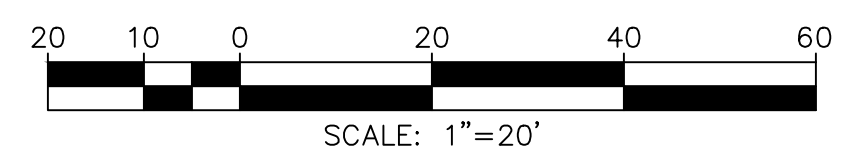
- 1 CONSTRUCT SIDEWALK PER DETAIL 1 AND DETAIL 2, SHEET D-01
- 4 CONSTRUCT TYPE C CURB RAMP PER CALTRANS STD. PLAN A88A
- 6 FURNISH AND INSTALL TACTILE DETECTABLE WARNING SURFACE PER CALTRANS STD. PLAN A88A
- 8 INSTALL HMA PLUG
- 9 FURNISH AND INSTALL K71 FLEXIBLE BOLLARD

GENERAL NOTES (THIS SHEET ONLY):

- 1. FOR DEMOLITION, GRADING, AND ENVIRONMENTAL CONTROL SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-1, KEY MAP.
- 2. FOR NOTES, LEGEND AND ABBREVIATIONS SEE SHEET GN-01.
- 3. SEE SHEET SS-06 FOR SIGNING AND STRIPING AT THIS LOCATION

LEGEND:

- DETECTABLE WARNING SURFACES
- CONCRETE SIDEWALK/PATHWAY
- LIMITS OF MICROSURFACING AND STRIPING REMOVAL



REV.	DATE	DESCRIPTION	BY



14th STREET / VILLANOVA DRIVE CORRIDOR
 LAYOUT PLANS
 C.I.P. # 8282

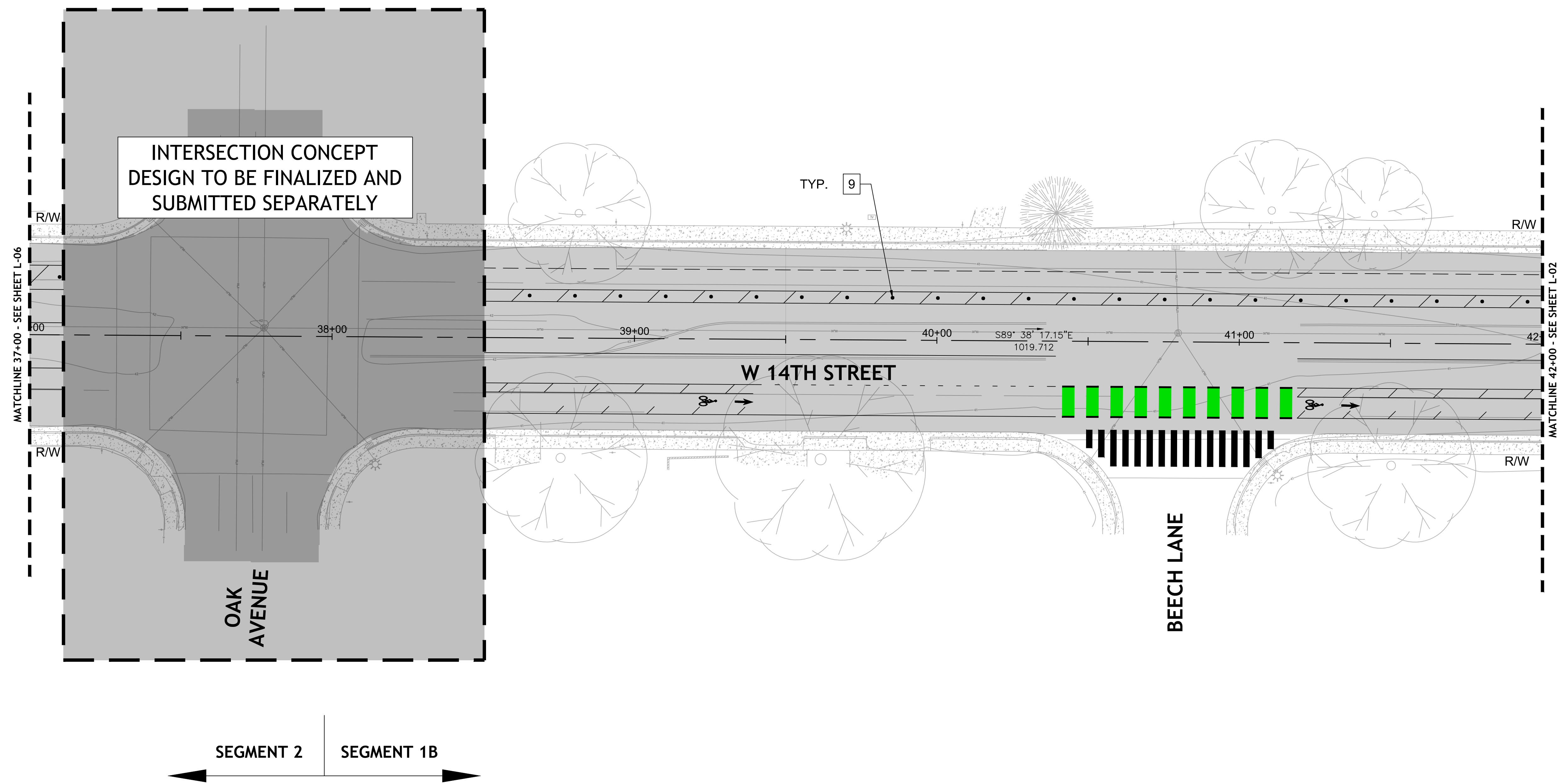
100 WEBSTER ST, SUITE 300
 OAKLAND, CA 94607
 (510) 540-5008



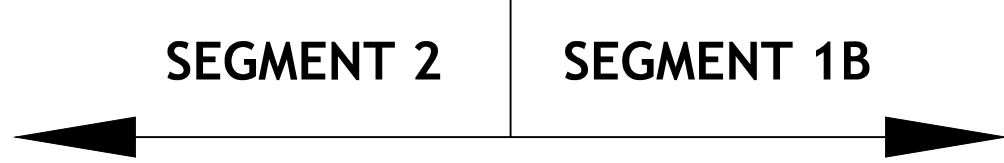
CITY OF DAVIS
 PUBLIC WORKS DEPARTMENT

DESIGNED BY:	DATE: 8/16/2018
CHECKED BY:	DWG. NO. L-06
DRAWN BY:	SHEET 14 OF 46 SHEETS

DAVIS SENIOR HIGH SCHOOL



INTERSECTION CONCEPT DESIGN TO BE FINALIZED AND SUBMITTED SEPARATELY



CONSTRUCTION NOTES (THIS SHEET ONLY):

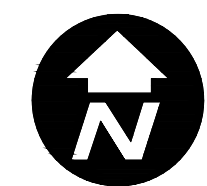
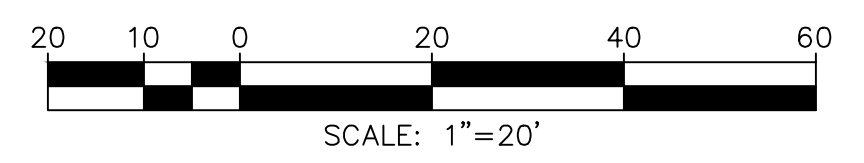
- [9] FURNISH AND INSTALL K71 FLEXIBLE BOLLARD

GENERAL NOTES (THIS SHEET ONLY):

1. FOR DEMOLITION, GRADING, AND ENVIRONMENTAL CONTROL SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-1, KEY MAP.
2. FOR NOTES, LEGEND AND ABBREVIATIONS SEE SHEET GN-01.
3. SEE SHEET SS-07 FOR SIGNING AND STRIPING AT THIS LOCATION

LEGEND:

- DETECTABLE WARNING SURFACES
- CONCRETE SIDEWALK/PATHWAY
- LIMITS OF MICROSURFACING AND STRIPING REMOVAL



REV.	DATE	DESCRIPTION	BY



14th STREET / VILLANOVA DRIVE CORRIDOR
 LAYOUT PLANS
 C.I.P. # 8282

100 WEBSTER ST, SUITE 300
 OAKLAND, CA 94607
 (510) 540-5008



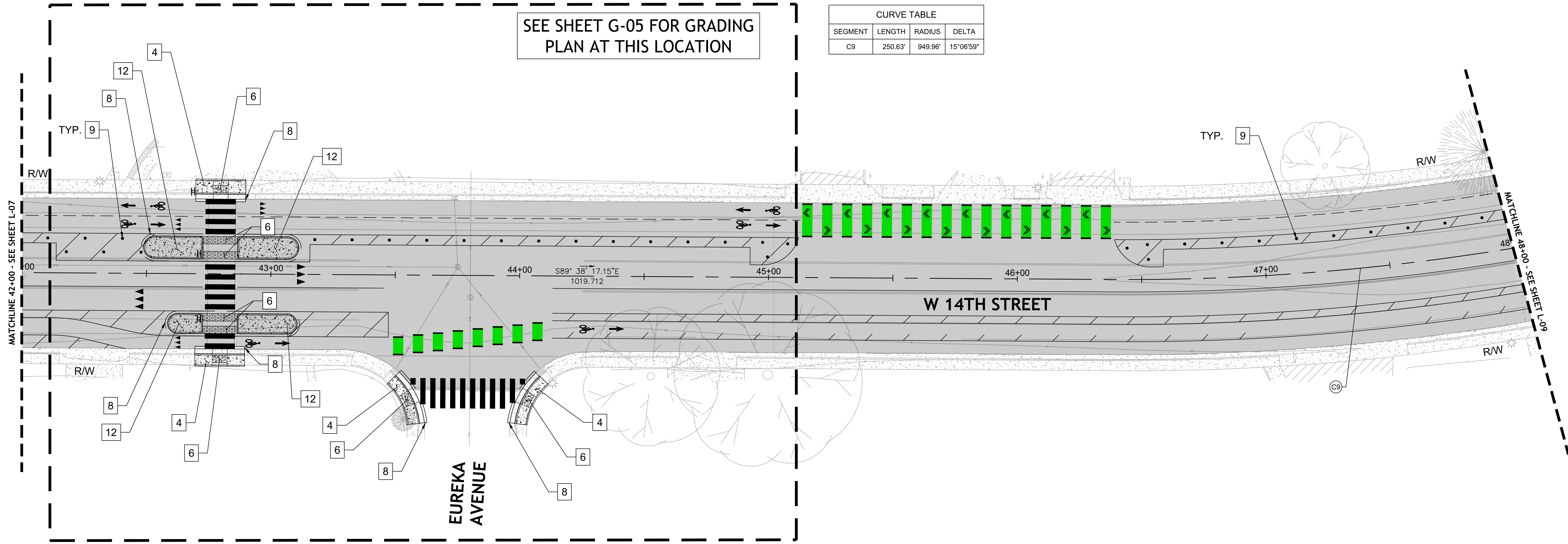
CITY OF DAVIS
 PUBLIC WORKS DEPARTMENT

DESIGNED BY:
 CHECKED BY:
 DRAWN BY:
 SHEET 15 OF 46 SHEETS

DATE: 8/16/2018
 DWG. NO. L-07

SEE SHEET G-05 FOR GRADING PLAN AT THIS LOCATION

CURVE TABLE			
SEGMENT	LENGTH	RADIUS	DELTA
C9	250.63'	949.96'	15°06'59"



CONSTRUCTION NOTES (THIS SHEET ONLY):

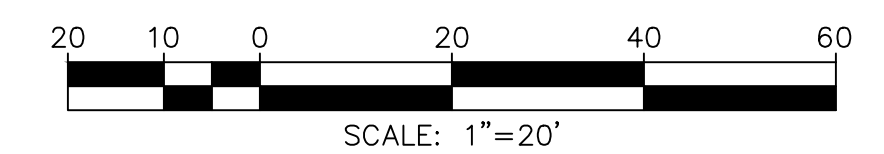
- 4 CONSTRUCT TYPE C CURB RAMP PER CALTRANS STD. PLAN A88A
- 6 FURNISH AND INSTALL TACTILE DETECTABLE WARNING SURFACE PER CALTRANS STD. PLAN A88A
- 8 INSTALL HMA PLUG
- 9 FURNISH AND INSTALL K71 FLEXIBLE BOLLARD
- 12 CONSTRUCT MEDIAN REFUGE ISLAND PER DETAIL 1, SHEET D-04

GENERAL NOTES (THIS SHEET ONLY):

1. FOR DEMOLITION, GRADING, AND ENVIRONMENTAL CONTROL SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-1, KEY MAP.
2. FOR NOTES, LEGEND AND ABBREVIATIONS SEE SHEET GN-01.
3. SEE SHEET SS-08 FOR SIGNING AND STRIPING AT THIS LOCATION

LEGEND:

- DETECTABLE WARNING SURFACES
- CONCRETE SIDEWALK/PATHWAY
- LIMITS OF MICROSURFACING AND STRIPING REMOVAL



REV.	DATE	DESCRIPTION	BY



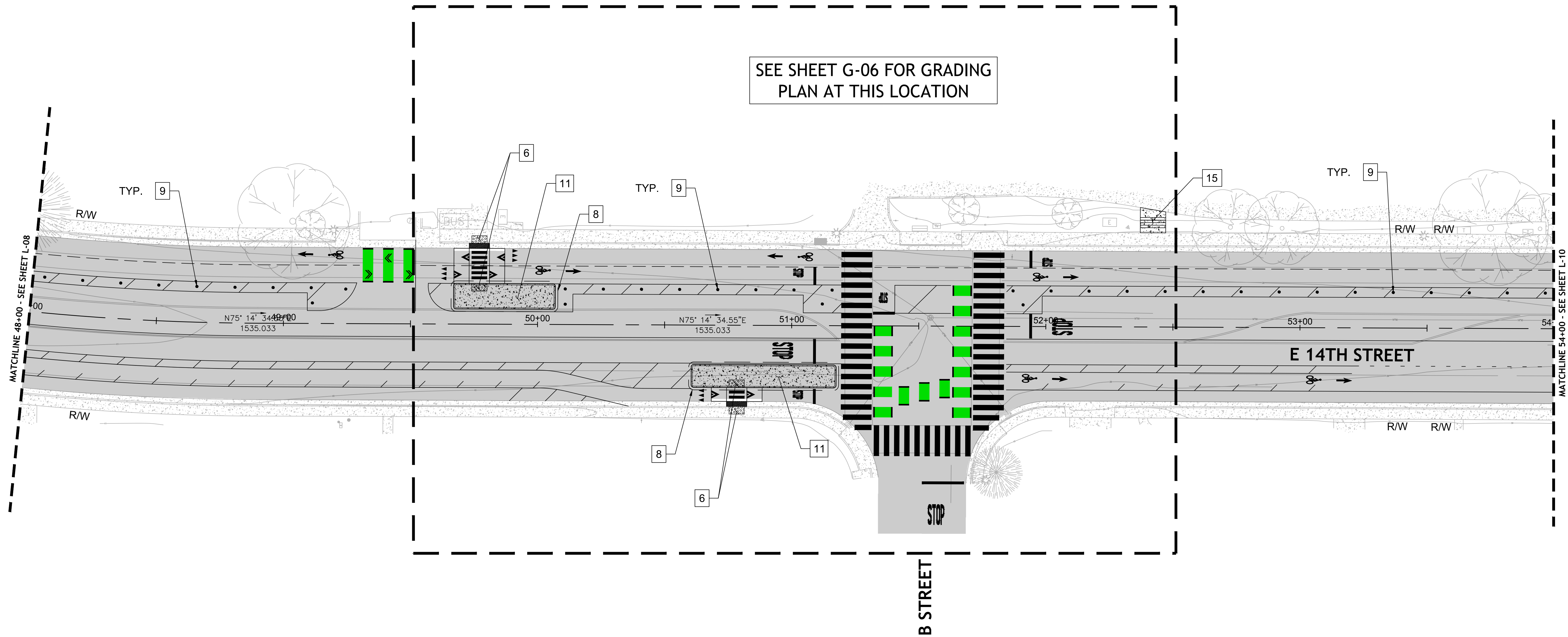
14th STREET / VILLANOVA DRIVE CORRIDOR
LAYOUT PLANS
C.I.P. # 8282

100 WEBSTER ST, SUITE 300
OAKLAND, CA 94607
(510) 540-5008



CITY OF DAVIS
PUBLIC WORKS DEPARTMENT

DESIGNED BY:	DATE: 8/16/2018
CHECKED BY:	
DRAWN BY:	
SHEET 16 OF 46 SHEETS	
DWG. NO. L-08	




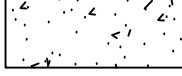

CONSTRUCTION NOTES (THIS SHEET ONLY):

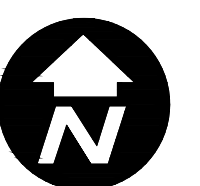
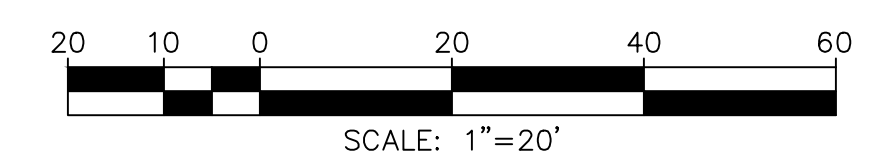
- 6 FURNISH AND INSTALL TACTILE DETECTABLE WARNING SURFACE PER CALTRANS STD. PLAN A88A
- 8 INSTALL HMA PLUG
- 9 FURNISH AND INSTALL K71 FLEXIBLE BOLLARD
- 11 CONSTRUCT TRANSIT STOP ISLAND PER DETAIL 4, SHEET D-03
- 15 CONSTRUCT CONCRETE STAIRCASE PER DETAIL 4, SHEET D-04

GENERAL NOTES (THIS SHEET ONLY):

1. FOR DEMOLITION, GRADING, AND ENVIRONMENTAL CONTROL SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-1, KEY MAP.
2. FOR NOTES, LEGEND AND ABBREVIATIONS SEE SHEET GN-01.
3. SEE SHEET SS-09 FOR SIGNING AND STRIPING AT THIS LOCATION

LEGEND:

-  DETECTABLE WARNING SURFACES
-  CONCRETE SIDEWALK/PATHWAY
-  LIMITS OF MICROSURFACING AND STRIPING REMOVAL



REV.	DATE	DESCRIPTION	BY



14th STREET / VILLANOVA DRIVE CORRIDOR
 LAYOUT PLANS
 C.I.P. # 8282

100 WEBSTER ST, SUITE 300
 OAKLAND, CA 94607
 (510) 540-5008

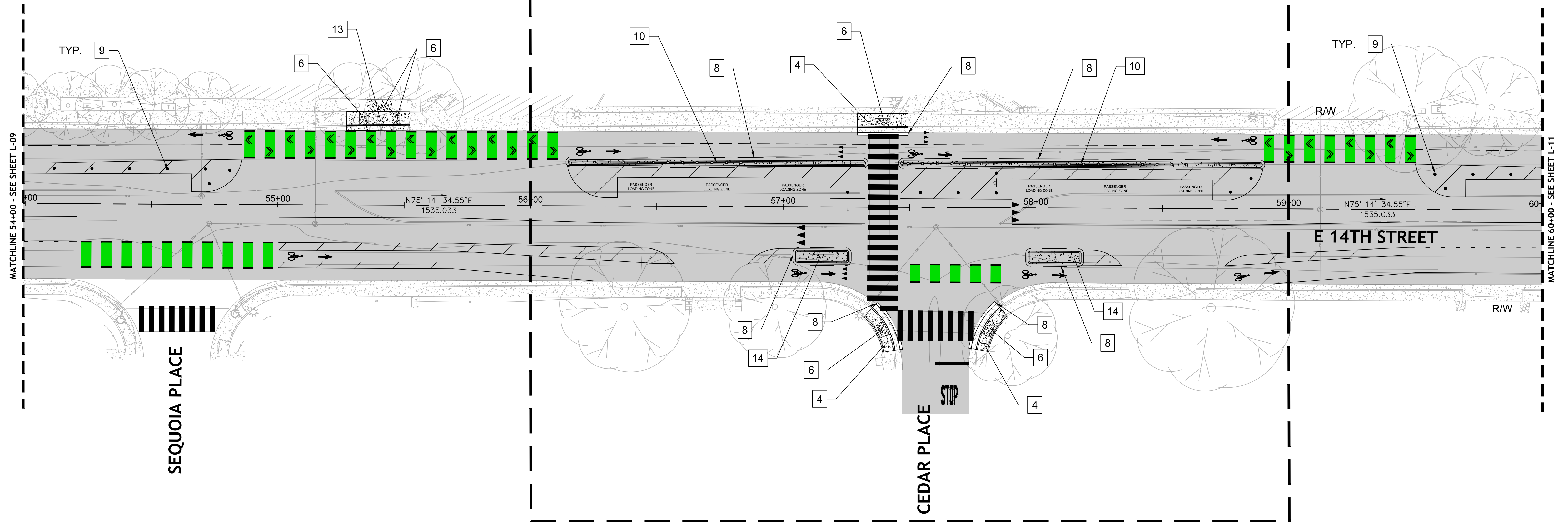


CITY OF DAVIS
 PUBLIC WORKS DEPARTMENT

DESIGNED BY:	DATE: 8/16/2018
CHECKED BY:	
DRAWN BY:	
SHEET 17 OF 46 SHEETS	
DWG. NO. L-09	

MARY L. STEPHENS
DAVIS BRANCH LIBRARY

SEE SHEET G-07 FOR GRADING
PLAN AT THIS LOCATION



CONSTRUCTION NOTES (THIS SHEET ONLY):

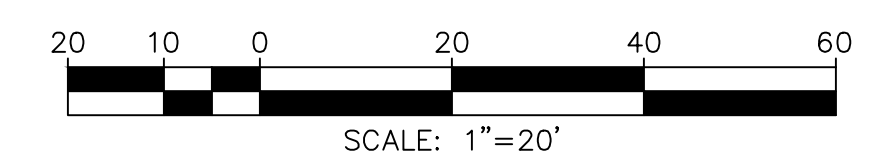
- 4 CONSTRUCT TYPE C CURB RAMP PER CALTRANS STD. PLAN A88A
- 6 FURNISH AND INSTALL TACTILE DETECTABLE WARNING SURFACE PER CALTRANS STD. PLAN A88A
- 8 INSTALL HMA PLUG
- 9 FURNISH AND INSTALL K71 FLEXIBLE BOLLARD
- 10 FURNISH AND INSTALL DECORATIVE FENCE WITH SLOTTED MEDIAN ISLAND PER DETAIL 3, SHEET D-04
- 13 CONSTRUCT CONCRETE PATH CONNECTION
- 14 CONSTRUCT BICYCLE PROTECTION MEDIAN PER DETAIL 2, SHEET D-04

GENERAL NOTES (THIS SHEET ONLY):

1. FOR DEMOLITION, GRADING, AND ENVIRONMENTAL CONTROL SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-1, KEY MAP.
2. FOR NOTES, LEGEND AND ABBREVIATIONS SEE SHEET GN-01.
3. SEE SHEET SS-10 FOR SIGNING AND STRIPING AT THIS LOCATION

LEGEND:

- DETECTABLE WARNING SURFACES
- CONCRETE SIDEWALK/PATHWAY
- LIMITS OF MICROSURFACING AND STRIPING REMOVAL



REV.	DATE	DESCRIPTION	BY



14th STREET / VILLANOVA DRIVE CORRIDOR
LAYOUT PLANS
C.I.P. # 8282

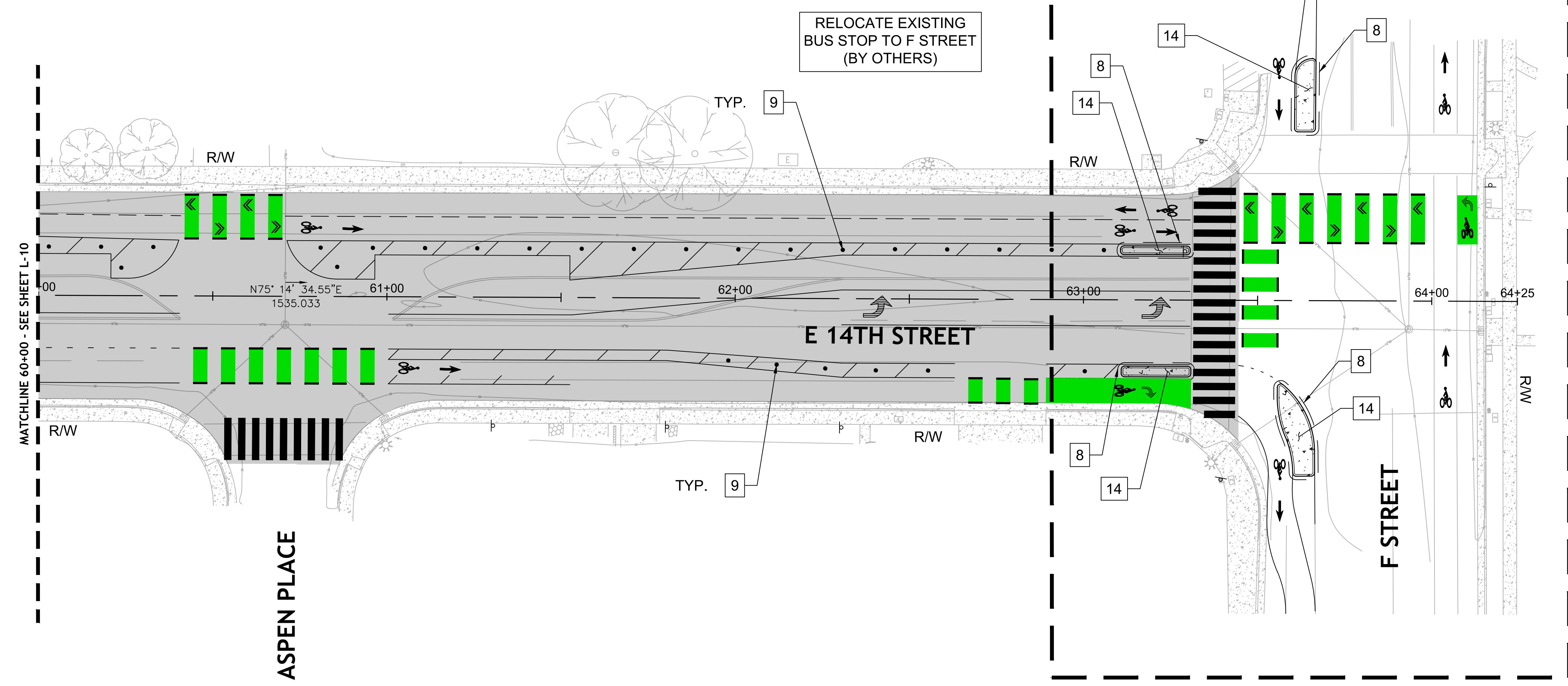
100 WEBSTER ST, SUITE 300
OAKLAND, CA 94607
(510) 540-5008



CITY OF DAVIS
PUBLIC WORKS DEPARTMENT

DESIGNED BY:	DATE: 8/16/2018
CHECKED BY:	
DRAWN BY:	
SHEET 18 OF 46 SHEETS	
DWG. NO. L-10	

NORTH DAVIS
ELEMENTARY SCHOOL



SEE SHEET G-07 FOR GRADING
PLAN AT THIS LOCATION

MODIFY EXISTING SIGNAL
TO INCLUDE BICYCLE SIGNAL
FOR EAST/WEST BICYCLE TRAFFIC,
TIMED WITH EXISTING
PEDESTRIAN PHASE (BY OTHERS)

CONSTRUCTION NOTES (THIS SHEET ONLY):

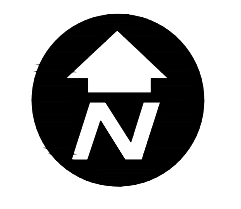
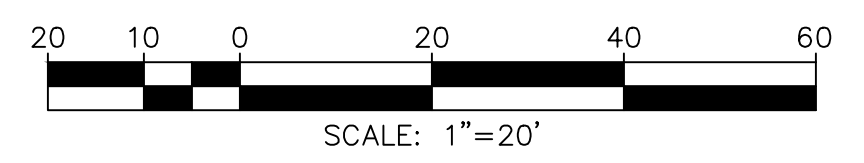
- 8 INSTALL HMA PLUG
- 9 FURNISH AND INSTALL K71 FLEXIBLE BOLLARD
- 14 CONSTRUCT BICYCLE PROTECTION MEDIAN PER DETAIL 2, SHEET D-04

GENERAL NOTES (THIS SHEET ONLY):

1. FOR DEMOLITION, GRADING, AND ENVIRONMENTAL CONTROL SHEET NUMBERS AT THIS LOCATION, SEE SHEET T-1, KEY MAP.
2. FOR NOTES, LEGEND AND ABBREVIATIONS SEE SHEET GN-01.
3. SEE SHEET SS-11 FOR SIGNING AND STRIPING AT THIS LOCATION

LEGEND:

- DETECTABLE WARNING SURFACES
- CONCRETE SIDEWALK/PATHWAY
- LIMITS OF MICROSURFACING AND STRIPING REMOVAL



REV.	DATE	DESCRIPTION	BY



14th STREET / VILLANOVA DRIVE CORRIDOR
LAYOUT PLANS
C.I.P. # 8282

100 WEBSTER ST, SUITE 300
OAKLAND, CA 94607
(510) 540-5008

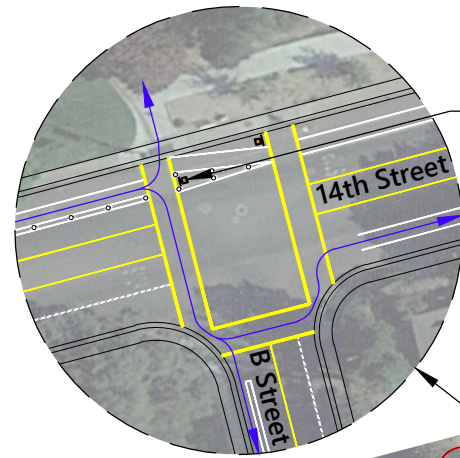
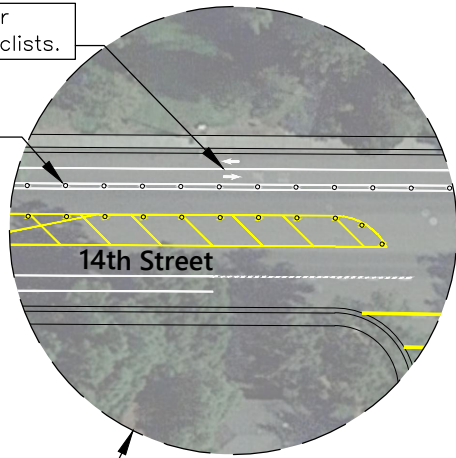


CITY OF DAVIS
PUBLIC WORKS DEPARTMENT

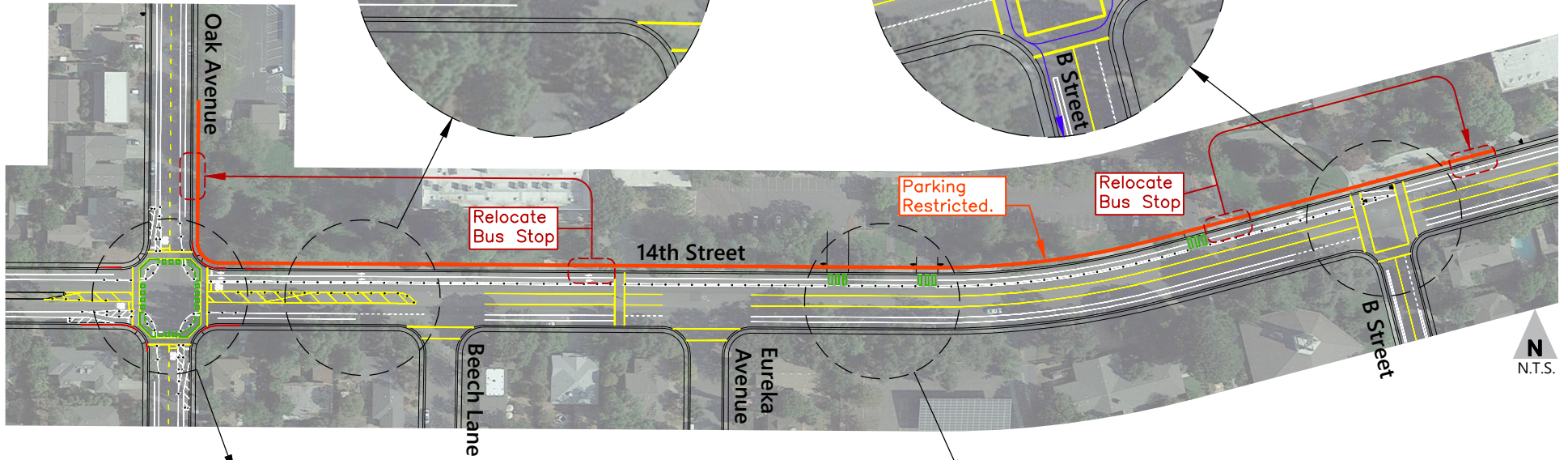
DESIGNED BY:	DATE: 8/16/2018
CHECKED BY:	
DRAWN BY:	
SHEET 19 OF 46 SHEETS	
DWG. NO. L-11	

Two-Way Cycle Track For Eastbound/Westbound Cyclists.

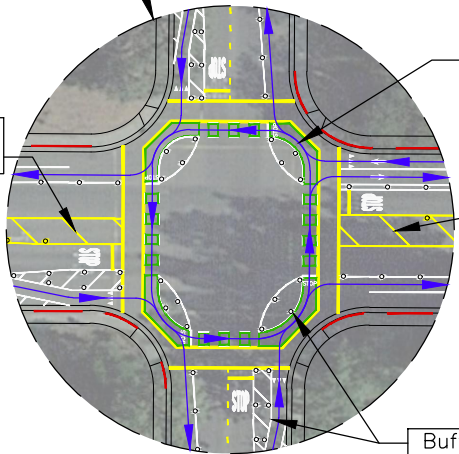
Buffer With Raised Channelizers Separating Vehicles and Bicycles.



Cycle Track Ends. Eastbound Cyclists Head North Onto the Multiuse Trail, Or Cross 14th Street South to Follow the Bike Lane South on B Street Or East on 14th Street.



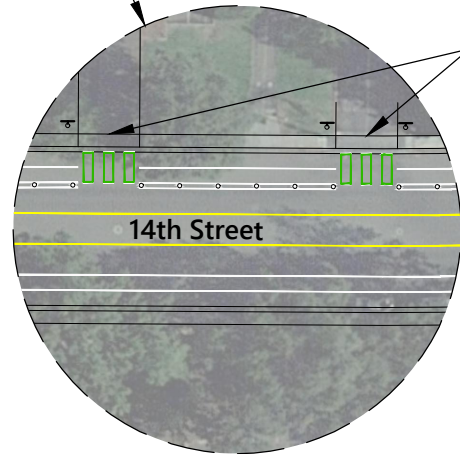
Left Turn Pocket Closed.



Bicycles Travel Counter Clockwise Through the Intersection.

Left Turn Pocket Closed.

Buffers and Islands With Raised Channelizers Separate Vehicles and Bicycles at the Intersection.



Cycle Track Driveway Crossing Treatment. Motorists Look Both Ways For Bicycles.

NOTE:

The City of Davis is testing design improvements for the 14th Street/ Villanova Drive corridor with temporary installation of a Two-Way Cycle Track on 14th Street between Oak Avenue and B Street, and a Protected Intersection at 14th Street and Oak Avenue during the dates of 3/13/20-3/22/20. Some parking will be restricted on Oak Avenue and 14th Street during these dates.



Memorandum

Date: January 10, 2022
To: Brian Abbanat, City of Davis
From: Adrian Engel, PE, & Kyle Baumgartner, Fehr & Peers
Subject: **West Fourteenth Street & Oak Avenue Demonstration Project**

RS19-3838

Introduction

The purpose of this memorandum is to document the differences observed between the existing conditions along West Fourteenth Street between Oak Avenue and B Street and the conditions during the demonstration project that took place between November 7th – 13th, 2021. The memorandum also provides considerations for their Fourteenth Street/Villanova Drive Improvements project based on the observations and lessons learned from the demonstration project.

Existing Conditions

Existing conditions along West Fourteenth Street between Oak Avenue and B Street consist of a single travel lane, bike lane, and on-street parking in each direction (eastbound/westbound) separated by a two-way left turn lane.

There is an existing all-way stop controlled intersection on the west end of the corridor at Oak Avenue with the following approach movements:

- Northbound Left/Through/Right Turn Lane
- Northbound Bike Lane
- Eastbound Left Turn Pocket
- Eastbound Through/Right Turn Lane
- Eastbound Bike Lane
- Southbound Left/Through/Right Turn Lane
- Southbound Bike Lane



- Westbound Left Turn Pocket
- Westbound Through/Right Turn Lane
- Westbound Bike Lane
- Crosswalks are provided on all approaches

There is an existing all-way stop controlled intersection on the east end of the corridor at B Street with the following approach movements:

- Northbound Left/Right Turn Lane
- Northbound Bike Lane
- Eastbound Through/Right Turn Lane
- Eastbound Bike Lane
- Westbound Through/Left Turn Lane
- Westbound Bike Lane
- Crosswalks are provided on all approaches

There is an existing mid-block crosswalk crossing West Fourteenth Street located between Beech Lane and Eureka Avenue.

Traffic Volumes

Intersection turning movement counts were collected at the West Fourteenth Street/Oak Avenue and West Fourteenth Street/B Street intersections from Monday June 3rd through Friday June 7th of 2019. The average weekday counts (Tuesday – Thursday) are summarized for the AM and PM peak hours in **Tables 1 & 2**.

Table 1: Existing Conditions Volumes W 14th St & Oak Ave

Start Time	Oak Ave Southbound			W 14 th St Westbound			Oak Ave Northbound			W 14 th St Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:45 AM	115	80	36	32	75	96	10	78	38	51	156	15
3:00 PM	103	73	27	20	114	131	18	76	9	21	101	15

Source: Fehr & Peers 2019.



Table 2: Existing Conditions Volumes W 14th St & B Street

Start Time	B St Southbound			W 14 th St Westbound			B St Northbound			W 14 th St Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7:45 AM	-	-	-	63	261	-	169	-	34	-	160	82
3:15 PM	-	-	-	48	195	-	122	-	57	-	194	89

Source: Fehr & Peers 2019.

Average daily traffic (ADT) volumes and 85th percentile speed data were collected along West Fourteenth Street between Beech Lane and B Street from Monday June 3rd through Friday June 7th of 2019. The average weekday ADT volumes & 85th percentile speed data (Tuesday – Thursday) are summarized in **Table 3**.

Table 3: Existing Conditions ADT Volumes & 85th Percentile Speed W 14th St

7-9 AM Volumes	12-2 PM Volumes	4-6 PM Volumes	Off Peak Volumes	ADT Volumes	85 th % Speed
673	700	856	2918	5147	33 MPH

Source: Fehr & Peers 2019.

Observations

Fehr & Peers performed traffic observations in 2019 prior to the demonstration project, and again in 2021 after the demonstration project had been removed to help set a baseline for the observations taken during the demonstration project.

Queueing:

The primary queue observed was on the eastbound approach to the West Fourteenth Street and Oak Avenue Intersection. Prior to and after the demonstration project the queue was observed to extend from the intersection to about 100' to the west of Reed Drive. Smaller eastbound queues were noted at the entrance to the high school parking lot.

Behavioral Observations:

Multiple lanes of traffic eastbound/westbound on West Fourteenth Street entering the all-way stop controlled intersection at Oak Avenue made it confusing for vehicles, bicycles, and pedestrians to determine who had the right of way, resulting in operational inefficiencies and increasing conflicts for bicyclists and pedestrians.



Demonstration Project Conditions

The demonstration project conditions along West Fourteenth Street between Oak Avenue and B Street were modified to consist of a single travel lane, bike lane, and on-street parking in the eastbound direction separated by a two-way left turn lane. The westbound bike lane/on-street parking was modified to include a separated two-way cycle track. **Figure 1** illustrates the demonstration project limits, and **Figure 2** illustrates the implemented two-way cycle track.

The existing all-way stop controlled intersection on the west end of the corridor at Oak Avenue was modified to provide a protected intersection with the following approach movements:

- Northbound Left/Through/Right Turn Lane
- Northbound Bike Lane
- *Eastbound Left Turn Pocket Was Removed*
- Eastbound Left/Through/Right Turn Lane
- Eastbound Bike Lane
- Southbound Left/Through/Right Turn Lane
- Southbound Bike Lane
- *Westbound Left Turn Pocket Was Removed*
- Westbound Left/Through/Right Turn Lane
- Westbound/Eastbound Two-Way Cycle Track
- Crosswalks and Bike Crossings provided on all approaches

Figures 3 illustrates the protected intersection as it was implemented during the demonstration project, and **Figure 4** compares the demonstration project to the concept proposed with the initial traffic control plan.

The existing all-way stop controlled intersection was modified to maintain the existing lane configurations and provide entrance to and exit from the two-way cycle track on the north side of West Fourteenth Street.

The existing mid-block crosswalk crossing West Fourteenth Street located between Beech Lane and Eureka Avenue remained with the demonstration project.



Figure 1: West Fourteenth Street Demonstration Project





Figure 2: Two-Way Cycle Track

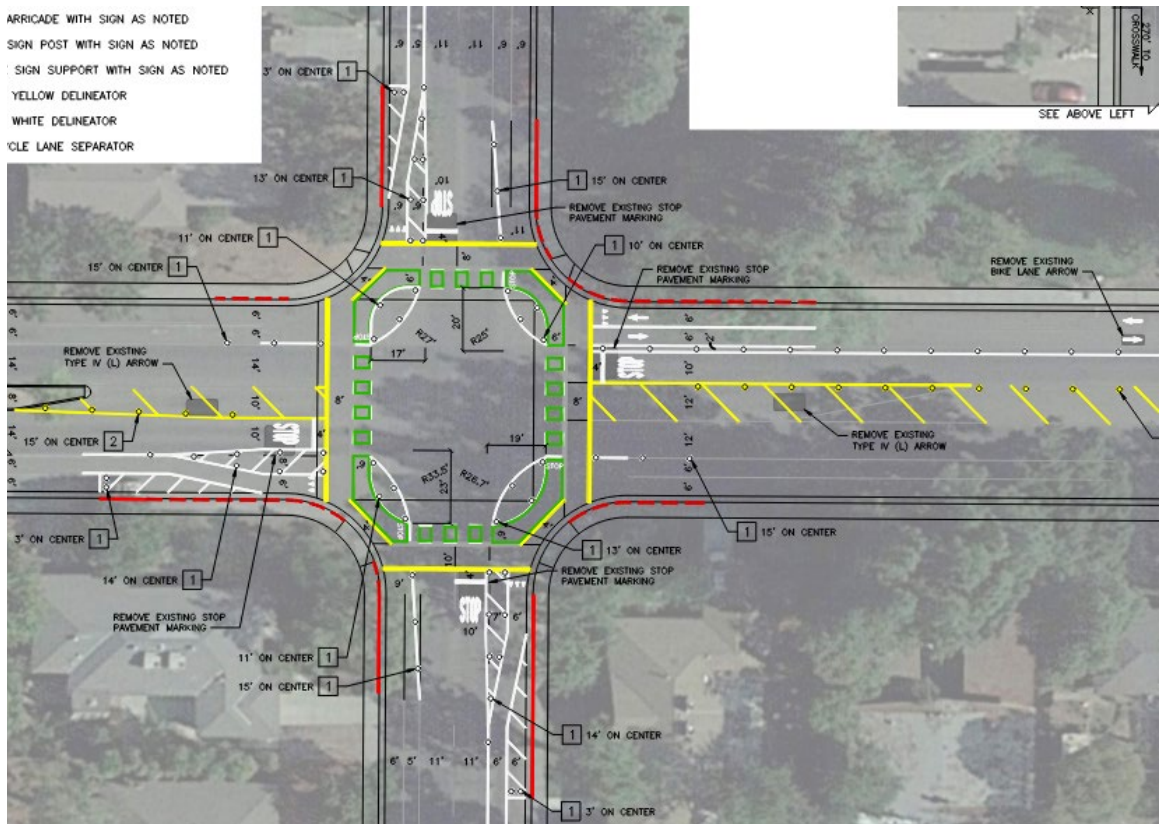




Figure 3: West Fourteenth Street & Oak Avenue Protected Intersection



Figure 4: West Fourteenth Street & Oak Avenue Protected Intersection Concept





Traffic Volumes

The existing condition counts taken in 2019 were taken before the COVID-19 pandemic. Travel patterns have changed significantly as the stay-at-home orders have changed schooling and work schedules.

Intersection turning movement counts were collected at the West Fourteenth Street/Oak Avenue and West Fourteenth Street/B Street intersections during the demonstration project on Wednesday, November 10, 2021. The counts are summarized for the AM and PM peak hours in **Tables 4 & 5**.

Table 4: Demonstration Project Volumes W 14th St & Oak Ave

Start Time	Oak Ave Southbound			W 14 th St Westbound			Oak Ave Northbound			W 14 th St Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8:15 AM	96	57	31	28	165	101	8	90	35	74	164	12
2:30 PM	96	58	21	23	137	127	20	52	21	20	134	10

Source: Fehr & Peers 2021.

Table 5: Demonstration Project Volumes W 14th St & B Street

Start Time	B St Southbound			W 14 th St Westbound			B St Northbound			W 14 th St Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8:15 AM	-	-	-	60	195	-	142	-	31	-	104	108
2:30 PM	-	-	-	39	148	-	115	-	65	-	170	149

Source: Fehr & Peers 2021.

Average daily traffic (ADT) volumes and 85th percentile speed data were collected along West Fourteenth Street between Eureka Avenue and B Street during the demonstration project on Wednesday, November 10, 2021. The ADT volumes & 85th percentile speed data are summarized in **Table 6**.

There was an overall decrease in the daily traffic and PM peak hour traffic on Fourteenth Street during the demonstration project. However, the morning peak hour did see an overall increase of arrivals and a shifting of the peak hour to later in the morning. Differences between the existing conditions volumes taken in 2019 and the demonstration project volumes from 2021 are partially



attributed due to the changes in the bell schedule at Davis Senior High School, aligning the start and end times of the high school to the adjacent schools, construction on Covell Blvd, and COVID related policy changes.

Table 6: Demonstration Project ADT Volumes & 85th Percentile Speed W 14th St

7-9 AM Volumes	12-2 PM Volumes	4-6 PM Volumes	Off Peak Volumes	ADT Volumes	85 th % Speed
715	671	679	2416	4481	33 MPH

Source: Fehr & Peers 2021.

Observations

Fehr & Peers performed traffic observations during the demonstration project throughout the week to compare the observations to the existing conditions.

Queueing Observations:

The primary queue observed during the demonstration project was also the eastbound approach to the West Fourteenth Street and Oak Avenue Intersection. During the morning arrival time for the schools the queue was observed to extend from the intersection to just before Anderson Road. Similar to the existing condition, eastbound queues of four to six cars were noted at the entrance to the high school parking lot.

Vehicle Operations Observations during the demonstration project:

- Vehicles seemed to have a clearer indication of right-of-way, yielding appropriately for opposing vehicle, bicycle, and pedestrian movements with the elimination of the left turn pockets
- Larger vehicles making a westbound right turn would occasionally clip the raised channelizers
- In one instance, a bus making a westbound left turn encroached into the northbound lane and required the northbound vehicle to back-up further behind the limit line
- Two vehicles were observed traveling in the two-way cycle track, perceiving it as single wide lane on the first day of the demonstration (this behavior was not observed after the center stripe was installed clearly delineating the two-way cycle track)
- Vehicles observed picking up and dropping off passengers in the westbound travel lane along West Fourteenth Street
- Vehicles turning into driveways across the buffered two-way cycle track would occasionally clip the raised channelizers
- Eastbound vehicles on West Fourteenth Street pulling into the student parking lot in the AM peak hour would consistently queue roughly 200 feet, utilizing the two-way left turn lane as a left turn pocket



- The westbound queue on West Fourteenth Street at Oak Avenue during the PM peak hour would consistently queue back to the student parking lot exit, restricting sight distance for vehicles making a left turn out of the student parking lot
- Low hanging foliage from the trees on the northeast corner of the student parking lot exit were restricting sight distance for vehicles exiting the driveway (this was improved after the first day of the demonstration project after the trees were trimmed)

Bicycle Operations Observations:

- Bicyclists at the West Fourteenth Street/Oak Avenue protected intersection occasionally stop at existing crosswalk instead of stopping closer to the proposed bike lane stop bar
- Bicyclists at the West Fourteenth Street/Oak Avenue protected intersection occasionally continue straight through the intersection, weaving through the channelizers used to replicate the 'raised corner islands', instead of following the proposed path of travel
- Bicyclists at the West Fourteenth Street/Oak Avenue protected intersection occasionally leave the bike lanes and take the vehicle travel lanes to make left turns
- Eastbound bicyclists at the West Fourteenth Street/Oak Avenue protected intersection occasionally use the curb ramp on the northeast corner of the intersection and ride along the sidewalk to access the bike parking area to the east
- Eastbound bicyclists observed crossing West Fourteenth Street mid-block between Oak Avenue and Beech Lane to access the bike parking area
- Bicyclists observed leaving the bike parking area near the student parking lot, crossing West Fourteenth Street mid-block just west of the student parking lot exit before heading east on West Fourteenth Street
- A holistic view of area bikeway connections should be considered when for determining the overall extent of the cycle track as part of an all-ages and abilities network including the Eureka Avenue neighborhood bikeway, the shared use path on the west side of F Street that connects to Davis Community Park and the Covell Boulevard pedestrian overcrossing, and the future Anderson Drive separated and buffered bike lanes.

Pedestrian Operations Observations:

- Pedestrians at the West Fourteenth Street/Oak Avenue protected intersection occasionally used the green taped bicycle lane when crossing the intersection
- Pedestrians at the West Fourteenth Street/Oak Avenue protected intersection would occasionally wait at the curb ramp on the sidewalk instead of waiting near the proposed pedestrian loading area within the street protected by channelizers
- Pedestrians during the PM peak hour exiting near the student parking lot would cross West Fourteenth Street mid-block to get to parked cars, and cars waiting for pick-up in the on-street parking provided on the south side of the street



Bus Operations Observations:

- Northbound buses traveling along Oak Avenue would stop in street just south of West Fourteenth Street to load/unload passengers, blocking the minimal northbound queue
- Westbound buses traveling along West Fourteenth Street would angle into the bike lane just west of Oak Avenue to load/unload passengers, blocking both the westbound vehicle lane and the westbound bike lane
 - In one instance, a platoon of westbound bicycles approaching the bus stop had to maneuver around the bus into the vehicle travel lane as the bus was unloading passengers
- The relocated bus stops to the far side of the intersections away from the school increased the number of pedestrians within the protected intersection compared to the existing bus stop location along the school frontage.

14th/Villanova Corridor and Oak Ave Intersection

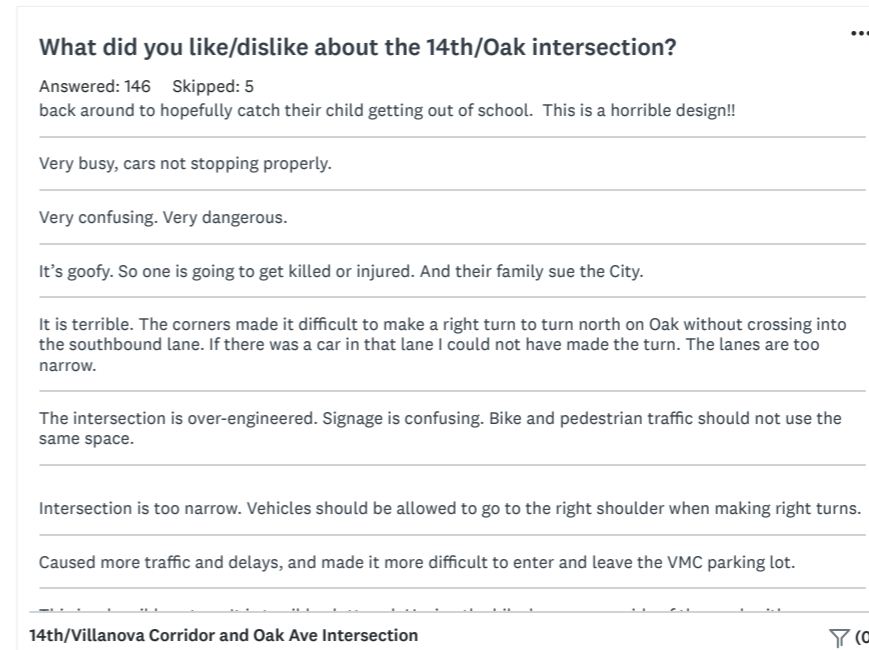
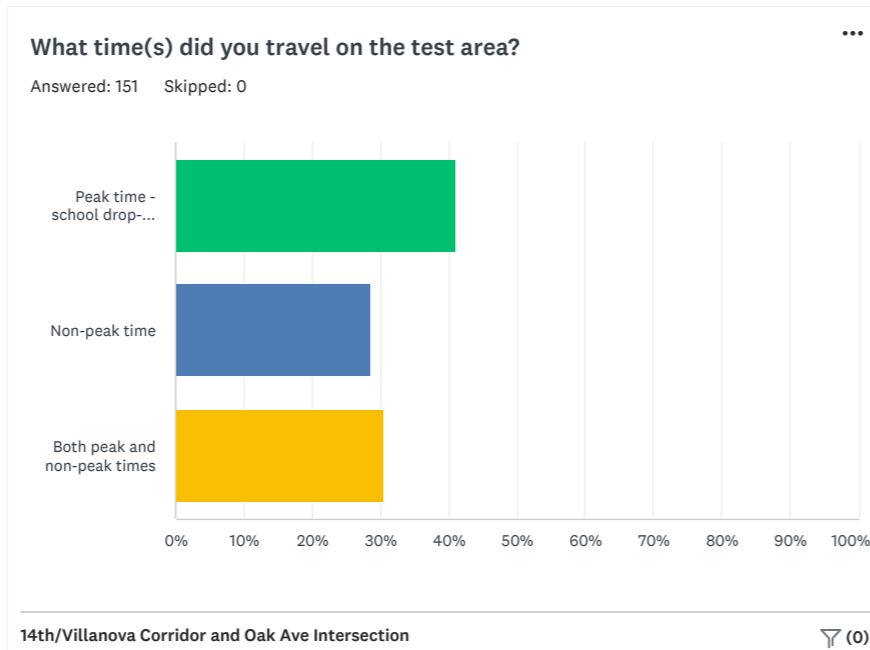
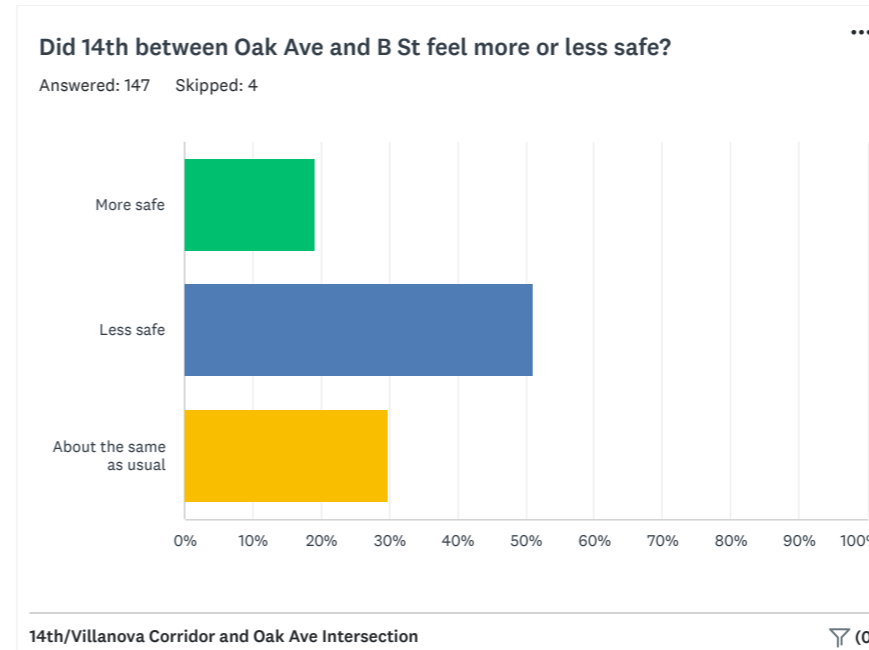
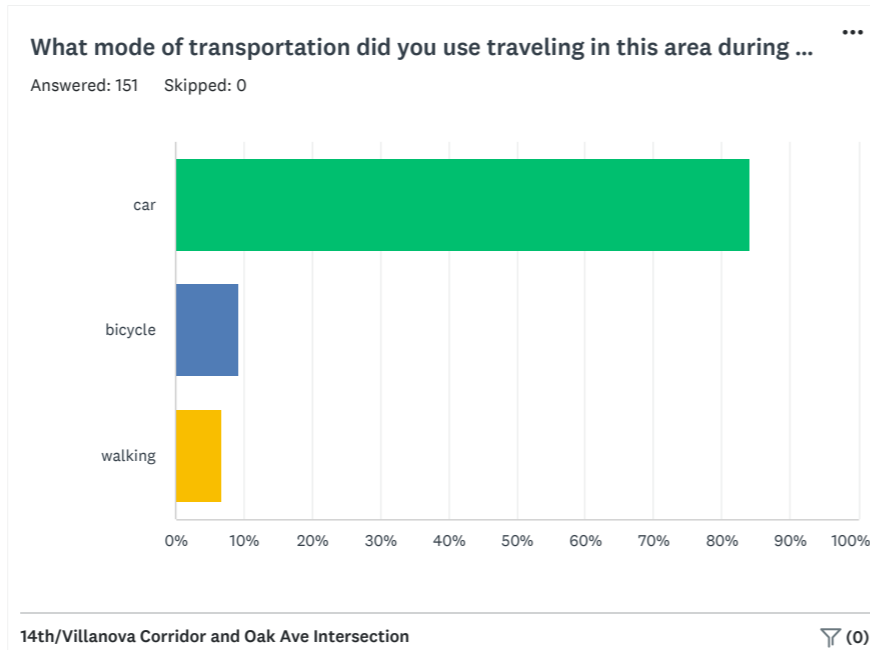
SUMMARY → DESIGN SURVEY → PREVIEW & SCORE → COLLECT RESPONSES → ANALYZE RESULTS → **PRESENT RESULTS**

[Back to dashboards](#)

PUBLISH

14th/Villanova Corridor and Oak Ave Intersection

⊕ SUBTITLE



Fourteenth Street Demonstration Project Open-Ended Results

14th Street Demonstration Project, CIP 8282 - Road Design Test Comments

	Positive Comment	Negative Comment	Neutral Comment	What did you like or dislike about the Oak & 14th intersection test design?	If you used the two-way cycle track in the test design, please give us your feedback.	Please share any general comments you may have about the test.
1	2	1		1) As a bicyclist, heading south on Oak and making a left turn to 14th at the intersection was extremely confusing. It didn't seem that there was a space for bicycles to make a left turn. 2) As a motorist, the area on 14th just east of the intersection with Oak is very constricted. Maintaining lane fidelity was a distinct concern, both on the left turn from Oak to 14th, and in the section just east of the intersection. (My car is midsized- a Subaru Outback.)	It felt safe from car traffic. Given that I used the track when there was nobody going the opposite direction, I cannot assess based on experience. However, I can imagine that the narrow profile might result in quite a few head-on bicycle collisions before and after school.	Thanks for trying to make the corridor safer! Ensuring that there continue to be crossing guards at both significant intersections would also help (I'd also love to see them reliably staffing from ~8-8:30 at other significant intersections in town, such as 8th and J). Ideally, and if money were no object, we would remove about 6' of lawn in front of DHS to make room to construct a broader bidirectional bike track that is fully protected from car traffic and would reduce the likelihood of head-on collisions between bicyclists heading in opposite directions during peak periods.
2	3			2 of my children bike through this intersection to get to school (Down 14th/Villanova) and it has been remarkably safer. Some drivers may complain, but safety of kids should be paramount. I mean, it's Davis - biking is what we have here, we need to support that as a city.	Its great, much safer than crossing into the left turn lane (going west) to get to the bike path to community park.	Make it these changes permanent. Please do not allow a few drivers in the area to detract from what will be a major safety improvement for the children and cyclists of this town.
3		3		Add Speed bumps to the design - still speeding occurring during the test.	Drive ways are impacted by the added 2 way cycle track and the pedestrians walking on the sidewalk. Very un safe to navigate for all. Cars trying to turn in and go out have to look out for people and cyclist going either which way. Not safe.	Keeping the normal bicycle patterns and maybe add more speed bumps to help slow the traffic down. Add more cross walk lites. like the one fronting the high school. Maybe a lower cost than redoing the whole street. Test had right angle driveways that didnt help. Saw a few near misses during this time ask cars coming down the road. And the cars turning right or left out of lots.
4		1	1	All traffic, cars and bikes, mostly travelled in the same lane, despite bikes seemingly having a barely visible (but separate) space for riding. Removal of left turn lane caused even more bunching up of cars and bikes together, which is a common problem. Having been both a car driver and bike rider in this area, both are part of the problem, especially with bikes weaving in and out of cars and skipping stop signs along Villanova.	n/a	There was little communication from the high school about specifics of the test and why/goals--just that it was happening and allow some extra time. People like to know what interests are at issue and changes being considered so they can use and observe more meaningfully.
5	2			Already submitted: Eliminated parking and auto congestion at 14th, Villanova and Oak.	Na	Already submitted: Two-way bicycle lanes along north side of 14th great separation between bicyclist and automobiles eliminated bicycle traffic crossing between cars to make left or right-hand turns into schools, VM parking or library.
6		1		As a cyclist, I liked that the crossing distance at Oak was shorter. I also drove through the intersection (there was no option asking about both driving and cycling) and found it a little unnerving with the poles because that section felt quite narrow and it bit like running the gauntlet. Overall, I found it especially confusing as a driver. It was only while biking that I could sort of see the logic of the design. Unless there are good, clear explanations of how to go through it via both bikes AND cars, I think that it will create more confusion than how it was before. A light at that intersection might be easier and more familiar, but I honestly think that traffic would back up too much in all directions.	n/a	Shared above in number 5.
7	2			At first it was hard to figure out the lanes and cross walks. Once I figured it out, it was smooth and felt that the bicycles were better protected--this is something I always worry about while driving.	n/a	I would love for more of this to happen around town. I love the City's willingness to engage in innovation, willingness to test new ideas, and approach for community feedback! Love my community and community leaders!!! Thank you.
8		2		Back up of traffic due to loss of dedicated left hand turn lane especially from 14th going east. Commute increased by 10 minutes.	n/a	Caused tardiness and increased stress and pollution due to more idling. Suggest roundabout using southwest corner of campus.
9		2		Being in a car, I did not find it too difficult, but I was there without much other traffic. I do sometimes bike, though, and it looked confusing for bicyclists.	I did not use it.	I have serious concerns about two-way bicycle traffic passing in front of the lot between the high school and Veteran's Memorial. It feels like it will make it much harder for cars to be able to cross into and out of the lot, and therefore will create a lot of traffic back-up on 14th street as cars wait for bicycle traffic to be clear enough to cross. In addition, I'm very concerned about the safety of bicyclists with young, inexperienced drivers need to get into and out of the lot across two-way bicycle traffic. It feels very unsafe to me.
10	3			Bicycles can make left turn without being in car lane	It's much safer	I like it
11		2		Bike lane felt cramped, and more dangerous. Kids kept cutting into and out of the lane.	See above	I wish the poles that separate cars from bike line were not so ugly. Also, found that a lot of bicyclists crossed at unexpected places in the intersection near the high school (14th and Oak), which confused the auto drivers.
12		3		Bike riders ignoring lines.	Confusing and unnecessary.	Worse than before.
13		3		Bikes are too close to each other. This isn't safe on J-Drexel and not safe here either Bikes are all over and noone knows where to go. Too many possibilities.	Bikes are too close to each other. This isn't safe on J-Drexel and not safe here either Bikes are all over and noone knows where to go. Too many possibilities.	Bikes are too close to each other. This isn't safe on J-Drexel and not safe here either Bikes are all over and noone knows where to go. Too many possibilities.
14		3		Bikes forced to make extra turns instead of continuing straight. Also the "STOP" for bikes was written on the left side of the intersection on the road instead of the right. Made no sense.	Bikes forced to make extra turns instead of continuing straight. Also the "STOP" for bikes was written on the left side of the intersection on the road instead of the right. Made no sense.	I ignored the test as much as I could and went straight through the intersection.
15		2		Bikes seem to think they have the right of way. Had 2 bikes just keep going from both to south. The new design looks to show that bikes have the right of way at all times.	n/a	Too narrow for cars and especially buses. I was on a motorcycle.
16		2		Bikes stop and have to look behind and to the left to see stopped car. Instead of functionally 4 places for cars, bikes & people to stop, there would now be 8 placed. Dangerous, not just unsafe.	n/a	At Oak & 14th, with no dedicated left or rights turn lanes, it will be the same nightmare that happened on South Mace. Only, it'll be parents and students and local residents trapped, one car at a time.

Fourteenth Street Demonstration Project Open-Ended Results

14th Street Demonstration Project, CIP 8282 - Road Design Test Comments

	Positive Comment	Negative Comment	Neutral Comment	What did you like or dislike about the Oak & 14th intersection test design?	If you used the two-way cycle track in the test design, please give us your feedback.	Please share any general comments you may have about the test.
17		1		Cars back up in the street waiting to turn. Bikes free flow through the bike lane and disregard cars. Not sure safety was increased.	Na	None
18		3		Cars pulling out of parking lots do not look left for on coming bike traffic. They look right and then pull out into the double bike lane	I felt in danger. I feel safer going with car traffic	This was a failed experiment. You tried something and didn't work. No need to try to make it permanent.
19	1	1		Cars were more backed up than usual. People had to wait in a huge line when they normally could turn right onto the street they wanted to get onto.	NA	Thank you for including us in giving feedback since we are the ones who use the streets every day.
20		2		Cars were stopping in the westbound driving lane to drop off their kiddos because there was no place to pull over to drop off. It was absurdly dangerous to just have people stopping in the lane. There needs to be a protect d drop off area in front of the school!!!	Na	I understand the need to have protection for people riding their bikes but there also needs to be a designated drop off area in front of the high school. You will need to devise a better plan than the one you were testing!
21		1		Caused more congestion	n/a	N/A
22		2		Chaotic, unorganized and unsafe. The City appears to be catering to a small amount of bicycles instead of vehicle traffic. This "test" clogged up city streets and made for unsafe conditions	Not applicable	Please never do again
23		2		Claustrophobic, difficult to turn into parking lot with the barriers. Eye sore	Not relevant	Please do not spend money instituting this change!
24	3			Clear barrier for cars to see bike lane	There were no other bikes coming so we biked next to eachother	I have elementary children that could use this street now, previously we have had to drive to avoid the danger. With a permanent barrier bikers would have to decide where to cross the street, they can't just cross from the right to the left wherever it is convenient in a flow of traffic. That intentionality may help the drivers as well, may add predictability to where the Bikes will show up.
25		2		Cluttered. Backups are were longer than I've ever seen. No left turn lanes contributed to that never saw a single cyclist heading east on the two way bike path.	Na	I don't see any reason to make these changes. The 4 way stop (as it originally was) works fine. Cyclists in Davis will not use the crosswalk biking set up because of they've all been taught to ride like cars. Waste of money and a headache for those who have to deal with it.
26		2		confusing	Na	Confusing small lanes
27		3		Confusing and a traffic debacle causing previously avoidable accidents. Stop it now. Please.	Again a major accident zone. Reverse and fix it. No more Mace Blvd.	Worst traffic change in Davis. Get it together transit folks. Please don't complete this tragic project. As a DHS grad I'm aware and know this won't work. At all. Stop it and reverse it. Thanks
28		2		Confusing and dangerous to bikes, cars and pedestrians!	n/a	Get rid of it. It makes this town unfriendly to travel in.
29		3		Confusing and incompetent design that will - despite more time to adjust - lead to more accidents and problems. I know it was grant money but it's huge waste of scarce resources.	Again, very confusing and disorienting for bikes, cars and walkers. Don't do it. Stop now. Save our schools please.	Do. Not. Proceed. And find another project on which to spend these precious funds. This will be a nightmare - even given time to adjust. It's tragedy and debacle to surely mean another "Mace Blvd"-type event. Stop and think, And don't proceed. Thanks.
30		3		Confusing and tight. Please do not turn it into like the mace mess.	I did not even dare.	Leave it alone!!!
31		2	1	Confusing lines; the 2-way bike lane encourages bikes to ride on the wrong side of the road in areas without 2-way paths, and also are confusing to motorists; the white poles are set too close to the route cars must take get when trying to turn out onto 14th when leaving the high school parking lot; the white pokes do not provide any safety for bicycles, just the illusion of safety; the white poles make it difficult for cars to pull to the right side of the road when making a right turn, required by law...in short, this design does nothing whatsoever to improve either safety or traffic flow.	N/A...how long will this "test design" be in place? Might be able to ride it if it will be set up for a while...	Nothing good to say about it...looks to us like the City is just looking for excuses to spend money even when no problem exists. It would be much better use of funds to mark the lines on Covell Blvd. between Anderson and Lake...so hard to even see where the lanes are in much of that stretch.
32		3		confusing, took away turn lanes making the traffic way slower. People became impatient and unsafe.	confusing	increased traffic and commute time
33		3		Confusing. Cars were turning wide and into other lanes to make turn	Not a big fan of these as it goes against what we have trained our children on. Ride in the bike lane with the flow of traffic. Can be very confusing for young kids	2 million is way too much money to spend. Please use the money to re-pave current paths we have so people are encouraged to ride bikes again. The current paths are in such disrepair (tree root damage) that it is hard to ride.
34	1	2		Confusing. Stop and go traffic. Increased driver frustration as saw raised fingers, head shakes and Jack rabbit starts as drivers cleared Oak to continue on Villanova. So much design; so little improvement.	Was afraid to use it.	Glad it is being tested before implementation. This is an important improvement over how Davis city government usually decides these "enhancements".
35		2		Constricts roadway and intersection, forces two-way bike traffic which increases risk of collision.	n/a	These changes are unnecessary and demonstrate fiscal mismanagement. Don't recall any recent accidents at this intersection but we seem determined to spend \$2M to fix a problem that doesn't exist. Traveled by bike through this intersection for both junior high and high school and do not find it dangerous or in need of any changes, especially \$2M in changes. PLEASE invest this money in something that actually needs fixed (like our roads), instead of inventing projects and wasting money.
36	1	2		Couldn't figure out how to safely get to the dedicated bike path.	Needs entrances and exits. I felt trapped by the posts and could turn where I wanted to.	Thanks!

Fourteenth Street Demonstration Project Open-Ended Results

14th Street Demonstration Project, CIP 8282 - Road Design Test Comments

	Positive Comment	Negative Comment	Neutral Comment	What did you like or dislike about the Oak & 14th intersection test design?	If you used the two-way cycle track in the test design, please give us your feedback.	Please share any general comments you may have about the test.
37		2		Couldn't understand. Take's more trips	?	Complicated
38	3			Davis needs to prioritize bike safety, and this stretch of 14th is terrifying to bike with children. This felt so much safer, cars were slower, I was less afraid of getting hit by a high schooler turning into or out of the parking lot. And the 4-way stop made so much sense. This HAS to be done, do not be swayed by people inconvenienced by a very slight traffic delay.	This felt safer! I would still prefer the cycle-track to be on the south side of 14th to avoid the high school parking lot traffic. Please implement the two-way cycle track!	Please make the bold move to implement this bike-safety measure! It is a matter of time before a cyclist is hurt by a rushed driver in this area. Also, traffic will be better along that stretch when Covell is not being worked on.
39		2		Design at the intersection is not safe.	no	During peak time the traffic at the intersection will be a nightmare.
40		3		Did not like it. Caused a lot of back up on Oak south of 14th.	Did not use and observed bikes using it in only the traditional direction. Bikes going east were on the other side of the street as usual.	Waste of money. Is there really such a problem that needs to be fixed? Many bicyclists do not observe traffic flow and rules regardless of what is in place. Do not implement new design tested week of November 8.
41		2		Did not like the lack of left turn pocket onto Oak.	n/a	Too extreme of a change. Backed up 14th during peak times! If you want to slow down traffic, how about speed tables on 14th between B and Oak instead of narrowing down 14th and making it back up? Put the left turn pockets back!
42	2	1		Didn't like that southbound on bikes we had to stop, check for cars, and cross 3 intersections before we could get going eastbound in the protected bike lanes. Did like that cars stop behind bikes giving bikes the advantage of being seen. Riding bikes on 14th with little kids is nerve racking.	It was much safer for bikes (1) having protected lanes with no chance of parked cars opening doors and minimizing cars passing very close to you when riding and (2) not having to cross oncoming traffic eastbound on 14th St. to get onto the bike paths into community park.	I hope you will reinstall the protected bike lanes where they were and leave them there until construction begins! It's a simple and low cost safety measure that provided significant comfort when riding on 14th with kids. Even if the 14th and Oak intersection isn't changed, the more mileage of protected bike lanes the better until the permanent fix is constructed.
43		3		Didn't stress on car doors opening in the bike path like normal. Test section was too short since it was only a block or so long and made the bad transitions into and out of not really worth the trouble.	People are terrible with the bike paths that have two way traffic. Too many people ride next to each other and end up almost having head on collisions. This should be tested elsewhere like continue the two way bike lane down J st to 8th at least instead of stopping at Drexel. J St bike lane lines are almost not visible and way more dangerous from my experience than the Villanova corridor.	The markers should have been closer together on the corners. Cars were driving between them confused. Just like the divided bike paths at Mace if they are wide enough for a small car then you better believe that someone in a small vehicle will try to use it. We need one of these bike tracks from the train track overcrossing at Swingle to the causeway to make a safe connected bike path to Sacramento.
44		3		Difficult to turn right as it requires a much wider turning radius to get around the white posts.	Didn't use it. However, since the south side of 14th (heading east) still has a bike lane, why is there a need for an additional bike lane on the north side that also heads east? And for students riding to school heading east, how are they supposed to safely navigate from the southwest corner of 14th and Oak to the north side bike lane heading east? Looks like an accident waiting to happen.	The test is confusing. What is the problem you think this will solve? And what about the danger of people entering and exiting the Vets parking lot? Kids will be on their bikes in both directions. This is crazy.
45		3		Dislike it all. Hard to make sharp right turns at the intersection. Pylons make it very challenging to see bikes when you are driving. Lack of left hand turn lanes make the traffic back-up ridiculous. Bikers are unsure of where to go at the intersection. I often turn left onto Oak from 14th westbound on my bike-felt very unsafe to do that. Do I come out into traffic? Cross west then cross south to oak? A round-about would be better than this.	I am not sure folks knew it was two way. I didn't use it going eastbound on 14th. I stayed on the south side of the street on my bike.	This is a terrible solution to something that I am not convinced is a large problem. I live in this neighborhood. I am at this intersection daily. Yes, it's congested at school drop off times. But this made it feel more unsafe.
46		2		Dislike- it made traffic back up causing delays to arriving to DHS and NDE.	Na	This is not a successful solution to biking safely.
47		3		Dislike- It's confusing. It did not feel safe at all. Please consult the Davis cycling community when designing these projects.	Terrible idea. Do not put wrong way traffic onto our streets!!!	The only thing good about this was that it was a test. Hopefully this terrible idea will be scrapped. As a cyclist, I ask the City stop doing projects designed to help cyclists that end up doing more harm than good. Just put in big, simple bike lanes.
48		3		Dislike: eastbound bike traffic on 14th forced to awkwardly cross over at Oak to "wrong way" northside of 14th; then if going east of B St., was forced to awkwardly cross back to the "right" side. Like? Nothing!	Fine...only if you were riding westbound.	Bad idea! Two thumbs down!!
49		2		Dislike:Current pilot project	no	Too bad design
50		2		Disliked intensely. I found all the white poles very distracting and unclear about where to drive. It would probably clarify over time but it seemed unnecessary and confusing.	Did not use	It seems like clear pain on the concrete would be simpler and just as effective, if not more effective. There will always be new drivers coming through that will find it confusing.
51		2		Disliked not having a left turn lane.	n/a	Traveling east on 14th and turning left into parking lot: Cars backed up, ongoing traffic not allowing cars in on the "zipper". Exiting parking lot, heading west on 14th: Hard to see east/west traffic without pulling into bike lane.
52		2		Disliked the design as the traffic flow was very poor, inefficient and caused many delays.	Na	The design should consider the congestion at peek drop-off and dismissal times.
53		2		Disliked the traffic and inability to turn left in a separate lane. The traffic caused me to be late to school after leaving 10 min early (usually takes 5 min).	n/a	People don't bike as often in that area compared to the amount of people driving so although having three bike lanes does make it safer for bikers it causes much more traffic for the majority of the people using the intersection.

Fourteenth Street Demonstration Project Open-Ended Results

14th Street Demonstration Project, CIP 8282 - Road Design Test Comments

	Positive Comment	Negative Comment	Neutral Comment	What did you like or dislike about the Oak & 14th intersection test design?	If you used the two-way cycle track in the test design, please give us your feedback.	Please share any general comments you may have about the test.
54		2		Dislikes: greatly reduced parking at DHS, massive traffic in and out of student lots as all loading zones and visitor parking for DHS was eliminated, took MUCH longer (5x) to exit Vets lot, bikes blowing through stop signs at 14th and Oak created even longer vehicle wait times Likes: maybe bikers felt safer?	n/a	This was a poorly chosen the weak to conduct the test, as Thursday was a federal holiday and elementary schools were not in session on Friday. Because of those issues, attendance was lower than in a standard week and, therefore, there were students/cars than there would have been in a general week yet traffic at the stop signs was the worst I have ever seen it in 15 years upcoming to DHS every single day. Where are you In addition to the tremendous traffic mentioned above, this project has eliminated about 30 parking spots for students, staff, parents, and the community along 14 St. I'm sure the neighbors will love students and staff circling and squeezing into small spots on the residential side while rushing to class. Perhaps more importantly, it has eliminated ALL short-term and visitor parking as well as the loading zone for picking up and dropping off students. What is the plan for emergency vehicles and busses that park in front of the school? Related to the above, because all loading zones are now blocked by the two-way bike lane, parent centered student and staff Lots to pick up and drop off their students, which created even more substantial delays and backups. While we would all like students and staff the bike to school regularly, that is unrealistic especially as the district continues to expand intra-district transfers who travel to Davis schools from out of town and, therefore, must drive.
55		1		feels cramped and limited. cars are expected to make ninety degree turns into parking lots	.	.
56		1		Felt like you had to pull into the bike area to be able to turn which seemed less safe for the bikers.	Na	N/A
57	2	1		Felt safer but there weren't a lot of cars anyway.	Felt more spacey and safe for bikes	The cross walks were confusing for bikes crossing the intersection of 14th Street and Oak Ave.
58		3		Felt unsafe, dangerous, and confusing as a driver and cyclist. Left turn lanes eliminated which made it tricky and congested	It was scary at the intersection of Oak and 14th and at both the driveways to/from main DHS/Vets parking lot. Cars pulling in/out and trying to navigate two lanes of bikers with a sharp turn for drivers in and out of lots.	I felt unsafe as a driver and cyclist. Too much confusion for both types of users. I witnessed a close calls with bikes v. cars. We already have traffic issues, so the new design creates more congestion for cars and it makes it confusing and difficult for cyclists to navigate the two-way bike lane as well as cars crossing those lanes at all driveways to campus.
59		3		First of all, this is one of the worst-designed surveys I've seen as it doesn't allow you to note that you traveled both directions and on foot and via car. As to the intersection test, it was horrible. There likely isn't enough space here for me to state all my criticisms of it. The area felt far more confused, and far less safe than it normally does. Normally I can (when in a car) see pedestrians and bikes in the area, and I feel seen by drivers when on a bike or walking myself. But there are so many pylons that I had a difficult time seeing or feeling seen. There was also no policing so I saw cyclists darting in and out of pylons where they should not have been, in the car lanes, etc. And the openings between pylons for cars, and the lanes themselves, felt claustrophobic. Horrible, horrible plan.	I did not, and it was not even obvious to me that that is what it was. I wondered why you had a double-wide bike lane.	I have lived in several countries, most of which are far more bike and pedestrian friendly than Davis. Why don't we adopt what they do? Why try this crazy system? Why not paint bike lanes in a solid color? Why not raise bike lanes to sidewalk level? Why not install tire spikes at the entrance and exists of the high school parking lot by the Veterans Memorial as I constantly see cars going the wrong way in and out, creating a safety issue (it would solve the issue)? Why not prohibit anyone but library patrons from parking in the library lot (which would also help traffic safety)? Why not post both bike and car police in the area at unpredictable but regular times so they can cite both cyclists and drivers who violate the laws (only citing drivers, as we tend to do in Davis) is ridiculous as it leads cyclists to feel safe to ignore the traffic laws, creating huge safety and traffic issues (the reason cars, bikes, and pedestrians co-exist so well in countries like Sweden, Germany, and the Netherlands is that the police pay attention to violations by all three groups, not just violations by cars). And what did this test, and this plan if rolled out, cost our city? I live in the area of the high school and the whole area has what I think the Enterprise reported to be the worst-kept roads in not just Davis but all of Yolo County and perhaps the whole region. The Oeste neighborhood is particularly riddled with potholes, etc. Please spend the money on fixing our failing roads and on policing the laws we already have (including policing cyclists; I once saw literally 50 cyclists run a stop sign in front of a bike police officer who did nothing as he was busy chatting up a coed, but had even one car done that they would instantly have been cited). This "test" really makes me think that our city government needs to be replaced. Whoever conceived of or approved this test should be terminated.
60		2		First there was no crossing guard to guide bikers. The white posts were not explained and no one knew how to use them. Buses could not safely turn onto 14th or oak. Cars had difficulty turning from oak to 14th because the right turn area was much smaller due to the posts. I felt it was much less safe and slowed traffic during peak times. What is needed is a crossing guard like on B and 14th. Much cheaper and only needed at peak times.	Used car only	Please remove the white posts at 14th and oak.

Fourteenth Street Demonstration Project Open-Ended Results

14th Street Demonstration Project, CIP 8282 - Road Design Test Comments

	Positive Comment	Negative Comment	Neutral Comment	What did you like or dislike about the Oak & 14th intersection test design?	If you used the two-way cycle track in the test design, please give us your feedback.	Please share any general comments you may have about the test.
61		2		First, I wrote a series of concise and thoughtful responses to this survey last week, but evidently those were lost. I don't have the time or patience to do that again, so these will be the unpolished, perhaps rambling cliff notes. I live on Scripps Dr. and use Oak to commute N-S to UC Davis by bike. Coming home, I used to turn LEFT on Scripps across oncoming traffic on Oak, but a couple of years ago, I switched to making that LEFT turn onto 14th, which felt marginally safer on account of its having a stop sign, but that turn is always the scariest part of my commute. Living in the area, I also encounter the Oak & 14th intersection a lot in a vehicle and as a pedestrian. I will focus on the bike experience for the test set-up, but I didn't enjoy it as a driver either (too many flashing things, really confusing and distracting, hard to know where to look for bikes/pedestrians, traffic backed up unnecessarily, etc.). As a pedestrian, it was mostly fine, apart from the fear that the cars might not know where to look for me. As a cyclist trying to go straight, it was fine. As a cyclist trying to turn LEFT onto Villanova from Oak, it was awful. Issues with going left: 1) The focus on E-W bike safety neglects the fact that Oak is the primary N-S bike thoroughfare between Anderson and B. 2) As 14th is also a major bike E-W thoroughfare, LEFT turns at the 14th and Oak intersection are likely to be common for cyclists, as there isn't another good place to turn left (i.e., to switch from N-S to E-W) between 8th and Covell (not sure if Covell is a good place either, but that's not the point). 3) With the test configuration, the route that a cyclist turning left was supposed to take was entirely unclear. I even stopped as a pedestrian and took a picture to try to figure it out at home. Either you can merge with the car traffic (that's what I do when there isn't a test configuration), which I did, and it was scarier than it needed to be, especially when the intersection was backed up, or you can cross through the intersection twice by going around the loop to the right, which is so inefficient (especially when traffic is backed up) that cyclists are more likely to make bad decisions and merge with traffic just for the sake of efficiency. Please, please, please carefully consider left-turning cyclists in whatever configuration gets selected later.	n/a	Signage at the test site indicating the availability of the survey would have been helpful. I only found out about it because the intersection (which I thought was on its way to permanence) seemed so dangerous that I googled it to get more info and stumbled on the survey. Thank you for soliciting feedback.
62		3		hard to know what to do at the intersection when arriving. You have to cross two lanes of traffic before entering the track????	unmarked, unsafe. NOT recommended	This is NOT what we need for calming any traffic in the area. People were cutting and speeding through Eureka to avoid, and then how is this more safe? People at the corner of the HS were NOT watching for bikes and walkers.
63		1		Hard to see both directions for bikes while turning into HS parking lot.	n/a	No more comments
64	2			Having fewer total lanes of car traffic entering the intersection felt safer both as a driver and as a pedestrian. While driving, I also felt more aware of bikes entering the intersection.	n/a	This seems like a really important contribution to traffic safety at a heavily used intersection. I'm a DHS alum (class of 2001) and even twenty years ago, I remember that intersection always being dangerous.
65		2		Honestly I think that intersection and 14th And B both just need stop lights there to be completely safer.	n/a	I think we need stop lights at the intersections of 14th and oak and 14th and B. It will eliminate traffic confusion and guessing. It will also eliminate the need for crossing guards.
66		2		Huge dislike. The flow of traffic is horrible. People who live in the neighborhoods have great difficulty leaving their homes. All those who travel any of the routes (walk, bicycle, vehicle) gets confused as to what they are supposed to do.	n/a	Remove everything and don't try to fix what was not broken to begin with.
67	1	1		I agree something should be done for bike safety, I don't think having multiple crossing for bikes to get around the intersection is smart or convenient. There needs to be a way for bikes to turn left without going around the intersection. Large vehicles have a hard time turning without crossing into the designated bike lanes.	n/a	Why on earth did it cost \$85k to put down temporary lane stripes and why do we earth would it cost \$2 mil for them to be permanent. Seems like a big waste when there are homeless people a couple blocks away. 2 million could help house them.
68		3		I am a supporter of the new designs, especially designs that improve the safety of bicyclists. The test design at Oak and 14th is fine with me. I like the dedicated bike paths and clearly delineated lanes for bikes and cars. Bikes and cars should be separated as much as possible, and I think this new design is a step towards that direction. I'm primarily a car driver. Any complaints that this will be a Mace Mess is not relevant- this is an intersection of three schools, not near any highway interchange, in a town that touts itself for being a sustainable bike capital.	I am mainly a driver, but I am most concerned with bike safety for all the school kids who use this road to commute. I like the dedicated area for bicyclists and hopefully it would prevent a lot of random street crossings in front of the schools.	I think it is great. I am a primarily a driver, but I would value bike and pedestrian safety WAY above my convenience on the roads immediately adjacent to the schools. We currently live in West Davis and have elementary school aged kids. They will eventually go to DHS, and the current bike path from Willlett to DHS is scary. Having a clearly delineated bike path, with dedicated bike lanes as far away from cars as possible, might make the difference between driving them to school, or having them bike themselves.
69		3		I appreciated the shortened crossing distance of 14th and the higher degree of bicycle protection	Worked great during a subsequent trip down this stretch. Again off-peak hours. Would seem to make sense with the number of students going back and forth that side of the street	Re-design was great for a bicyclist
70		3		I arrived on 14th via Eureka and turn right to go to the elementary school with son also on a bike. At least on one of the days, the test shifted more cars to the intersection of B & 14th and so there was no good way to cross the road to get to the sidewalk in front of the library (too many cars in the right turn lane and also stopped at crossing with B). The bike lane was not accessible (it normally is fine) so we actually had to get up on the sidewalk and go to the crossing at B. Thanks to the crossing guard we were able to cross. The other days were very light traffic so things seemed normal or maybe better than normal (seemed like less St. James traffic)	was not able to access it because we come from Eureka, heading east toward the elementary school. We took the bike lane.	Didn't seem like many people were using the bike lane between the elementary school and high school (no one approaches either of them from that way). It may have made congestion and drop offs worse on Eureka, not sure.

Fourteenth Street Demonstration Project Open-Ended Results

14th Street Demonstration Project, CIP 8282 - Road Design Test Comments

	Positive Comment	Negative Comment	Neutral Comment	What did you like or dislike about the Oak & 14th intersection test design?	If you used the two-way cycle track in the test design, please give us your feedback.	Please share any general comments you may have about the test.
71	3			I biked around from various directions. Like: Helping kids on bike get to school with the two-direction path. Dislike: traveling east on the new bike lane, it appears to end prematurely, are small children going to kindergarten expected to ride on the sidewalk going east on 14th? I think it's important to make the transitions into and out of bike infrastructure smooth. Foot traffic is heavy for kids to have to ride on the sidewalk. Dislike: people on bikes who want to turn left from any approach to oak and 14 seem to have to go in a roundabout fashion and make extra stops to stay on their path if not going into the two-direction bike path. Dislike: It seems awkward to get into the bike path when traveling east on 14th (bikers have to make extra stops to turn left into the bike lane) or south on oak (do they have to go all around in the intersection?). Rather than having bikes go in redirected lanes, why not make a green bike buffer in front of cars to give bikes more priority and space but still allow them to travel with traffic? Like: clear delineation of bike lanes. Testing the idea before implementing.	I used it in a low traffic day. Especially with the later high school start time I do hope the city will prioritize kids on bikes going to and leaving the elementary school.	Tests like this are a good idea. Even simpler prototypes of ideas (less costly) can be great ways to get feedback.
72		2		I can't drop off my student in front of the school. I had a hard time not hitting the barrier when I turned onto oak from 14th. I had to swing way out into the other lane. Also harder to pull out of the parking lot on 14th.	no	Cuts down on places to drop of you child. I don't see all lot of bikes using that bike lane at the times I am passing through there.
73		2		I did not feel safe making the right turn going north onto Oak from 14th while driving. I felt very unsafe making a right turn and not knowing if bicycles were going to continue going straight through the intersection since they were in a blind spot on my right. I saw one bicyclist and I had to lose sight of him as I made my right turn and could not react if he ran the stop sign.	n/a	I did not feel safe driving at the Oak intersection. There were too many blind spots where bicyclists could be. I was also in the test zone from 7:30a to 7:45a and again from 5:30p to 6p all week and only saw three bicyclists in the new lane.
74		2		I did not like how small each lane is. I also do not think the city should be spending money on non-issues like this and the beautification of Russell Blvd while there are failed roads rampent throughout the city.	n/a	I would prefer the city stop trying to prevent people from driving cars with stupid projects like this, the unusable traffic signals down town, and the redundant homeless respite center. They city should be working to eliminate the budget deficit and bring the failing infrastructure back to a manageable level.
75		2		I did not like how turning out of the High School Brunelle parking lot I needed to look for bikes both left and right in addition to cars from both directions. Also, when turning into the parking lot---especially when foggy, the poles made it very disorienting. I also did not like how it slowed down the four-way stop traffic on the Oak and 14th intersection since it was no longer possible for someone to go right and straight at the same time.	I did not	I really prefer the old system without the two way lane. I think it will be more dangerous as it is.
76		2	1	I did not like the back up of cars. At morning rush hour, cars were backed up 14th/Villanova both ways, as far as you could see. I did not like the bike stop line in the middle of the intersection. It too hard to look behind to see if a car will turn in front of you. My elementary aged student walked - and drivers were so frustrated, they would not let her cross. At non-peak times, bikers just blow through the intersection as usual.	Can you add a bike path to connect to community park? The walkway between the high school parking lot and Vet Memorial should be made into a bike path and have clear access onto 14th.	Also - turning out of the high school parking lot was too tight. The city needs to work with the schools to coordinate start times! We cannot have NDE, St James and the High School all start at the same time! Also - please add "Keep Clear" signage at Redwood Lane. The traffic makes it impossible for residents to leave!
77		1		I did not like when the bikes that were heading east on 14th were diverted across 14th onto Oak. That was really confusing. The way it currently is after the test seems to work better. I don't mind the removal of the turn lanes at oak and 14th because that removes a main source of congestion/confusion/potential accidents. This week (after the big test) the traffic seems to be calmer and flowing better than usual. No one could seem to figure out when to turn left from any direction at the intersection with the combination of bicycles and cars, but now that the option has been removed, it seems to work better. I also found it really difficult to move across the two bike lanes on the north side of the street as I turned into the school parking lot because cyclists heading eastward did not pay attention to cars, etc. The concept of the protected bike lane was nice, but I found it much more difficult to manage entering and leaving the parking lot.	Na	See above
78		3		I didn't know how to get across the street with west bound traffic on 14th St. It felt better using a single bike lane going west.	I don't like these designs. I would rather have bike lanes on either side of the road moving with traffic. I probably wouldn't use it going east. To hard to get to at the Oak St. corner.	Again, I would rather have a bike lane going with traffic on either side of the road. Changing traffic patterns from one side of the road to the other is always more dangerous. Requires to much road crossing.
79	1	2		I didn't really use the redesigned oak/14th crossing	As a bike I found it hard to time my movements with the flow of traffic when the bike lane was physically removed from the street. I turn from 14th onto Eureka, and the narrow window to move into the turn lane from the bike path made it feel less safe. Having more room to move from the bike path to 14th would be helpful.	I appreciate trying to make 14th safer and perhaps overtime cars and bikes would learn the redesigned route, but for now the bike lane felt constricting for someone who uses 14th to turn on a street other than oak. Improving the bike paths' connections to community park and the street around the high school would likely help both drivers and bikers pay more attention to each other.
80		2		I dislike test design. Less space to turn. There is a possibility to hit other car when turning right	I didn't use	What was the reason to install the poles along the road. Not enough room for bigger cars and extremely less room to make a right turn

Fourteenth Street Demonstration Project Open-Ended Results

14th Street Demonstration Project, CIP 8282 - Road Design Test Comments

	Positive Comment	Negative Comment	Neutral Comment	What did you like or dislike about the Oak & 14th intersection test design?	If you used the two-way cycle track in the test design, please give us your feedback.	Please share any general comments you may have about the test.
81		2		I dislike the bike Lanes going in front of the high school parking lot entrance and exit and all the little ones traveling to North Davis Elementary, seems like a disaster waiting to happen. Also, the Oak/14th intersection seems really confusing to navigate and feels tight with all the cones up	n/a	It would seem safer to put the bike lane on the other side.
82		2		I dislike the loss of the left-hand turn pockets. It has created traffic congestion where none existed before. Very bad idea.	Did not use.	Bicycles use the greenbelts in the park - there is no need to disrupt car traffic on 14th Street to add bike lane protection. People already watch out for bikes. This design is ridiculous, unnecessary, and bizarre. Why block the entire street in front of the high school? You folks love traffic jams? Creating difficulty for families? Ultimately, this design will push traffic onto side streets and people will be dropping kids off in front of houses on Eureka, etc. It is one of the most asinine traffic projects I've seen in Davis (or any city).
83		3		I disliked it because it made everything more complicated than necessary. Bikes weren't following the lines, and the construction made it so it was hard to maneuver.	I used the two-way cycle track once, and it was not helpful to me.	The construction makes it hard for the bus, which is my primary way home. The bus stop has been moved down, and that makes it so I cannot get the bus right after school, and I have to wait.
84		3		I don't feel safe going around the intersection on hike and driving makes it harder to know where bikes are going.	I feel much more in danger going around the entire intersection to just make a left turn	I would like for the changes to be removed for the safety of travelers. Drop off and pick up on the north lane on 14th is also totally unsafe
85		2		I don't like reducing/omitting turn lanes.	n/a	Please do not change the current set up
86		3		I don't like having to cross 14th and then Oak to get to the two-way bike lane, especially since I'm going to the library, not the school. I think drivers won't know where to look, or to look at all because it's such an unusual design.	As I was cycling east on 14th, a car also coming from the west turned into the Vets parking lot right in front of me. Why? Because she wasn't expecting, perhaps didn't even see, a bike traveling ON THE WRONG SIDE OF THE ROAD!	I noticed that those stakes were already falling down. Are they there for the test or intended to be there permanently? They make it all more confusing and if meant to be permanent, will undoubtedly always be missing or fallen over.
87		3		I drop off at NDE and HS. Both times when turning right -even exiting from library where there is no dual bike lane, i had bikers (adult and kids) darting in front of me. You DO NOT expect bikers coming in opposite direction of traffic on the street. Already by the library you have to worry about people in the bike path, then when you think you are clear, you have people who are going to NDE and they are too lazy to cross at B and then cross again at NDE cross walk. In addition, the wide swinging turn is horrible going to Oak. Also, i had HS students cross from Oak into the dual bike lane not at the cross walk but into the car lane of oncoming traffic just to cut out crossing at the cross walk. PLEASE keep it as it was. Why do you want to teach HS students and NDE students to ride on the wrong side of the road in the street?? This was such a bad idea.	Too narrow. Too difficult for younger kids and HS students coming opposite way hog bike lane. Just keep biking consistent across town. Stop wasting money for "improvements" that don't really "improve"	This seems to be a complete waste of money
88		3		I feel I will lose my mind just look at those traffic lines	No good	We all have a brain and we all can think, Need common sense not handbook about how to read traffic line in Davis. God help us who ever come up this ideas.
89	2			I feel the plastic delineator posts were helpful in keeping bicyclists safer and ensuring cars don't drift into the bike lanes.	n/a	I feel like the idea to keep cyclists safer is great, but I do think there could be a subtler way to improve the situation that is more of a middle ground solution between the original status of the intersection and the pilot program. Perhaps something that is a bit less confusing for motorists and bicyclists, while still slowing down traffic and making bicycle lanes easy to see.
90	2			I felt physically protected from cars. I also felt like I more quickly made it through the intersection. 10/10 for bike riders!	Na	I did notice a bit of traffic on 14th towards Villanova one morning but I think safety is more important than ensuring traffic flow (which will adjust over time)
91		3		I found the bike lane not very intuitive at all and found myself just going straight through some of the polls	I ended up just bike on the road.	Overall it felt less safe if for nothing else than it was not intuitive and seemed overly complex
92		3		I found things to be more confusing and congested (which led to back ups and frustrated/aggressive drivers). There was also much less street parking, which can help avoid congestion in the parking lot (ie for quick drop offs/pick ups). The loss of a turn lane into the parking lot really aggravated the situation.	My kids (who bike to DHS daily) said that most students either bike via the park (from the north and east), via Oak & campus (if from the west) or via the B St. crosswalk (if from the south), so none of them used the cycle track. When I was there I only saw a few joggers in the cycle track.	I appreciate the concern about student and community safety but the addition of all of the barricades and dedicated lanes seems to only hinder traffic flow and congestion and lead to more back ups and frustrated drivers - who then speed or make poor decisions because they are late or angry. My kids bike daily to DHS and have never expressed safety concerns or the need for more dedicated lanes (just more bike racks).
93		2		I had no idea this was going on. I drove down 14th to escape construction on Covell that made one of the major arteries in town a nightmare only to end up funneled into a forest of yellow and white balustrades that made lanes narrower and confused drivers of all sorts. Horrible ideal!	n/a	Perhaps it was announced in the ever-worsening Enterprise which I no longer read, but I had no idea this was going on. Perhaps a note in the city services bill would reach a wider audience? I had no idea what all that foolishness was for, but I hope it never makes another appearance.
94		2		I hate the narrowness of it all. Also the stick things are unsafe.	n/a	Please change it back
95		3		I have never seen such a back up of traffic, coming down Oak and across 14th.The turn lane (14th east) to Oak was ridiculously narrow!	The bottleneck of traffic is ridiculous! The student parking lot with these inexperienced drivers trying to navigate those tiny lanes is potentially hazardous!	In light of the debacle the city cause in south Davis, with the City trying to accommodate more bicycle traffic, please exercise caution in messing with 14th street. I am sure there are many other areas that need immediate attention. No need to fix what isn't broken.
96	1	1		I like that bicycles were staying on the left side and not in traffic. I do not like that it takes way longer since the turning and going straight lines are merged into one.	n/a	The problem is that the bicycles are not following the flow of traffic consistently and using the cross walks and going into traffic. They need to be consistent if they are pedestrians or vehicles.
97	1			I like that bikes have dedicated spaces and that it didn't affect vehicle traffic to make that happen.	n/a	N/A

Fourteenth Street Demonstration Project Open-Ended Results

14th Street Demonstration Project, CIP 8282 - Road Design Test Comments

	Positive Comment	Negative Comment	Neutral Comment	What did you like or dislike about the Oak & 14th intersection test design?	If you used the two-way cycle track in the test design, please give us your feedback.	Please share any general comments you may have about the test.
98	2			I like that cars were not able to drive or prematurely cross into the bike lane when turning right into the HS/Vet Memorial parking lot.	n/a	Thank you for running a test before making the final changes.
99	3			I like that it was really obvious that you were crossing two bike lanes into the parking lot. I really noticed the need to look both ways	I didn't use it but have used them other places and I think they are great. I feel a lot safer riding on them.	Great project!
100	3			I like that the cars are directed to turn before they cross bicycle paths so they can see riders more easily and I like that the crossing distance for both bikes and pedestrians is shorter, which makes it quicker and cars don't have to wait as long for them to cross	It felt narrow because of the no parking sawhorses, but I think will feel fine under normal circumstances. I like that it is physically separated from the cars and that cars can't pull over to park, crossing the bike line multiple times to do so	It was initially a little confusing for some people, but I think it will improve traffic flow once people are used to it.
101	3			I like the way the design prompts cars to slow down and be cautious. I felt safe on my bike at the stop sign as I knew a car wasn't able to come in to my lane. My 8 year old also felt more protected.	I felt much safer and less exposed in my own lane and I noticed that cars took more time to survey the road before moving. I also felt that the cars were more likely to take notice of the bicycles because of the white poles and separation.	I feel that it made everyone approach the four-way stop with caution.
102	1			I like this arrangement better, although during peak hours the movement of car traffic will be a lot slower since its the same lane for the turns.	Na	NA
103	3			I liked how it allowed for a safe way for bikes to turn left without merging into car traffic. At peak hours merging into the left turn lane on a bike is difficult and feels dangerous, and I think the test design addresses that issue well.	It was nice to not have to turn across two lanes of traffic to leave the high school heading east, although I rarely leave in that direction. I don't know if this two way cycle track is really necessary, but I thought it was nice.	As a biker, I thought the test design was great, especially the oak and 14th intersection. It would make my trip to school each day far safer and easier. However, I have heard complaints from people who drive to school that the design is confusing and some of the turns are too tight. Overall though, I think at least the intersection design would be a worthwhile change for the safety of bikers.
104	3			I liked how it was on both Oak and 14th	I like two ways. Very good	Thank you for exploring solutions for two ways
105	3			I liked it. I didn't like that I might have to stop, because it's not really a round-a-bout, but it worked well enough.	I used this in the dark going westbound. There was no other bike traffic. It worked well for me. I liked having the extra space. It felt safe.	I really liked that you have kept the east bound bike lane on the south while installing the two-way cycle track on the north. That was a pleasant surprise.
106		3		I liked nothing about it. It created congestion in the area and surrounding streets. There's no room for emergency vehicles. The bikes didn't obey the lanes.	It's horrible. You have to go way out into the intersection. Stupid idea.	The "losing" of data and creating the need to fill out another survey after the mess was cleaned appears to be intentional. The city is either incompetent or shady but most likely both. Quit wasting tax payers money so your friends can benefit and you all fill your pockets with payouts. Do your job and represent the citizens who voted you in. This traffic mess, like the Mace mess, is symptomatic to how poorly Davis is being ran. You all should be embarrassed.
107	1	1		I liked that bicyclist were not in harms way, but disliked the inability to drop-off student in front of school.	n/a	ideally the solution would route cyclists away from a clearly designated drop-off area and the drop-off area should not require entering a parking lot.
108	2			I liked that cyclists had their own space.	Na	Thanks
109	1	1		I liked that it felt safer. Terms of car speed. It seemed to help slow cars down which seems to be the main issue at the intersection. It also seemed safer for biker. I did like the more designated bike lanes. However, it was a bit much. As a resident on the corner of the intersection it was unfortunate that it interfered with parking and ultimately an eye sore. I feel like a design that is somewhere in between the original intersection and the pilot program would be ideal.	I did not use it. Though I will note, watching people use it - there was a lot of confusion since that design of cycle track is not common in Davis. I think a cycle track that similar to the cycle layout south bound B & Russel would be a better design for the intersection.	Please see above.
110	2			I liked that the buses and cars could not drop off or pick up where the 2-way bicycle lane was. This seemed to be much safer for the bicycle riders that used this lane. I also liked how the white poles separated the 2-way bicycle lane and the car lane. I also liked the Oak & 14th 4 way stop where it was clear where cars needed to stop and where bicycle riders could enter the 2-way bike lane.	I did not use the two-way cycle track.	I thought this was a safer approach vs. how it's set up now and would like to see a version of this adopted. However, I did notice that a motorcycle rider was not patient and didn't wait their turn approaching the 4-way stop with all the other cars so they decided to go into the 2-way cycle track which could have been dangerous. That person also didn't stop at the stop sign when they made a right onto Oak. Also more needs to be done with entering and leaving the High School parking lot to make it much more safer. With the white poles separating the road and the 2-way track, the entrance and exit was much narrower for cars to enter and exit into the parking lot and it was actually kind of hard to see where the entrance was. The good thing was drivers seemed to be more courteous that needed to make a right turn into the parking lot. They would actually stop and let a driver know that they could go ahead and make a left into the parking lot. This eliminated the two lanes entering into the parking lot which a lot of drivers don't even seem to notice and ignore completely.
111	2			I liked that the cars parked against the high school were gone and bicyclists didn't have to share 14th going east. It was more cleared up.	n/a	I liked that there were less jaywalkers.
112	3			I liked that there was more safety for bikes (all the teens!). I did not like that there was no turn lane from 14th (heading east) as you cross oak. I think it's much safer.	My teens did, but I myself don't know how they felt about it. I like that no cars can park or pick up there.	I just want kids in Davis to be safe. It should be the most important factor as to whether this is permanently implemented. If cars as slowed down crossing oak then so be it. Drivers who are not dropping off will find alternate routes. These kids are already having bikes stolen while at school (both my kids locks have saw marks from numerous attempts to steal), but what I care about most is that the kids themselves ARE SAFER.
113	3			I liked that there were poles to keep the cars away from crossing into the bike lane. I also liked that the bikes could go in either direction right next to each other.	It was very good and I felt safer.	Please implement this mode of road safety. It was very effective.
114	2			I liked the 2-way bicycle lanes on the same side of the street providing access to the High School, public library, Veteran's Center, Community Park and elementary school. It makes sense!	Didn't get a chance to use it on my bike	I also like the fact that at the corner intersection with Oak, cars could not cut and turn to the right or left - which I consider dangerous in that area with lots of pedestrians and bikers.

Fourteenth Street Demonstration Project Open-Ended Results

14th Street Demonstration Project, CIP 8282 - Road Design Test Comments

	Positive Comment	Negative Comment	Neutral Comment	What did you like or dislike about the Oak & 14th intersection test design?	If you used the two-way cycle track in the test design, please give us your feedback.	Please share any general comments you may have about the test.
115	3			I liked the barriers between cars and bikes. I liked that there was more clarity as a cyclist.	I liked it!	PLEASE ADD SPEED BUMPS. The speeds high school students (& others!!) drive down 14th is terrifying. Also lights on ground in cross walks.
116	2			I liked the fact that the bikes basically have their own road and that the bike lanes have a stop sign at the Oak Ave intersection. Even though cars are supposed to share the road the citizens on bikes are reckless and it is a bit disconcerting as a driver that all the safety responsibilities are only on us with cars when they are supposed to follow traffic rules as well. What I disliked was turning onto Oak Ave from 14th street. This street has a lot of new drivers and the right turn is rather sharp and it is easy to turn into the lane opposite of traffic.	n/a	Overall I thought it was safer. It does force you to pay attention as a driver and it helps the bike riders be safer.
117	2			I liked the re-done bike paths. Biking looked safer. I did not like the entrance to the high school parking lot - too narrow. Also, bus stop needs to stay somewhere close to the HS, it cannot be past on the 14th past Oak (going west). I did not like the traffic moving slower.	did not use it	Great test. Biking will be safer.
118	3			I liked the shorter distance across the intersection for a bike. I also thought the two-way cycle track was a bit safer, maybe ... although I used the on-street lane when heading east at least one time.	It did feel safer riding west. I have a real worry about cars turning into the HS/Vets parking lot in the morning; even though most of them are awake and considerate, there's always someone late-to-class who tried to force things. The larger space for the track gave me a feeling of safety. I wonder how it would be for a cyclist going east, with a car turning from eastbound into the parking lot.	I don't want to pooh-poo the concerns of drivers, but it took a long time to convince me that the Mace Blvd. problem wasn't overblown. I went to the City's web site and looked at the drawings ahead of the test - since that is my usual commute route. I was able to understand what the changes were, so I didn't suffer any confusion.
119	1			I liked the wider blocked off bike lanes	n/a	N/A
120		2		I live on Redwood and the car congestion on Villanova was a mess. Many cars bailed out onto Redwood rather than deal with what was ahead of them at the Oak/Villanova intersection and beyond.	Na	If this pilot becomes the final project I will avoid Oak/Villanova altogether at peak times. Makes a very busy part of town even more chaotic - student drivers, parents rushing to drop off students, etc. already struggle with the current layout. Also, please explore removing ballards, etc. when school isn't in session.
121		3		I live on west 14th and have a child at nde. I found the road test less safe and confusing to bikers especially. there was no direction and I found the driving especially bad during the test. it was a poor design and I saw a lot of dangerous biking and driving during mostly peak hours	I used it and did not like it or feel safe a group of dhs bikers almost crashed into me while biking west	I do think improvements are needed to 14th street near dhs but I am not sure what's best. this particular test design was a mess.
122	3			I loved it! It made the cars and bikes slow down. It prevented the cars from speeding up making turns early (turning before the driveway/street). It helped the parents from St James drive with more caution and it would be helpful if the same calming measure were put on B street because the St James parents cut off cars and bikes coming out of the parking lot. If we have limited funding can we please do it on 5th also. The number of students that come from the new housing on 5th by the post office by car is a lot and they ignore the lighted crosswalk on J (which is a safe school route) and they make turns (south bound) early on to I and J to avoid the red light at G. If we have unlimited funding let's do it on all the safe school routes and other major roads please. Thanks for all your work and time!	Yep! Loved it. I could see how some people could use some training. It was like the UCD freshman learning bike circles on the first week of school. Ha,ha :))!	Thank you for trying this! I have seen this in SF when I visit there and like the way it worked.
123	3			I really loved the protected intersection paths that helped us turn left onto the protected bike path.	I really, really loved the two-way cycle track. Please make it permanent. I have been very stressed biking along 14th with my kids at dismissal, because traffic is so heavy and the cars waiting to pick up at St. James often block the bike path on the east bound side of the road. So I'm a huge fan of the protected two-way cycle track. The only thing that still needs to change is having a crossing guard where the high school kids exit, or limiting them to only exit one car at a time. The were lined up too deep, and if the first car stopped to let us pass, the second car pulling forward to exit next to them doesn't have visibility to see us coming.	Better protected bike paths all along 14th, and extending all the way to Cesar Chavez is desperately needed. I know so many parents at Chavez who drop the children off by car instead of biking because they do not feel safe on 14th/Villanova or along Anderson. Please make the two-way-protected cycle lane permanent and extend it all the way to Anderson.
124		3		I think the turning lane is important thing being lost in the new design. More congestion. No where to pick up drop off near the school. Pushed too much traffic back towards the elementary school.	I used it in off peak hours. I think without the turning lane the high schoolers and parents are going to be more likely to make turns quickly b/c they have been waiting in longer lines making it more dangerous for the bikers crossing in front of the entrance to the parking lot.	I don't think this is a well thought out plan and it is going to put more kids on bikes in danger.

Fourteenth Street Demonstration Project Open-Ended Results

14th Street Demonstration Project, CIP 8282 - Road Design Test Comments

	Positive Comment	Negative Comment	Neutral Comment	What did you like or dislike about the Oak & 14th intersection test design?	If you used the two-way cycle track in the test design, please give us your feedback.	Please share any general comments you may have about the test.
125		2		I think this design's separated lanes for bicycles is safer for bikes but more dangerous for cars. I observed that automotive drivers experienced increased difficulty looking for oncoming traffic before turning into or out of the DSHS parking. I drove this every day of the week and experienced increased congestion each time, exceptionally so during peak hours. The loss of on-street short-term parking has an extraordinarily negative impact on adult drivers who need to pick up children from DSHS during peak hours. Drivers are now forced to enter the DSHS student parking lot, which is less safe than the previous on-street options. Due to offsite extracurricular activities I must pick up my child 2x/week during peak hours. During each instance I encountered rude, hostile, and unsafe student drivers. On one instance I was unable to reach the westbound turn lane because students, in their impatience, would not allow my car to merge across from the eastbound turn lane to the westbound. I was forced to turn east and take an alternate route that extended my travel time and distance. I considered instead parking at the Yolo County Public Library for pick-up the next day. Because that lot fills with parents picking up students from North Davis Elementary there was no parking available and my only choice was to navigate the DSHS student parking lot again.	n/a	Like the redesign of the intersection at J street and the Cannery, which is both an annoyance (because of the long light time and the insensitivity of left turn lane sensors) and a danger (because northbound traffic on J street seeking to turn right on red cannot see eastbound Covell drivers coming down the hill swiftly while also watching westbound Covell bicycles and pedestrians), the proposed redesign is well-intentioned yet flawed in dangerous ways.
126	3			I thought it was a really good idea but the way it looks makes it seem really intimidating. I think that if you were able to get in concrete curbs around the inter sections to protect bikes and pedestrians and replaced the plastic poles on 14th with a curb to protect the bike lane it might seem less intimidating.	I think it is a good idea, I think if you take more time to get people used to it they would understand how to use it for the right purpose.	I like the idea and it just needs a little bit of time for people to get used to it.
127		2		I was confused by CLOSED sign.	Didn't	The big issue on this street is the large number of cars driven by high school students. At school closing time, we get hit by two lanes of traffic out of parking lot (plus on-street). Two suggestions: 1. Make the parking lot exit (and entrance) one lane, instead of two. 2. Charge for on-street parking, and use that revenue to pick up their litter and beautify this neighborhood.
128		2		I was distracted by all of the vertical markers, harder to see the bicycles, I saw riders and pedestrians pop through to cross 14th St. in non specific crossings - increasing the difficulty as a driver to move safely. At 14th and Oak the "safe" pathways for bikes/ped's take up too much of the intersection giving a false sense of security. Using this money for better bicycle/ pedestrian/ auto - mandatory- education would be a much better use of funds. Education could be tied to insurance premium rates or discounts. Teaching people to be more aware and responsible will lead to better long term results than forcing cattle protocol and throwing money around.	Have not yet used.	MORE education on safe road practices. Make pedestrians and bicyclist follow existing laws. Learn to co-exist -- use money for a reward for alert behavior. Pull one's head out of the cell phone. Look around. Slow your car down! STOP at STOP signs - no matter how you are traveling! Teach the basic rules, "traveler on the right has the right of way". Reward personal responsibility - STOP BEING A NANNY TO EVERYONE- SPEND MONEY WISELY
129		2		It created a lot of unnecessary hazards for highschool drivers. The bike lane created a dangerous situation for any bikes using it as people were trying to go in and out of the highschool parking lot.	no	This bike lane is unnecessary...most people who bike in this area use the bike paths through the park. It only created more safety problems for bicyclists and drivers. Monitor student drivers more if you want to make this area safer.
130	3			It does feel crowded with all the cones and poles, but it did feel more safe than ever before. I've been cut off and ignored at that intersection as a cyclist more often than not. This is the route I take my children to school, but I often avoid the area because I am concerned and afraid of how drivers do not pay attention to cyclists.	I think it would take some time to get accustomed to, but it seemed like a good design.	I really hope this and other projects to support safe and comfortable biking in Davis are prioritized. The health and environmental wellness to be considered for our community is hopefully highly valued in the decision making process. I wish you all the best, and thank you.
131		3		It feels too narrow - I let bikes go thru intersections without stopping, I use the bike lane to turn right at intersections but go behind bikes if they are there. I live on Redwood and Scripps and have to use the W.14th & Oak intersection a lot. The test design will make traffic worse for everyone-bikes and cars.	People use the middle lane for turns - bikes, cars and peds. Having it repurposed for 2 lane bikes feels less safe	It's great to try new traffic ideas but this one is a fail. The Oak & W. 14th intersection is heavily used by bikes, peds and cars and I have never felt like anyone is unsafe. The tested system with hard barriers does feel unsafe, however. Denying cars a right turn lane will make car traffic a lot worse and bikes having to make a jog over instead of a straight shot will make it harder to give them the right away.
132		1	1	It felt super confusing - instead of adding safety it feels like it will make a busy intersection more chaotic.	Na	Not about this test, but a related project -- the re-lining of 5th Street between Pole Line and L Street into a one lane road is very frustrating. The decision to add more bike lanes where we already have (protected) bike lanes is confusing. I agree we need to protect bikers and especially student travelers but it is getting out of hand. I appreciate that you are asking for feedback and I hope that you arrive at a safe and logical solution for bikers and drivers.
133		3		It is another attempt to 'calm' traffic and cause fewer accidents when it will actually cause much more severe traffic and the risk for accidents will increase due to angry drivers. I see these drivers become much more aggressive after having to deal with these additions to the road.	I didn't, but know that it would put me at more risk due to the bikes being too close together when riding in opposite directions plus pedestrians will get in the way and the cars will drive more recklessly since they will be made more mad with the worse traffic.	You have to stop with these kinds of projects. Whoever is coming up with them does not understand the basic psychology of a parent who is dropping their student off at school while on the way to work. They are stressed and want to make the drop-off quick. Anything that increased the time of this process will make them frustrated and drive less safely. Please just stop all of these changes and just improve the road surface conditions as well as put out more law enforcement to give tickets to the people who make illegal/dangerous moves.
134		2		It is awful! We live on Villanova and the backup from Davis High was terrible. Having one bike line with students going in both directions makes it unsafe for the younger ones at least. And a wider exit from the high school is dangerous and makes it hard to see oncoming traffic. There was nothing to like about this project...sorry!	No, I only saw elementary kids dodging older, faster students.	Please don't do it!!! It is not safe for our students and the traffic backup makes people cranky and irritated so they just roll through the stop when they can. So it isn't good for cars or bikes.

Fourteenth Street Demonstration Project Open-Ended Results

14th Street Demonstration Project, CIP 8282 - Road Design Test Comments

	Positive Comment	Negative Comment	Neutral Comment	What did you like or dislike about the Oak & 14th intersection test design?	If you used the two-way cycle track in the test design, please give us your feedback.	Please share any general comments you may have about the test.
135		2		It is hard to tell if it helped the bikers or pedestrians but it created more traffic for cars doing drop off, which then causes people to be more impatient and drive more recklessly which then causes it to be more dangerous for bikers, rather than it being safer.	n/a	I'm not sure this helped anyone.
136		3		It is horrible!!! Much more dangerous for bikes as cars try to squeeze past them to get in and out of the veterans memorial parking lot. It would be insane for the city to spend money to implement this rather than just fixing pot holes all around town.	Really a bad idea. You're inviting a huge number of bike accidents! Please don't waste money on this bad idea!	The city needs to get more actual bicyclists on staff. Maybe that would help to more quickly end really stupid ideas like this one or the Mace Mess!
137		2		It is ridiculous and should not be changed. Everyone who tries to navigate it has a difficult time. People who live in the area have a hard time leaving their driveways. Bikes don't know where to go/turn.	Na	I don't understand why the city is wasting time and money on something that works just fine the way it already is and does not need to be changed.
138	1	1		It is safer for the bikers. But something must be done about the stop signs. They are a nightmare and incredibly ineffective.	Na	Block the B street traffic. It is 50% of cause of the traffic jam!
139		3		It is too confusing. This presents a clear and present danger for new persons to the high school every year.	What are you thinking? You can play with chalk on your own driveway but stick to normal flows on streets with my kid.	You are lucky no one got injured not to mention the extremen back up to exit on F Street. The mere fact that the high school had to warn students and parents of this test demonstrated concern for safety and sanity.
140		2		It is unclear and not well lit at night.	Na	I saw this design create more of a safety hazard for cyclist which was upsetting. Cars were being even more reckless than usual and using one lane for 2 vehicles.
141	1	1		It looked crowded and I felt like the turns were tight for cars but the bike safety part was excellent.	It was so much better having kids confined to one side of the road- usually they are crisscrossing the street on their bikes and it's so unsafe. Im	None
142		2		It made it harder to know if bikes were actually going to stop as their line was farther out.	Na	Turning left into the DHS/Veteran's Memorial seemed to take longer and get even more backed up. It was not clear if that would have eased once people became comfortable with the system.
143		2		It seemed cluttered	nope	Why is this necessary?
144		2		It seemed confusing to me. The cones looked like they were marking a very narrow area for bikes to go through, and it wasn't obvious how it was supposed to work.	Did not use	If this is going forward, we need much more training and signage on how to use this setup.
145	1			It seemed fine	Na	NA
146		2		It seemed to be more backed up than usual.	n/a	It was really hard to make sharp turns around the white poles.
147		2		It seems unnecessary and dangerous. Creates more traffic	n/a	Unnecessary. Creates more traffic
148		2		It took over 10 minutes to get from Anderson to Oak. That should take 1-2 minutes.	Na	I saw students getting out out their cars in the line/ middle of the road. And it seemed very chaotic around the high school with all the parking taken away. I saw no benefit to taking away the left turn lanes. Only lots more traffic and congestion and pollution.
149	1	1		It was a bit confusing and I wonder if the removal of the center turning lane will create more congestion, especially during school peak times. I like the shortened crosswalks because cars need to remain stopped the whole time someone is crossing.	n/a	I like the design with a median/barricade between cars and bike lane, it really needs to be there to make it very clear and safe.
150		3		It was a surprise to us even though we live around the corner on Redwood. No notice given about it or the survey!!! The set up was overdone and very very confusing to navigate. Also, it put the car too far out (middle of 14th street) when making a right turn from Oak to 14th Street.	TOO confusing and overdone!	We don't need to change the intersection markings. It is working quite well for pedestrians, bicyclists and cars. Cars turning right from 14th north to Oak need to be MORE patient and wait -- according to law -- until the pedestrian is COMPLETELY across the street. Having a police car during peak times may be useful to remind drivers to wait for people to cross. Perhaps if several are ticketed, they may remember and pass it along to their friends.
151	1	2		It was all very distracting and disorienting to see all the posts. It was especially confusing at night when everything was reflective. It made it challenging to figure out where to go. Might have worked better without the posts.	I was only in the cycle track by myself early in the morning or in the evening so the fact that it was two-way was not clear to me since no one else was there.	I am grateful that this was tested before being fully implement.
152		2		It was an absolute nightmare. Traffic, congestion, kids jumping out of their cars in the middle of the road due to the traffic.... Terrible!	n/a	This is a terrible idea. Created such a mess and address chaos to morning drop off
153		2		It was completely confusing for cars and bikes. The children on bikes didnt seem to know where to go. No one was biking the opposite way on the "bike freeway". It was impossible to turn out of the high school parking lot with out either hitting a lane marker or turning all the way out through the middle lane. Increased congestion significantly.	Did not use	This design made the traffic and bike safety situation much worse.
154		3		It was confusing and confining. Moving east-bound traffic into the crosswalk over Oak St didn't make sense. It would make me want to be in the traffic lane instead of the bike lane.	confusing and felt dangerous especially with the lack of paint.	This was definitely NOT the way to change the flow of bikes/cars along 14th street. I can't image what this will be like with high school traffic and St James parents picking up their kids.

Fourteenth Street Demonstration Project Open-Ended Results

14th Street Demonstration Project, CIP 8282 - Road Design Test Comments

	Positive Comment	Negative Comment	Neutral Comment	What did you like or dislike about the Oak & 14th intersection test design?	If you used the two-way cycle track in the test design, please give us your feedback.	Please share any general comments you may have about the test.
155		2		It was confusing and people somehow lost all sense of what to do at a 4 way stop. Also within 2 days I saw 4-5 of the poles hit by people.	N/A	Caused delays. I use that street to get to work and have nothing to do with the schools, maybe consider through traffic as well next time.
156		2		It was hard getting in to all the parking lots.	Na	It's ridiculous the sped bus couldn't drop off at their reg spot so it messed with the kids who need the same thing
157		3		It was hard to tell where the bikes were supposed to go, as they got to the crosswalk. The lines didn't continue, so it was unclear. Also, I didn't like that there's no left turn lane from 14th Street heading north on Oak, so there was a ridiculously long backup on 14th Street heading east during peak hours. I do like that the city is trying to find some way to improve that intersection and make it safer for bikers and pedestrians. It's just not clear that there's going to be an easy way to make that work given the amount of traffic that flows through there	So confusing. I suppose it could work eventually, but there would need to be a lot of education for every single school kid who uses that corridor, for UCD students, and for the parents.	It didn't seem like the lines were well thought out for bikers. Most of it worked, but there was a lack of continuity so for first time bikers in that configuration (which was everyone!), it was confusing. I think you have a real conundrum on your hands. There's just way too many cars that drive through there, with all the high school students driving to school too. But maybe if you can make it very smooth and safe for bikes/pedestrians, and really slow for cars, that will encourage kids to bike rather than drive!
158		2		It was not easy to understand were to go, by both car and bike. Confusing	Also confusing	None
159		3		It was really terrible. It used to be safe for kids biking except right at entrance to vets memorial - so I always took my kids to the cr I always told my kids to go further down to the crosswalk then back. A little bad when St Janes got out but not horrible. But now.... It is so much less safe! It is a danger. It is too complicated which causes people to ignore and go around. It would be better to find a way to make bikes stop at stop signs since so many ignore that simple thing. This is worse. Just put it back	Terrible. And more dangerous.	It showed this to be a disaster
160		3		It was restricted in a way that made car and bike traffic more difficult. Cars could not utilize turn lanes so traffic backed up. Spacing was very tight which made turning difficult.	My student opted to not use as they felt it was too tight.	Would much rather use the park space to have a separate more protected bike path and not impact vehicle street traffic. We have young drivers coming and going from highschool more restrictions causes visibility and space restrictions increasing stress for new drivers.
161		2		It was so confusing. It felt dangerous. I couldn't discern what was happening with the bike lane. Feels like it is making an already bad situation worse at drop off	n/a	Appreciate the effort. Did not appreciate having to navigate this I'll-conceived design though. Would prefer staggering drop offs at high school and middle school to help alleviate traffic woes.
162		3		It was terrible! It was so unsafe. Buses had no place to go so stopped in middle. So unsafe for biking!!!! Bad for cars too. Put it back - save the city money!	Terrible! Go back	Glad it was only a "test". If it was this bad in less busy times of the year (ie seasonal activities like swim and soccer mostly done) it will be a worse disaster the rest of the year.
163		2		It was terribly unsafe for bicyclists. I saw several kids almost get hit by cars. Very scary.	n/a	Not in favor of the test at all.
164		2		It was too tight to get around and confusing	Na	It's not very effective at being safe. I think it adds confusion and is fine as it is.
165		3		It was very confusing to figure out where to go as a bicycle. There was also a large backup of cars at the intersection.	It was nice, but I did not see very many people making use of it and given that it eliminates the drop off/pick up lane in front of the high school on 14th Street, I don't think it is worth it. It did not seem much safer to me than an ordinary bike lane like there was before.	It is very difficult to get to and from school in a car since you can't drop off or pick up students in front of Davis Senior High School on 14th Street. This also caused a large backup of cars.
166		2		It was very confusing.	Did not use.	Another stupid idea. Not at all helpful, no reason to change what we already have.
167		3		It was very hard to drop my kids at the high school with bike lane only down 14th. Going into the parking lot by the vets is more convoluted and getting out is a mess. I drive at peak times and other times as well for kids sports. Very few kids use the bike lane all the way down to the vets. Before the city pays the money to obstruct an intersection for 24/7 it might be cost efficient to put a crossing guard at oak and 14th for the 2 hours of traffic congestion.	As I wait and am stuck in traffic due to the design I see kids go one way in the morning to school and out at the end. In the past week I've been stuck there no two way bike traffic has occurred.	I strongly suggest you check out the changes made to mace and covell intersection for biking. We live on mace and the changes there were unnecessary. The original design worked well. Once again a street was taken down from 2 lanes to one in effort to increase bike traffic and it gets very little use by a handful of kids that ride to school. Please return 14th and oak to it original state and place crossing guards at high traffic times. Davis high serves all of Davis and many kids can't ride bikes due to their distance from school, athletic equipment, music instruments and comfort with biking in heat or inclement weather.
168		2		It's a horrible change and shouldn't be done. Taking out the left hand turn lanes has caused back-up all the way to Anderson, West of Oak Street at 14th. Bikes still run the stop signs as well. It's confusing and unnecessary. I've never encountered traffic until now!	n/a	Thank you for the test to show how it's a bad idea. This reminds me of the mess up at the intersection of Mace and Covell that they are now having to fix because of the excessive traffic there. I think it would be better suited to have a bicycle police officer on patrol during school drop off and pick up to ticket bikes and cars who don't obey the 4 way stop, that would be more helpful than this horrible change to the current 4 way stop with left hand turn lanes. Do not change this intersection!
169		2		It's a mess! Hard to see bicycles, right turn from 14 th to Oak is a challenge, driving lane North on 14th is not wide enough and traffic jams in the pick hours.	n/a	Already did. Take it away please.
170		2		It's too much to take in while driving. A lot of distractions.	Na	Did not like it
171	3			It's a fantastic leg up for bicyclists and bicycle visibility that prevents cars from confusedly cutting off bikes without signaling at the intersections.	Love it.	Please expand this to other intersections and ignore the people driving cars. Tell them to get a bike; surely we don't have hundreds of bike-incapable DHS students; the numbers don't add up.
172		3		It's worse than before.	It's awful.	Stop deleting the surveys in the hope that you will get a positive result. People are not happy with the changes.
173	1			Keeping all of the bikers on one side of the road	n/a	None

Fourteenth Street Demonstration Project Open-Ended Results

14th Street Demonstration Project, CIP 8282 - Road Design Test Comments

	Positive Comment	Negative Comment	Neutral Comment	What did you like or dislike about the Oak & 14th intersection test design?	If you used the two-way cycle track in the test design, please give us your feedback.	Please share any general comments you may have about the test.
174	2	1		Kept bikes together in one designated area.	i liked it	This is a dangerous street with young drivers and high traffic - many bike accident happen. I think the 2 way lane is safer.
175		3		lanes felt narrow in car. Too much visual info--bollards/pylons/white-sticky-up-things were crammed in and creating a distracting visual field from driver's POV. Can St James and DHS create better incentive programs for biking/carpooling (assuming that congestion from school drop-off/pick-up is the problem you're trying to solve)?	it was fine, but it felt like overkill.	a clearer description of what problem you're trying to solve would make it easier to leave comments...
176	2			like	When I use the two-way cycle track WITH KIDS, I feel safer. It is better to clear some signs on road, I think.	I can't think of anything right now, sorry.
177	2			Like - separation of lane space for driver/bicyclist	n/a	Good move for safety of the students
178		2		Like: nothing. Dislike: everything.	n/a	Please don't change.
179		3		Liked nothing, disliked everything. The poles made it very confusing as to where one was supposed to go, both in a motor vehicle and on a bicycle. Having two or more stop lines for each direction of travel made it unimaginable as to how to navigate the intersection.	Two way cycle tracks have been a disaster every place they have ever been tried. In addition to being confusing for anyone riding on it, you created multiple uncontrolled intersections. where anyone going thru them is supposed to yield to traffic on their right. I would guess that no one in a motor vehicle yielded to any bicycle during the week. Not to mention that the driver of a motor vehicle would not know where to look for a bicycle in order to yield to them.	Ever since Dave Peltz left it seems to me that every bicycle infrastructure project the City has taken on has been a disaster, this one is no exception. Why do you continue to hire consultants that know less about bicycling than half the people in Davis? The excuse that it is grant money so it is not real doesn't fly, it is still taxpayer money that you shouldn't be throwing away.
180		2		Liked safety objective. Didn't like hard corners. Didn't like lack of signage	Na	Didn't hear about the test beforehand - not sure why. Signage would be helpful
181	1	1		Liked that the bikes are all on the same side	n/a	High school kids still went to opposite side of the street on their bikes instead of using the two way lanes. By doing that they created a safety hazard for themselves and for drivers who had to be more careful.
182	1	1		Lots of different ways for different uses, who goes first? Do these kids know?	no	Glad to see something is being tried.
183	2			Love it. Feel my son and others are much safer riding their bikes.	Did not use it.	I support this idea.
184	3			loved it! we live in the area and it slowed down traffic so much and my three kids travel often on bike and skateboard and felt so safe. They loved how much space they had and how far away the cars were. Really hope some happy medium will come of this.	Loved everything everyone was forced to be more careful and slow down	hope it comes back in some form
185	3			More bike friendly	Worked well	Please implement
186		3		More biking congestion and slower parking exiting which led to increased frustration in drivers.	The two-way cycle track changed very little. if anything in my biking experience traversing the area multiple times a day to get to and from classes.	I have spoken to multiple people regarding their experiences with the two-way cycle track design and they expressed their frustration regarding the BUS STOP ACCESSIBILITY, as the cycle track blocked one of the primary bus stops for the students of DHS. Many were forced to crowd the one further down 14th and were unable to make take the same routes as before.
187		2		Much confusion with all the additional lines and white poles. Many commuters did not understand when or where to turn	Na	Use existing bike lane. No need to add additional lanes.
188	1	2		My children and I like the reflective posts to separate the car and bicycle lanes.	Too narrow for multiple cyclists to stop; that is when one person stops, ten cyclists stop behind causing a confusion for right of way the cyclist who is first to stop or can the other cyclists continue behind the lead cyclist.	Too many cars parked in the 45 minute parking zone on 14th St on the High School Side. Too many cyclists traveling east and westbound with drivers and passengers trying to ease out of parking to car lane.
189				N/A	n/a	N/A
190				NA	Na	NA
191	1	2		Narrowed car lanes and tight angles made it tight to turn left or right at Oak/14th. Even harder if 2 cars are turning in that intersection at the same time (eg, east- and west-bound cars turning left onto Oak at the same time).	I drove across the track coming in/out of Vet Center parking lot. Making bike lane 2-way will put east-bound cyclists at risk of cars pulling out of parking lot not expecting bikes to be approaching from the right (east-bound). Perhaps a sign coming out of lot warning them bikes will cross in front of them from both sides?	Appreciate more space for bikes, but car lanes are getting extremely tight and force cars to pass head-on very close to each other. Reduced speed in area and raised lane divider may help with increased risk of car collisions. Thanks for trying to make the area safer!
192		3		Navigating the bike loop in the intersection was rather confusing. For my kids, I'd prefer the intersection is a standard intersection that they can learn the rules of the right of way and apply them in all intersections. With this intersection, it's so different the rules don't feel like they are the same.	I used it both west and west bound. It was confusing the first few times. I don't think it improves safety enough to justify the traffic slowdown	The biggest risk for kids biking to Chavez or Willett or further west and having to cross in front of the high school on 14th street is cars coming in and out of the high school parking lot and hitting kids. This design doesn't help with that. It does help with the risk of people dropping off at the curb on 14th and pulling out or opening their car doors and hitting kids. That's the only benefit in my mind and it's not with the increase in traffic backups.
193		2		Needs a signal light. Too much congestion during morning when school starts	I did not use it	Not useful! The intersection needs a signal light!!!
194		3		No parking on north side 14th	I couldn't figure it out	Please leave as is

Fourteenth Street Demonstration Project Open-Ended Results

14th Street Demonstration Project, CIP 8282 - Road Design Test Comments

	Positive Comment	Negative Comment	Neutral Comment	What did you like or dislike about the Oak & 14th intersection test design?	If you used the two-way cycle track in the test design, please give us your feedback.	Please share any general comments you may have about the test.
195		2		No place to park on the north side of 14th St, have to cross in order to get to and from campus at drop off and pickup	n/a	Don't like not being able to park on the north side of 14th.
196		3		No right hand turn lanes, having to make sharp right turns, that you can only do if no car is there...intersection too small.	Having to stop twice to make a "left" turn when most bikes don't even stop once at a traditional stop.	This is going to cause a huge gridlock in this area. This intersection is used SAFELY every day by UCD, DHS, North and Emerson. It seems like a giant waste of money and will cause significant delays. Another issue is the removal of all the parking at the high school. You have eliminated ALL the parent drop/off pick up parking areas. We can't park in the neighborhoods due to permit restrictions, where are we supposed to drop off and pick up our kids? Do we just stop in the middle of the street? How about you fix the Cowell/Mace mess before you screw up another intersection. Tired of Davis trying to "improve" things that don't need improving.
197		3		No turning lanes; traffic back up for blocks; cyclists not following traffic laws; cyclists assuming they have non-stop right aways at crosswalk and stop signs	I did not bike but was affected by cyclists not following traffic laws and causing close calls	"No Parking" needs to be established throughout the 14th St stretch of roadway. Widen the roads to allow for proper turning lanes; allow for proper bikes lanes in each side; and allow for short term car lines to form during school drop off and pick up without impacting the roadway
198		2		No where to safely drop off students	no	It was horrible
199			2	Not much	It was ok	N/A
200		3		Not much! I work/park in Community Park area, and live off Oak Ave, and it has been a nightmare navigating this new set up. I walk there often, and watch so many people trying to figure it out unsuccessfully, especially during school drop off/pick up.	I have not tried it, but people I know who have feel unsafe, especially by the in/out of the lot on 14th	I don't believe this will accomplish anything but chaos, aka the Mace Blvd failure. I think going back to the basics - put up orange cone/barriers to mark the two lanes to enter and exit the 14th st lot by Vets/DHS. So many confused drivers don't realize it's one way, especially elderly using Vets for covid testing. Fix that and I'm guessing it will make 14th a safer street.
201		2		Obviously more traffic jam than before	no	Terrible jam when drive out of high school park lots
202		2		OMG what a disaster! I felt both claustrophobic and unsafe driving to the Yolo County Library (my destination). Note: I live in Woodland and this "exercise" surely left coming to the county library a very bad taste in my mouth.	n/a	OMG what a disaster! I felt both claustrophobic and unsafe driving to the Yolo County Library (my destination). Note: I live in Woodland and this "exercise" surely left coming to the county library a very bad taste in my mouth.
203	3			Overall, I loved it. My kids bike to school from North Davis to Cesar Chavez and Willet. Even though the most direct route is to take 14th street, we currently avoid it because there are too many cars mixing with the bike traffic entering and exiting the High School and waiting to turn on 14th to pick up kids at St. James school. With additional bike-safety improvements, we would take this more direct route instead of the long-way-around that we take now. Needs improvement: The exit from the High School parking lot onto 14th St needs to be made one-lane wide. Cars pull out two deep and only the 1st car can see the bikes coming. Even if they stop for oncoming bikes, the 2nd car remains unaware of their approach and pulls out, leading to close calls. Opportunity for better outcomes: The same types of bike-safety improvements that you are making at 14th St also need to be made around Anderson, so that kids can bike along 14th and either down or across Anderson to get to Cesar Chaves or Willet schools. Anderson is currently a bike-safety nightmare during school drop-off and pick-up times.	Track design was good. Just need to limit exit from the parking lot to 1 lane only. Going East, there may still need to be additional safety improvements at school pick-up times to deal with all of the cars backed up on 14th waiting to turn right onto B st to pick up kids at St. James school. (They currently wait to turn in the bike lane.)	Davis prides itself on being a bike friendly town. I bike almost daily, alone and with my kids. These types of bike-safety improvements are critical to keeping bikers safe and continuing to promote a biking culture in Davis. An even better type of improvement that I hope the City can begin making around town is to develop separated bike lines, where the bike traffic occurs next to the sidewalk, with car parking to their left, and car travel to their left, removing bikes from being adjacent to driving vehicles. For example, as shown here: https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/one-way-protected-cycle-tracks/ Thank you for making bike safety a priority!
204		2		Pedestrians seemed confused, making driving less predictable.	n/a	Pedestrian crossings should be metered with lights, would move all types of traffic through street crossings quicker and safer.
205	3			Physical separation of bike lane, constricting vehicle lane to slow speed of traffic. More needs to be done to slow down vehicles in the city. It is unsafe to ride your bike on most streets in Davis due to reckless driving.	I like the separation from vehicles and lane constriction to slow vehicles' speed.	We need more of this, and more speed bumps, stop signs, dead ends and other civil engineering to slow down cars in Davis residential neighborhoods. It is particularly dangerous around schools (including the rear entrances) and parks.
206		2		Really hard to turn into lot on 14th. Tight turn onto Oak.	n/a	Not a great solution
207		3		Reminds me of the mace Blvd and Cowell blvd intersection which is a major fail. That is the worst intersection in Davis	Stop. Abort! Abort! Abort	Major fail. This is nonsense
208		3		Right turn from westbound 14th St. to northbound Oak Ave. was too restricted. Waited for empty lane on southbound Oak Ave. before I executed my right turn.	Has potential for success but it was an uneasy, short ride for the 2-3 days I entered it. M	I don't drive or ride my bike in the area when it's heavily trafficked, but if school schedules change I will be impacted.
209		2		Roadway too narrow. Created a lot of confusion by the high school	NA	The roadway is too narrow. The pylons are causing people to be confused about how to exit the high school parking lot. It has created some near car accidents.
210	3			Safety especially distance between cars and bikes	Confusing at first but very easy to use once used to it.	I hope this becomes permanent.
211	2			Safety for bikes Desliele: the caso that created both at 14th and B as well as 14th and Oak	n/a	I feel that clear signaling and keeping the bike lanes the way they would go a long way
212	2			Seemed much safer for the kids on bikes	Did not use	I liked the design and hope it stays
213	2			Separated 2-way bike lanes	n/a	Looks like a good attempt to keep bikes safer.

Fourteenth Street Demonstration Project Open-Ended Results

14th Street Demonstration Project, CIP 8282 - Road Design Test Comments

	Positive Comment	Negative Comment	Neutral Comment	What did you like or dislike about the Oak & 14th intersection test design?	If you used the two-way cycle track in the test design, please give us your feedback.	Please share any general comments you may have about the test.
214	3			Separation from traffic, visibility at the Intersection, staying close to the library and park	Felt safer, more protected, more part of the park area than the street	Loved it
215	2			Separation increase	Great! Seems to work great in Europe	None
216		2		Slower, more congested. That would probably mean less safe, which was my experience. Whoever dreamed up this design should have been a traffic engineer experienced in real life traffic that combines cars and bikes around high schools.	See above.	Spend the money in a better way; don't just spend money on some "idea" because someone applied for a grant based on that person's "idea."
217	3			smaller area of conflicting cross traffic, less stuff to look at, predictable locations of bikes and cars	I seemed to work fine	Long over due. great stuff. don't forget we need to have shade tree for these lanes - esp in front of NDE...all but two trees have been removed.
218		3		So confusing! I predict more accidents with this layout. For the price tag mentioned the city could pay a crossing guard during peak hours or a police officer for years to monitor and direct traffic at this intersection. What a waste of taxpayer money which could be better spent on actual ride improvements, cleaning up after the homeless, adding a police officer to the force, educating bicyclist on proper road laws and etiquette.	I experienced riders traveling in both directions in both lanes. This is quite unnerving for an older rider, let alone young children.	Horrible waste of time and money! See my comments above!
219		2		so much traffic!!!	no	the traffic back up due to the test backed me up for 10 minutes and my kids were almost late for school
220		3		stop making changes and reducing the number of lanes on streets in davis	too narrow and confusing unless you make these changes through the entire town	stop making changes to roads in davis and stopping taking away car lanes in davis
221	1	1		Takes up a lot of room. Cars need to be more careful	Na	I actually like it because it gives bikers a safer path to ride
222		2		Terrible design. Made traffic way worse.	n/a	This proved that the design is poor and it is a really bad idea to make this change.
223	1	1		The actual intersection at Oak and 14th was good. The approach along 14th was not good. If you are in a car turning into a parking lot it's hard to see bikers whipping up along your back right side.	Na	I really appreciate the test and your request for feedback. Thank you so much for caring.
224		3		The area is very tight, completely unsuited to the demands of the street. The protection elements help a bit, but many on bikes were cutting through the widely spaced temporary bollards so it's completely unclear how the users will tolerate the deviations required in the protected design if the bollards are spaced tighter. And if it still the "natural route", users may hit the bollards and crash. Not sure about all the crossings but peds crossing from the NW to SW corners trade routes with people making a two-step turn from WB 14th to SB Oak. Related to that the path for bikes from SB Oak (north of 14th) to the crossing requires two deviations, whereas it should only be one, which might require some more space by shrinking the yard at this corner. The test also had two stop signs in all or most direction, i.e. two in succession. A four-way stop may seem to make sense here but it creates a lot of unnecessary stopping, including for people on bikes who have to stop twice to make a left. That's not prioritizing cycling, and is contrary to City goals.	This seems okay but the transition at the east end (at B St) to the normal street is unclear and needs a robust design solution. Also the entrances to bicycle parking areas need large ramps. These are not for pedestrians but inevitably yellow tactile things will be placed here, making the entrance dangerous when wet.	I find this area to be pure hell before the pilot experiment and I can avoid it as I don't have any reason to travel through there. The school drop off, holy free parking for teens is a sick malaise of America that really got much worse - it seems - in the last decade or so. The time right before the first bell and right after the last one should be a joyous one as students start the day or get out of class, seeing their friends and crushes, ready or not with their homework, and so on. Does the current pre-pilot design match this desire? Is it okay or tolerated because it is simply normal, at least in this country, at least in areas with lots of car use? Bike to school drops by half from junior to senior high in Davis. There are no buses for kids too young to ride Unitrans alone, the DJUSD chronically-refuses to consider even a study for the return of school buses and seemingly for paid parking at school. A couple of years ago a former member of the board met with me and liked the bus idea but her colleagues were not interested. DHS is far away for many students and the school choice program in Davis means that a lot of North Davis ES students are well beyond convenient cycling and certainly walking distance. The two-way cycle track and "protected intersection" are meant to make the school commute safer. It seems to help a little, but it's still the wrong kind of chaos around the schools for a short time before and after class starts and ends, and lunchtime for DHS. The right kind of chaos would respect the joy we surely intend for our children, yes? This seems to only be possible by a return of buses for all, reduction and fees for parking, better bicycle parking, e-bikes loaned long term for DHS students that will be especially useful for those who live faraway. And during the half hour or so before and after school a restriction for motor vehicles in the area around Oak and 14th. Any drop off, drive to school that is still allowed on 14th should only be able to approach from F St. This separation of routes is a good strategy for when people realize there's no other way to tame all these loud and heavy motor vehicles. Some infrastructure changes without ALL these elements will never solve the problem.
225	2			The area was more organized and safer for bikes and pedestrians	n/a	Please keep the test design.
226		3		The bike traffic to and from school doesn't justify the street area used.	Who thinks a design that has cyclist riding against traffic, even when separated is a good idea. It changes back in a quarter of a mile.	Test cost seems extravagant
227	1	1		The bollards narrowed the roadway at the intersection, making it difficult to turn. Other cars would balk because the space was so tight. Also, the shortened crosswalk areas mean a pedestrian waits much closer to the cars, giving less time to react if they step out into traffic.	n/a	I like the idea of a safer track for bikes. But I didn't test it.

Fourteenth Street Demonstration Project Open-Ended Results

14th Street Demonstration Project, CIP 8282 - Road Design Test Comments

	Positive Comment	Negative Comment	Neutral Comment	What did you like or dislike about the Oak & 14th intersection test design?	If you used the two-way cycle track in the test design, please give us your feedback.	Please share any general comments you may have about the test.
228		3		The channelization is visually confusing and the bollards make it difficult to identify pedestrians. As a former Unitrans driver, the channels are too narrow and the intersection will be difficult to navigate. The intersection design does not make sense with the two-way bike lane configuration, and leads to a natural traffic conflict between vehicles and bikes. Finally, the removal of the dedicated results in in absolute gridlock traffic backups along 14th and B.	The two-way cycle track, if that configuration is adopted, needs to be relocated to the SOUTH side of 14th. The current location interferes with both bus and auto stops at the High School. With the traffic congestion created at 14th and Oak by the intersection redesign, it also creates significant traffic conflicts between cyclists and vehicles attempting to exit the parking lots on 14th. Those exiting vehicles "nose out" into the bike lanes in order to try and get into gridlocked traffic, blocking the bike lane. The test design WILL result in bicycle/vehicle incidents (along with probable vehicle/pedestrian incidents due to vehicle drivers attempting to negotiate the sidewalk, then two lanes of bicycle traffic from different directions, while trying to enter a congested roadway.	The design is a failure. It's going to create a significantly higher risk of injury to both cyclists and pedestrians due to 14th street parking lot access issues. The 14th/Oak intersection needs to retain the designated left turn lanes to avoid gridlock on 14th. Possibly moving the cycle track to the south side of 14th and eliminating vehicle access from Beech and Eureka would make the design feasible.
229		3		The cycle track is more confusing than helpful to traffic flow for both riders and drivers. It goes against what everyone has learned about what side to ride on.	It creates more confusion than regular traffic flow.	Back to the drawing board. Lanes for cars are too narrow for larger vehicles to make turns and the bicycle flow is confusing. Find a way to reduce the number of car trips through the area on a daily basis. Where did school buses go? How about charging HS students a daily/monthly/quarterly/annual fee for parking?
230	3			The cyclists were only on one side of the street. It felt so much safer	I loved it. My so will be driving to the HS and it Worries me bc the area is so chaotic. The new design felt more contained. It also helps with crossguard. Now of there could be coordinated stop lights to ease the flow.	Thank you - I hope this will be the next standard for school hours
231		2		The design is terrible. I could not make a proper right turn onto Oak. The turn is too small to not go into the oncoming lane. If a car was waiting at the stop sign we would have hit. There is no way a bus or truck could make this turn. The bike at the intersection was too far from the intersection to be seen properly	Did not use	Do not do this. You are messing up the streets of Davis. This makes it less safe. It is Mace all over again
232	1			The design provides bikers and drivers a clear instruction when sharing the road especially when making turns.	n/a	None
233		3		the driveway to my friend's house on the SE corner of this intersection was blocked	This was fine but doesn't need the barriers, they are dangerous	how is it possibly better to have a bunch of obstructions in the road that cars and bikes can collide with
234		2		The driveways, particularly the exits from the parking lots near the high school, look problematic. Car drivers turning right onto 14th from these driveways will probably forget to check eastbound traffic in the cycle track, leading to conflicts and, potentially, collisions. I also found it quite difficult to exit the track to turn left (southbound) onto Eureka, which is a heavily used route from North Davis to the UC campus.	See above comments.	I think, generally, that adding traffic lanes on this sometimes busy and chaotic stretch of road is not the best solution. Traffic calming and better enforcement of existing "recommended flows" might be more effective. For example, moving the crosswalk to the intersection of Eureka and 14th, eliminating left turns out of the parking lots, and more prominent signage reminding motorists to look for traffic from both directions (if the cycle track remains in place) would go a long way. I also think that periodic monitoring by District or City staff would keep motorists honest.
235		2		The elimination of curbside parking (or drop off zone) for the HS greatly impacted traffic and frustration. Plus it is not necessary (nor wanted) to encroach curbs farther out into the 14th/Oak intersection.	n/a	We need to consider that HSers are not going to drastically cut their car usage, and that this pilot design just adds to traffic issues. St. James families also need to recognize their role in the traffic congestion- very few of their TK-8th graders walk/bike to school. Also of grave concern is what this continues to mean for 12th Street. It has always been used as a pass-thru, and this week, it became increasingly unsafe as HSers and St James families accelerated westbound down 12th to get to B.
236	3			The intersection felt much safer for cyclists, like a version of a Dutch intersection. My kids bike through this intersection every day on their way from our Cannery home to Cesar Chavez, and this intersection is my biggest concern for their safety. I appreciated that the new design provided better protection for the cyclists: Right-turning cars could not cut the corners by going into bike lanes, and the crossing distance was shorter. On their way to school, my kids have always traveled west on 14th St until they turn Left onto Redwood Ln, in order to avoid crossing twice through the dangerous 14th and Oak intersection. However, with the new design, I feel it will be safer to cross twice through the intersection, and then ride on the sidewalk until they can turn Left onto Redwood Ln. Wish list item: I hope the final design provides the slightly raised features (instead of just street paint) that are often seen in Dutch intersections to protect bikes from cars.	The kids used the cycle track the week of the test design, and they were confused with it at first. However, I appreciate that the cycle track provides significantly better protection for them as they ride west along 14th street: cars cannot go into the bike lane adjacent to the driveway entries/exits; and cars can no longer park their cars along 14th street to drop off kids at school. I recognize this may be an inconvenience for high school parents, but the cycle track effectively eliminates the conflict between cyclists and cars along 14th street between the high school parking lot exit and Oak St. Also, on their way home (cycling east on 14th), the kids mostly turn Left into the high school parking lot by getting into the median turning lane somewhere between Eureka Ave. and B St, and then turning Left into the parking lot when it is safe. However, with the new design, they could cross over to the cycle track starting from the improved/safer Oak/14th intersection, and ride the track until they get to a safe entry point to get to Community Park.	My primary concern is that the test was not long enough. I imagine a lot of people were confused and trying to figure out how to negotiate the new design for the whole week it was there. I would have liked it to have lasted 1 month, so that people (both cyclists and cars) really had a chance to get accustomed to it. Visually, the installation looked quite busy, which probably added to the confusion and perhaps made the design less aesthetically acceptable. I'm primarily referring the cycle track being lined by lots of white posts on one side and lots of construction A-frame signs on the other. The intersection also looked somewhat scantily spray-painted, and the green was particularly hard to see all the way around as I approached the intersection. However, I recognize some of this was probably necessary for safety in this temporary installation, so I was able to use my imagination on what a finished product could look like. Thank you for working on this.
237		3		The intersection seemed very congested. I had to move to far into the intersection on 14th street in order to make a right hand turn onto Oak. Also did not like oncoming bike traffic on 14th on the right hand side of the road. There is nothing I like about the test design.	Did not use it, however it appeared very unsafe for bikes. Also, seemed very unsafe for cars as well	Again, there was nothing I liked about the test design, and hope that the city does not change
238		3		The lanes are narrower and kids are now riding east on both sides of the street and coming at oncoming traffic.	I have used many two way bike lanes and they almost always result in more head on bike accidents.	This is not as bad as the Mace mess but it is getting close. P.S. I ride a bike over 100 days a year
239	2			the layout seemed to be more protective for bicyclists. It also seemed to encourage cars to travel more slowly.	n/a	I hope that you will implement this design.

Fourteenth Street Demonstration Project Open-Ended Results

14th Street Demonstration Project, CIP 8282 - Road Design Test Comments

	Positive Comment	Negative Comment	Neutral Comment	What did you like or dislike about the Oak & 14th intersection test design?	If you used the two-way cycle track in the test design, please give us your feedback.	Please share any general comments you may have about the test.
240	2			The Oak and 14th intersection had a rounded turn which was easier and safer to navigate than the very squared off corners at the entrance and exit to the high school parking lot. The squared off corners made it so you couldn't turn right out of the high school parking lot without swinging wide into the center lane. At the entrance to the high school parking lot, the square corner made it so that only a single car could enter the parking lot at a time even though the entrance is striped as two lanes. The barriers did make it safer for bicyclists.	I don't know what this is	The design would be better if the entrance and exit to the school parking lot has rounded corners that allow a turn radius for cars. The sharp squared corners were hard to navigate. Since it was harder to turn out of the high school parking lot, when classes got out the lines of cars to get out backed up more than usual. This caused some students to leave the parking lot from the entrance. This prevented cars trying to enter the parking lot from entering. A person directing traffic when school got out would have been helpful. The design also eliminates the 14th street drop off zone past Eureka heading East. So people that used that drop off had to pick a new drop off point. In our case that was the main parking lot which was harder to get into because of the squared off entrance. The design did seem to be safer for bicyclists. I recommend that you do some observations at Holmes at the corner of Drexel and L. There are corner barriers to make it safer for bicyclists, but often the kids choose to bike on the outside of the barrier in the traffic lane thus making it more dangerous instead of safer. The height, shape and traffic monitoring/management will also be important for the success of any implemented project.
241		3		The Oak and 14th intersection test design caused significantly more traffic throughout the test area as the slow movement of traffic at the intersection backed up the street for multiple blocks.	The two-way cycle track further backed up traffic as cars it became exceedingly difficult to turn into the active Davis High School Parking Lot. Cars entering or exiting this busy lot must hold up traffic before entering the narrow driveway through the cycle track. The result is a huge line-up of frustrated drivers who must be further delayed in what is already a busy area.	There is inherent safety risk for cyclists using the two-way cycle track. Cars entering and exiting the busy Davis Senior High School parking lot onto 14th Street must cross both of the cycle lanes. Drivers have experience looking both directions for traffic, but it is unnatural to look both ways for bicycles as is required in this situation. While most drivers are very careful, having an unusual road plan such as this at a high school full of less experienced drivers is poor planning from the point of the city. Teachers and students alike at Davis High School expressed their fear of the safety of students who will face this odd traffic situation.
242		1	1	the pedestrian/bike assistant	n/a	I think the traffic can be greatly improved just to provide a better training or replacing the assistant that guides the traffic at B St & 14th cross during rush hours. Instead of regulating the traffic she simply blocks it every time someone wants to cross the road - this creates long lines. It should be someone there regulating the traffic and not only assisting pedestrians and bikes crossing. Other option maybe to have there traffic light installed. I think it would help to have an assistant for cars turning left into the parking lot while going south on Oak before getting to 14th St.
243		3		the reconfiguration created a significant bottleneck for cars. With the loss left and right turn lanes car traffic backed up all the way to B st.	I observed use of the two-way cycle track on my daily walk. Cyclists were not paying attention to the direction arrows. I'm concerned mainly about two things here:) Kids having head-on collisions navigating the space (distracted, on their phones, etc); and 2) Cyclists in the east-bound lane of the two-way track being VERY close to oncoming car traffic with only those flexible white posts separating the track from car lanes.	I heartily endorse modifying the Villanova/W 14th corridor between Sycamore and F street to make cycling safer. However, I observed some problems with the test configuration. 1) Having a two-way track on the north side of W 14th. Will this be the only location for the track and everywhere else the standard single-direction lanes will continue to be used? If so, how will kids safely cross over into the two-way track? 2) The two-way track creates a risk for bike collisions, traveling in opposite directions in the narrow lanes. 3) The east-bound lane of the two way track is really close to the west-bound car lane. 4) The new intersection configuration creates a bottleneck for cars. That puts a LOT more cars in the area, creating a dangerous situation for cyclists. I live a block from the high school and pass through that intersection daily by car, bike or on foot. There is already a lot of car congestion at peak times. However the corridor is reconfigured for safety, I hope car congestion is taken into account. The final thing to consider about safety for cyclists is that laws need to be enforced. Cyclists race through that intersection without even slowing, let alone stopping. Recently, when I was making a right turn from Oak onto Villanova, I moved into the bike lane after checking to see that there were no bikes and putting on my turn signal. Just as I was about to turn a young man RACED by me, squeezing between my car and the curb. He did not slow at all. This happens ALL the time. Whatever the City does to improve bike safety it sure couldn't hurt to have police officers handing out warnings and tickets. When my kids were young one of them slowed but didn't stop at a stop sign and she was given a ticket. It was an important lesson for her. Finally, the other cycling safety measures around town that use bold green paint to demarcate bike priority areas and bold white lines guiding both cars and cyclists are terrific. I wish we had more of those. Thanks for your efforts to improve safety.
244		2		The removal of the left turn lane in front of DHS was a disaster and created a long back up of traffic. The cars also stopped at the intersection in odd locations rather than all in a square which was dangerous. I also did not like that the space on the corner was removed so we could not pull over to drop off DHS students. It was a TERRIBLE design, in my opinion.	Na	It backed up traffic literally all the way down to Anderson on one morning due to the removal of the left turn lane and pull over areas i am guessing. It was awful.
245	1			The removal of vehicle parking along 14th Street on the school side. As a new resident to Davis it's great that this is a biking town but it makes no sense how so many students/adults do not know basic biking rules / laws. If ppl need to take a driving test to drive a motor vehicle, ppl should have to take a test to ride a bike.	n/a	See comments on question #5
246		2		The road becomes too narrow in front of the highschool. The proposed curbs on oak are way to far out into the intersection. It makes it super hard for cars	n/a	I think this is not going to work. You are putting all the bike traffic in front of the two most dangerous driveways in town. High school drivers already have trouble navigating those driveways with only having to watch for bikes coming from the east. They will miss seeing the bikes coming from the west. It would be smarter to put this bike track on the south side of 14th if you insist on doing it. Please make an out driveway that only turns right out of the vets lot. Traffic gets so backed up the teenage drivers drive very aggressively after having to wait a long time to get out of the lot.
247		3		The road painting was much easier to see. The setback of the stop signs from the bike lanes was too confusing for cars. They didn't know how to handle the intersection. Creating a new intersection type without educating drivers, bikers, and walkers is definitely more dangerous. Eliminating the drop-off area on 14th going West creates more problems and congestion for cars. Having an actual stop light would be much better!! Everyone knows the rules!	Again, this is too confusing. Stick with rules people know, don't create confusion. This change is not helpful!!	The traffic on 14th street is horrible for drop-off. It will only get worse if the high school starts at the same time as the elementary school next year. The stop sign at 14th and B creates unnecessary traffic. The number of cars on 14th dominates the traffic and therefore creates a backup because everyone must stop when it should be a light that only triggers when a car on or two comes on B st. While I applaud the effort for creative solutions there's a reason traffic lights have been around and used as prolifically as they have...they work! So let's use them as intended!! The high concentration of children walking and biking close to the influx of cars at drop off and pick up must be addressed.

Fourteenth Street Demonstration Project Open-Ended Results

14th Street Demonstration Project, CIP 8282 - Road Design Test Comments

	Positive Comment	Negative Comment	Neutral Comment	What did you like or dislike about the Oak & 14th intersection test design?	If you used the two-way cycle track in the test design, please give us your feedback.	Please share any general comments you may have about the test.
248	2		1	The shortened crossing was excellent. I love it in this location and hope it's considered at other intersections needing improved safety. Overall, drivers seemed to approach the intersection more slowly (rather than frequent rolling stops before) and were much definitely more cautious before proceeding. The traffic calming and additional clarity of the layout seem like a much better design for this intersection.	I feel much safer when there's a raised buffer separating cars and bicyclists and the use of green paint to clarify pathways. The end at B street (when heading east) is a little unclear how to proceed (get off bike and walk south across cross-walk)? Overall, I think it's a helpful feature and improvement.	The one week trial seems short, a longer pilot project (e.g. 2-4 weeks) would tell if cars, bikes or pedestrians adjust to the new layout over time.
249		3		The surface is so uneven.	Don't like them.	Make all traffic worst.
250		3		The two way section is very confusing and makes it difficult to transit the intersection going to the University. It is much better as a one way with the middle lane for turning. If I use the road, I have to possibly wait amongst many more cars. If I use the pedestrian crossing, I will need to stop twice. Having such a short section of two way bike traffic seems to make little sense. Maybe if the two lanes extended all the way to Anderson.	I would rather use teh roadway for cycling than to make the turn from westbound 14th onto southbound oak. If I do this I need to cross across the oncoming cycle track and cross between the cones. See above the comments on navigating the intersection using the two way cycle track.	To me there was not a clear designation on crossing from northbound oak across 14th into the two way cycle track. Overall I found the intersection to be very confusing.
251		3		There is a lot going on with all the poles. It's very confusing and feels unsafe because it creates a lot of chaos at that intersection. The poles are also very inconvenient for the family's who live in the homes on the corner and makes pulling in/out of the driveway very difficult.	It wasn't clear whether or not the intention was to be a two way cycle track. I was curious if that was the idea.	I think the poles are unnecessary. They created chaos and general confusion. I would be open to another trial with painted lines rather than poles.
252		3		There is no way to safely pick up a student from the school without blocking traffic. Picking up in the student parking lot is incredibly unsafe because you have to contend with 400 on experienced drivers	Completely unnecessary there are multiple ways to get into campus on a bike that do not intersect with the traffic on 14th St.	Overdesigned does not take into account actual usage
253		3		There is nothing to like. It is dangerous during peak hours.	I did not use the two-way cycle track. Continued to use the original bike lanes.	Please do not implement this design. There must be a better way to make use of the grant funds.
254		2		There isn't enough room for cars to make a right turn onto northbound Oak Avenue.	I did not.	This is a poor design. Please don't make it permanent. An it costs \$2 million? You have to be kidding!
255		3		There's effectively no drop off area for the school, you eliminated street parking. For 2 million you can put a 4 way stop light and widen the existing sidewalks to allow for both pedestrian and bicycle traffic w/o impacting vehicle use which is 99% of the roadway use.	Didn't use it but watched teenage riders disregard any directional striping or signage, clearly no point in providing a delineated bike path.	You make this sound like it's the first time you're testing this, but we're all painfully aware of the ongoing Mace Blvd. Boondoggle. Instead of spending 2.1 million on another 1 mile of roadway way don't you spend the money fixing you're last train wreck? I also don't understand how it could cost 2 million for 1 mile, the streets of Davis must be paved with gold. Also, stop suggesting these things don't cost us anything because even the grant money is coming from us, tax payers.
256		3		This design is a mess. Too cluttered, tight turns necessary, less safe for bikes.	Confusing and too close. What the heck is wrong with having bicycle lanes on each side of the road rather than crunched together with traffic going both directions next to cars going one direction? The bikelanes in Davis have functioned well for at least as long as I have lived in Davis (since 1967).	This test at least provides actual impacts of this horrible design. Forget it. This design is dangerous.
257	2	1		Too confusing with all the traffic cones. This caused car traffic to back up westward past Anderson Rd and the area became very congested and bike travel became worrisome and potentially dangerous. A raised or separate, two-directional bike lane would seem less confusing than dozens (hundreds?) of tall, reflective traffic cones. However, I appreciate that safer options are being explored.	I enjoyed the two-way cycle lane in front of the high school. I would prefer a raised lane/surface (like they use in Europe) or a separate path. The tall traffic cones will not stop a vehicle from crossing into the path and striking a cyclist (most likely a child) and seemed to cause vehicle congestion and driver confusion.	See comments above. There are plenty of YouTube videos and resources online that show safe and convenient options (not necessarily cheap, however). I am glad that safer cycling options are being evaluated.
258		1	1	Too confusing. Not enough space between cars and bicyclists.	n/a	Too short of a test. Not enough information ahead of time to prepare.
259		2		Too hard to turn. Traffic backed up even further.	Didn't	This is a terrible idea.
260		2		Too many cars! Isn't Davis known as the City of Bikes?	Na	Too many cars. Some did not have room to turn left from B to 14th going west. We need school buses to eliminate the tremendous number of cars being driven by students and parents dropping students off. It is a nightmare area.
261		3		Too many stakes create confusion and hazards for cyclists.	North section of 14th between 2nd and Oak is already dangerous for cyclists with 3 busy parking exits, now you plan to double the number of cyclists?	14th street is one of the widest and safest street to ride east-west. Why try to repair what is unbroken? If you look for something to fix, give a try to Alvarado, everything is bad there.
262	1	2		Too much to look at. From the car, it makes it hard to look for bikes or the road. The plastic barriers could be toned down. Just have them on the right side of the road (and only on the North side) and don't have the middle or other side. I like how the barrier works at Willett. But if you had middle of the road barriers at Willett or here (as you did), it's just too much for the eyes to focus on while driving, which actually makes it less safe.	it was fine!	I like the idea of the two-lane bike lane in front of the high school. But just focus on having ONE line of plastic barriers. And please, please do not even think bout having concrete barriers put in. Mace was a huge mistake. Please don't do that here too.
263		2		Too narrow	Na	Horrible design

Fourteenth Street Demonstration Project Open-Ended Results

14th Street Demonstration Project, CIP 8282 - Road Design Test Comments

	Positive Comment	Negative Comment	Neutral Comment	What did you like or dislike about the Oak & 14th intersection test design?	If you used the two-way cycle track in the test design, please give us your feedback.	Please share any general comments you may have about the test.
264		3		Too narrow for cars. Low margin of error due to the "curbs" worried about hurting kids and bicycles since they are so close to cars. Pedestrians jump into the roadway there without warning and you have no time.	N/A. My kids bike another way. Would love it if they improved scripts to oak behind high school as a permitted through passage, it's really safer and more direct. Also if they put the bikes up on the grass in front of high school/VM parking lot it would be better. The safety of the intersection would be improved by having a crossing guard during peak school hours like they do on F.	A lot of money for only a couple days. Maybe leave it up longer.
265		3		Too tight. Bikes too close to cars. Loss of dropoff space on Oak and 14th. Increased danger to bikes and pedestrians	N/A but looked prone to head-on collisions	New plan is very bad and dangerous idea. Also caused increased backups due to low throughput
266		3		total dislike, it's terrible	more traffic jam than before	it's terrible, donot mess normal road up
267		3		Traffic backed up on eastbound 14th for several blocks during peak times. Unsafe for bicycles. Also will impact residential streets in surrounding area as drives reroute to avoid 20 plus minutes of stop and go.	Very confusing for both cars and bicycles. Felt unsafe. Also difficult for bicycles to navigate exits into school areas.	Hope observers examined traffic and safety on streets leading into test area too. Impacted greatly.
268		3		Traffic builds up. Can't turn left or right except out of one lane. I ride my bike, drive and walk this daily. Nothing felt more safe. Please do not do to our neighborhood what was done to South Davis, creating traffic and conflict, and more problems.	I have no idea what this is. I typically go in each direction on my bike.	This is another example of, as Wendel Berry says, creating a solution that creates more problems. If you want to put in new shade trees in median strip great. Perhaps there are issues up at North Davis Elementary, I'm not there as frequently except to go to library. The intersection at 14th and Oak is just fine. Please leave it alone. There are many other streets that need repaving. Use the money for that, or for fixing street lights that are out, or more street sweeping.
269		3		traffic lanes too small for safe driving.	Claustrophobic	Any safety increases provided by the design are negated when bicyclists fail to follow proper traffic safety rules. Multiple times there are close calls because bicyclists choose to ignore stop signs.
270	1	1		Turn from 14th to Oak going north was far too tight. It will cause collisions. It was visually too overloading seeing all those poles with reflectors.	Na	Improvements are needed in that area to keep bikers safe
271		2		Turning into the high school parking lot is crazy. It is not obvious where the turn is and since bikes are coming it both directions, it is extra confusing.	n/a	I'm glad they did the test and prefer that it NOT become a reality. Unless there have been MAJOR injuries in this section, it seems like an unnecessary project. Try fixing (repaving) the roads, painting lines and speed limit on the street itself, or making street signs more visible. Don't put this confusing cycle track in front of the high school where there are already a large number of poor drivers. They got worse during the test! (People turning left from the right lane, turning in at the exit, and exiting at the entrance. Please, please, please don't do it!!!
272		3		Unclear where bikes go at intersection- I learned that bikes share the pedestrian crossings which seems unsafe to pedestrians. The bike versus pedestrian areas should be clearly marked. Also, children in bikes turning left into Redwood to get to Chavez are still not protected and the backed up car traffic made it worse for them.	Cars were parked on the westbound side of the cycle track today (15Nov) but it was great on the test day when no one was parked on the westbound side.	Car traffic in the HS parking lot is also dangerous for cyclists. It is difficult to know where is the safest place to exit out of community park and it would be good to include this in the 14th street planning.
273		3		Very confusing and hard for both bicyclists and cars. Very narrow lane. Two-way bike lane is awful. Very hard to pull out of high school parking lot across two bike lanes and around pillars. You end up going into the wrong lane.	Bad to have both directions of bike lane on the same side of the street. It serves no purpose. Very congested in the area.	Big waste of money and makes the area very much less safe for both cars and bikes!
274		2		Very confusing and restrictive	no	I am not sure what you are trying to achieve this makes commuting complicated
275		2		Very confusing with pilons, the removal of turning lanes at 14th and Oak is causing a back up all the way to the DHS parking lot	n/a	Return left turn lane at Oak
276		3		Very confusing, to much going on and hideous looking! I can't imagine how the people that have to look at that everyday that live in the neighborhood. I have lived in Davis since 1968 and I don't think that all that marking was necessary. Way over done! Most people know to avoid that area when school is starting and dismissing. Don't do it again!	Only went one way and it was annoying.	Ridiculous!
277		2	1	Very congested and constricted. I didn't see anything providing more safety for me as a frequent bicyclist in this area	I didn't but as a cyclist it doesn't appear to provide any safety. I could suggest several more significant improvements.	I will make several comments in writing and in person. I have lived, cycled and driven this area for 50 years!
278		3		Very dangerous with all the left turns into: DHS lot, Vets lot, library lot and NDE lot each crossing TWO lanes of bike traffic, coming from different directions. NOT safe.	There are too many turns across it.	Please do NOT do this.
279		2		was more confusing and didn't like the new barriers on the street	n/a	didn't like it, didn't understand or see how it's more helpful, just seemed more cumbersome the new setup
280		2		Was very confusing and less pains made it a huge pain for traffic. You could add the two bike lanes but without the big curbs. It'd be safer but not as congested.	n/a	Please think it through with not just safety in mind but also congestion. Please no more Mace Blvd messes.

Fourteenth Street Demonstration Project Open-Ended Results

14th Street Demonstration Project, CIP 8282 - Road Design Test Comments

	Positive Comment	Negative Comment	Neutral Comment	What did you like or dislike about the Oak & 14th intersection test design?	If you used the two-way cycle track in the test design, please give us your feedback.	Please share any general comments you may have about the test.
281		2		WAY Too many pylons. Although I know they were placed in some kind of order they simply looked like they were just randomly placed everywhere. They were are placed too close to where vehicles turn into the street from the parking lots and intersections. This was obvious by how many of them had been driven over.	NA	Too many Pylons. The students need more direction. Many students don't even press the button for the mid street cross walks so cars will stop when they see the blinking lights. Davis residents seem to have this idea that they can just walk into the street without looking and ride their bikes anywhere without looking and it is obvious they have passed it down to their children. The college students are worse.
282		3		We enter 14th from Eureka and the test design did not provide adequate options at peak traffic given the backup of traffic from St James and B. At times even the existing bike lane was fully blocked and we could not safely cross the street on bike and needed to take the sidewalk.	Drivers, particularly high school students, seemed confused and drove more erratically during the test and in general it felt less safe. I'd prefer a physically divided bike lane on each side with limited access points for St James and the high school along with a clearer transition for eastbound NDE cyclists over to the path by the Veterans Memorial Center on 14th to prioritize cyclist safety.	The primary issues are vehicle traffic congestion and poor driving by St James and the high school that make cycling and pedestrian use of this corridor hazardous. More needs to be done to protect the bike lanes in both directions on 14th and the transition from Eastbound 14th to NDE and the high school, particularly along St James.
283		3		What a waste of money. 2 years for that crap. I live on Villanova, never seen a problem at oak and 14th. Trying looking at villanova and anderson. Very dangerous intersection. An accident at least once a month. Stop babying people and let them learn to obey the road rules. It's not that difficult.	Rubbish. Waste of time and money.	See 5. Terrible coddling of spoilt people. Learn to drive bike safely no problem. Never seen an issue here in 20 years. Try villanova and anderson. Very dangerous intersection.
284		3		When waiting at the stop sign I observed that pedestrians, bicycles and motorists were distracted by the change in not having the left turn lane. It backed up traffic significantly and the extended sidewalks made it hard to see pedestrians to motorists.	On another occasion I was able to ride my bike in the bike lane but noticed there was no place for the drop off of students or staff with disabilities closer to the building?	I liked the plastic guards to protect bikers but it did not need to have a two lane space versus having a one lane space.
285		3		Why are through cyclists forced to navigate the islands (faux islands?) pushed into the crosswalk area? No logical route/mechanism for eastbound cyclists to cross diagonally into the cycle track.	I used it westbound - it was fine. I did not use it eastbound, and would not unless I wanted to turn into one of the driveways and did not think I would be able to move across the eastbound traffic lane to make a left turn - I don't think it ever gets that busy, does it?	I appreciate the temporary striping and the effort to run the test. However, I think I'm pretty attuned to these things, and I was completely unaware of the pilot until after I rode the corridor and then saw a posting on the DBC list. Also, I tried to respond to this survey earlier this week and was unable to submit - survey monkey said that the survey had been changed by the owner. The tape striping, for the most part, was understandable. I could not tell whether the "islands" at the intersection would be paint-only, or raised. I would not support adding more obstacles for cyclists in the middle of the road.
286		2		With making it one lane the traffic is congested and getting out of Redwood is impossible.	No one was around Inna bicycle	Congestion the traffic by trying to get every road down to one lane is not helpful! As a resident of that area with a HS kid I can say she walks that intersection and feels it is way less safe because now everyone is stressed and more aggressive
287		3		Worst idea ever. Kids were jumping out of cars in the middle of the street to get to class. All you need to do is repaint so the lines are clear at the crosswalks and maybe one more crossing light. Whoever thought of this mess needs to move-on.	Stupid idea. The kids cross the street at random. The barriers are a distraction to the drivers.	Stop...Paint.
288		3		Y'all keep messing up roads in Davis- everywhere I've lived and now where I work- you limit cars in one place it just causes backups in another. I lived on 8th st when the city decided to get rid of lanes on 5th- way more traffic, but in a residential area- a few years later, I moved over to cowell, and we all know how that turned out. Davis High is not a neighborhood school, people come in from all areas of town and out of town. There's 1900 students there, plus over a hundred staff. It's ridiculous to cause further back ups when there are numerous bike lanes and paths. I know that we're a bicycle city- but not everybody rides one. It's asinine that you actively make commuting and traffic worse. It's also less safe for students on bikes and pedestrians.	It all sucks- find a better way to use tax dollars	It is a terrible idea
	177	509	10	696 TOTAL COMMENTS		
	25%	73%	1%	100%		
	Positive Comment	Negative Comment	Neutral Comment			