

THIRD STREET: STREETScape MASTER PLAN

DAVIS, CA



prepared for
CITY OF DAVIS
by
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Contents

- A. PROJECT OVERVIEW**
 - 1. Vision.....8
 - 2. Executive Summary.....8
 - 3. Community Involvement9
 - 4. Third Street Policy and Planning History.....10

- B. EXISTING CONDITIONS & OPPORTUNITIES**
 - 1. Context14
 - 2. Mobility & Circulation16
 - 3. Physical Conditions.....19
 - 4. Opportunities and Constraints.....22

- C. THE PLAN**
 - 1. Introduction26
 - 2. Mobility: Circulation Concepts & Impacts.....26
 - 3. Place: Streetscape Design Concepts30
 - 4. Site Furnishings & Streetscape Elements.....44
 - 5. Sustainability Plan.....49
 - 6. Infrastructure Improvements.....50
 - 7. Planning Level Cost Estimates.....51

- D. APPENDIX**
 - 1. Community Workshop Notes.....56
 - 2. Web Survey Results61

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A. PROJECT OVERVIEW

1. Vision
2. Executive Summary
3. Community Involvement
4. Third Street Policy and Planning History

A. Project Overview

1. Vision

The life of the City of Davis and the University of California at Davis are closely linked. The University’s classes, research, sporting events, and performances energize the City, providing jobs and opportunities for City residents. Meanwhile, the City provides housing, businesses, and other off-campus destinations that serve students, faculty, and staff. While several roads link the University and the City, Third Street is one of the most important, but least “visible” connections — linking the City’s downtown core, Davis Central Park, and the east side of campus and its central quad.

Thousands of people pass through Third Street every day, however, the street today functions more as a “pass through” space than a destination. Though it is the principal bicycle and pedestrian connection between the University and downtown, the street lacks a sense of identity and does not provide a memorable gateway experience between downtown and the campus.

By strengthening this connectivity, this project will create a vibrant and memorable signature gateway connection between the university and downtown. The transformation of this streetscape will create a model of sustainable urbanism that embodies the spirit of the Davis community. Key elements of this Streetscape Plan include:

- **Community Participation** — a constructive dialogue that contributes to the design process.
- **Places for People** — a comfortable street that is memorable, iconic and supports social interaction.
- **Mobility** — a place where cycling and walking predominate as a matter of choice.
- **Economic Development** — investment in a streetscape that supports economic development.
- **Green Infrastructure** — integration of urban infrastructure and natural systems

2. Executive Summary

The Third Street Improvements project is a streetscape design and construction project that will improve the safety, function, aesthetics, and sustainability of the two-block segment of Third Street between A Street and B Street and the B Street alley in downtown Davis. The purpose is to improve the corridor for pedestrians and bicycles and create a “gateway” between UC Davis and downtown.

Third Street between A Street and B Street currently functions as a primary pedestrian and bicycle corridor with vehicular access connecting UC Davis with

the downtown. The intersection of Third Street and A Street accommodates over 4,000 bicycles a day and a large volume of pedestrians. However, the project area suffers from narrow sidewalks, inadequate pedestrian amenities and lighting, absence of bicycle lanes and amenities, a lack of identity and sense of place, a steeply crowned street, above-ground utility lines, and lacks contemporary drainage conveyance. The project will focus on the following major elements:

Functional Objectives:

- Improve and widen sidewalks
- Improve bicycle safety, encourage additional bicycling
- Improve lighting for bicycle and pedestrian safety
- Create fully accessible intersection corners
- Replace bollards and improve spacing
- Reduce steep crown of street

Potential Design Improvements:

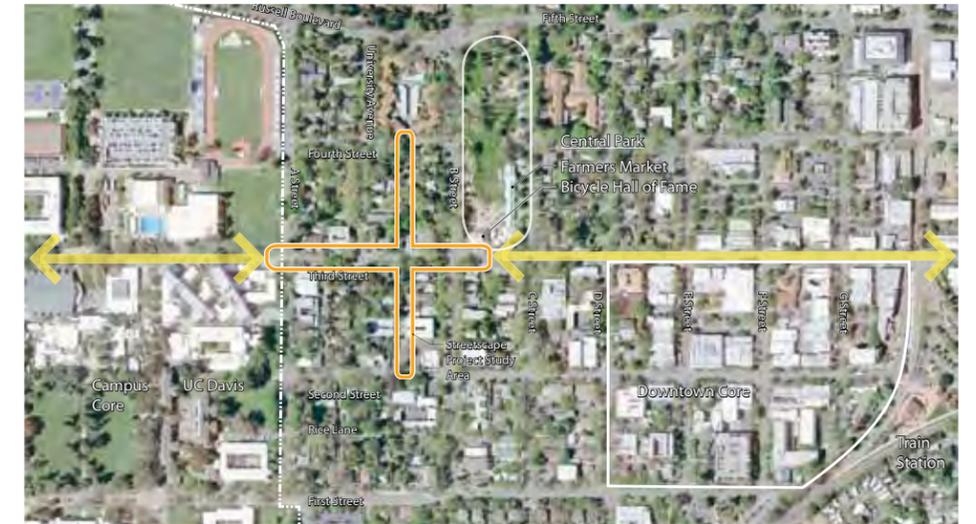
- Enhanced paving
- Street furniture
- Landscaping
- Campus-downtown gateway features
- Pedestrian-scale, decorative lighting

Potential Drainage & Infrastructure Improvements:

- “Green street” elements such as planter boxes with biofiltration, street trees & grates, porous pavement
- Drainage conveyance improvements/connections
- Undergrounding utilities

Project Phasing:

- Phase 1 (Fall 2010 — Spring 2011): Community outreach, streetscape design/plans. The City of Davis has been awarded a \$40,000 grant from Caltrans to assist with this project phase.
- Phase 2 (Summer 2011 — Summer 2012, tentative): Detailed design, engineering and construction.





3. Community Involvement

Goals

Defining the vision for a key civic corridor is a collaborative effort, one where multiple stakeholders—from advisory committees and regulatory agencies to local businesses, the University, and members of the public—must be brought into the process to refine and support its objectives. The success of the effort is contingent on how well the project involves the community and the diverse stakeholders, understands their wide-ranging interests, and meets or resolves their conflicting demands. To that end, the design has been developed through a robust community outreach process that included the following:

Early Outreach

Through outreach presentations, the City spent several months early in the project raising awareness of the project, its objectives, and potential to be a signature corridor. Outreach efforts included, but were not limited to:

- Presentations to a wide range of commissions, business organizations, and transportation-related entities
- Outreach to Third Street businesses
- Established project website
- Created distribution list

Stakeholder Interviews

In December 2010, at the beginning of the project, the consultant team met with seventeen individual stakeholders, including neighborhood residents, local and downtown business representatives, bicycle advocates, UC Davis campus planners, and other community leaders. The purpose of the interview was for the consultant team and city staff to gain insight into the variety of perspectives, goals, and ideas about the project so that they could be addressed early in the project outreach and design process.

Project Oversight Group

A Project Oversight Group was established to provide the city and consultant design team with specific insight and perspectives on the project and to provide comments and critique of the project work as it developed, in advance of the community workshops. The project oversight group was composed of neighborhood residents, local and downtown business representatives, an architect, Bicycle Advisory Commissioner, Civic Arts Commissioner, and a campus planner from UC Davis.

Community Workshops

As part of a well-attended community process, RHAA and the City of Davis staff organized community workshops at the nearby US Bicycling Hall of Fame located in Central Park. Community workshops welcomed property owners, residents, and stakeholder groups, and the general public to participate in the process of planning and redesigning Third Street. Publicity for these events included distribution of flyers, the project website, and sign boards posted along the project site. Three community meetings were held between January and April 2011. The first workshop introduced the project, site analysis and opportunities, and included a group site walk and small group design exercises to elicit community ideas and priorities for the allocation of limited street space. At the second workshop, RHAA presented four preliminary design concepts largely focused on the issues of street space allocation and circulation, followed by an evaluation exercise to determine how well each of the concepts accomplished project goals. Based on community feedback, RHAA presented three circulation concepts and two concepts for street layout and design concepts at the third workshop. See Appendix for Community Workshop notes.

Public Meetings

Additionally, a series of public meetings were held at the City of Davis for project review. Members of the public attended these meetings and insightful feedback that was heard by public officials. These meeting included city staff presentations at a joint meeting of the Bicycle Advisory Commission and the Safety and Parking Advisory Commission on March 7, 2011. City staff provided a follow-up presentation to the Bicycle Advisory Commission on April 4, 2011. Presentations were given to the Civic Arts Commission on February 14, March 14, and April 11 of 2011. The City also held presentations for the Business and Economic Development Commission on April 25, 2011, and for the Planning Commission on April 27, 2011.

4. Third Street Policy and Planning History

Third Street holds a unique place in Davis’ planning and policy history. As a primary entrance to the UC Davis campus, for decades it has been envisioned as a signature bicycle and pedestrian corridor as well as a visual gateway between UC Davis and downtown. Over the last two decades, improvements both in the public and private realm have occurred along Third Street, such as an expanded Central Park, permanent facilities for the Farmer’s Market, Third Street intersection improvements between C and G Streets, bicycle lanes on Third Street, the US Bicycle Hall of Fame and California Bicycle Museum, reuse of the former Davis Police Department building into a restaurant, and a mixed-use building at Third and C, to name a few. Additionally, recent amendments to the Core Area Specific Plan (CASP) resulting from the Third & B Street Visioning Process set the stage for additional private sector investment. However, an important section of Third Street between A and B Streets remains a critical gap in the longstanding policy vision for this corridor. This section highlights the historical policies leading to the Third Street Improvements project.

1961 —1972: “Third Street Parade”

After the City’s first General Plan was created in 1958, a Core Area Plan (CAP) followed in 1961. With substantial community change anticipated resulting from the growth of UC Davis, it established a vision for downtown Davis to guide development over the coming decades. A defining component of the CAP was the “Third Street Parade”. Spanning from the edge of the UC Davis campus on A Street east to G Street, it envisioned a gently curving landscaped bicycle and pedestrian-way with shade trees, benches, sidewalk cafes, fountains, pools, sculptures, and a variety of other amenities. While the study proposed separating motorized and non-motorized travel, the primary motivation was to create a “beautiful place” through exemplary design and landscaping, thus creating for users a memorable experience between campus and downtown. The Third Street Parade was also expected to provide economic benefits for downtown as it would “...define and strengthen the relationship between the core and the campus, and... give form to the business district”.

1973 —1988: Support for Third Street Parade Subsides...

Prior to 1973, the Third Street Parade remained a community vision and, in fact, formalized in the 1964 General Plan. However, starting with the 1973 General Plan, dilution of the original concept occurs resulting from waning support for closing Third Street to vehicular traffic and the potential effect on businesses. Thus, whereas the 1964 General Plan provided clear policy direction to “develop the Third Street Parade...”, the 1973 General Plan softens this direction to “Encourage development of some ‘Santa Cruz’ type semi-malls and walkways meandering between blocks and buildings throughout the Core Area.”

By 1975 the 1961 CAP was updated with the Core Plan Alternatives Report (CPAR). This report stated that some elements of the Third Street Parade

were implemented (e.g. portions of meandering sidewalks, benches for sitting, street lights, trash containers), but in a haphazard, uncoordinated manner. Most importantly, the CPAR concluded that accomplishments on Third Street did not achieve the objective of strengthening the connection between downtown and the UC Davis campus: “...the town center and the center of the spread out campus are not very well related or accessible to each other, except by bicycle.”

The CPAR also reflected continued community reconsideration of the Third Street Parade. Fundamental questions were raised including how to: make the two distinctive destinations (downtown and campus) complement/enhance each other, treat the campus edge, and link movement channels and activities on campus to downtown. Additionally, it reflects community reassessment of the wisdom of bicycle and pedestrian-only malls/semi-malls on Third and Second Streets, the role of transit, and how to protect the residential quality of the University Avenue area.

While it can be reasoned the original Third Street Parade considered these issues, it was clear the community felt a need to revisit them. The implementation alternatives of the CPAR formally abandoned the Third Street Parade as a vision for the corridor. Options instead focused toward “malls and semi-malls” on some (or all) sections of Third Street or Second Street. While the definition of malls/semi-malls is unclear, a safe assumption is that it implied aesthetically pleasing commercial corridors/gateways without restricting automobile access.

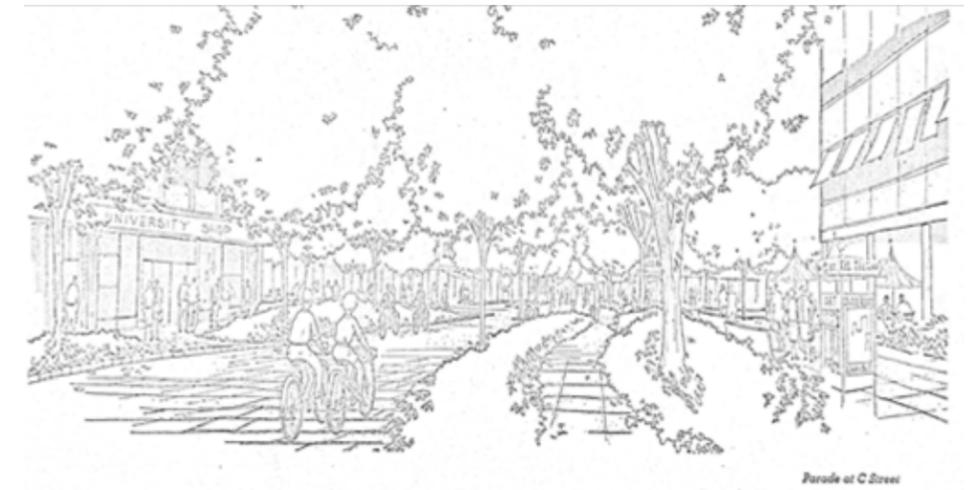
1988 —2001: ...But Policy for an Improved Connection between Downtown and UC Davis Continues

Despite the absence of a well-defined design concept, the desire to establish a strong visual connection between downtown and UC Davis persevered. Institutional memory of Third Street continued with the 1988 General Plan, as it recognized that despite physical proximity, “the campus and business district do not support each other as they do in Berkeley, Westwood, Princeton, or Cambridge”. As a result, the General Plan adopted a Core Area Implementing Policy to:

“Strengthen the Campus-to-Core bike linkage along Third Street. Ways to make the street more attractive for bike use, short of the bikes-only proposal of the 1960s, need study.”

Thus, a desire for a signature corridor remained. However, the policy clearly states that an exclusive bicycle and pedestrian-way as envisioned by the Third Street Parade was no longer compatible with current priorities.

Over time, Davis planning and policy documents evolved in both detail and sophistication. In 1996 the Core Area Specific Plan (CASP) was adopted (and remains the current planning and policy document for downtown). By this time, the downtown had grown and matured with several redevelopment projects completed, in the pipeline, or in discussion. Downtown was less reliant on Third Street corridor improvements as a catalyst for economic development. Thus, CASP policies focused on the economic health and livability of downtown in a holistic



Third St Parade Concept

manner. However, the importance of Third Street as a bicycle and pedestrian corridor, particularly between A and B Street, was confirmed:

“Third Street between A and B Streets should limit additional through traffic, with the exception of delivery vehicles, and be further enhanced as a bicycle and pedestrian way. This possibility was explored in a plan prepared by Livingston-Blaney in the early 1960’s. This would provide a unique connector between UC Davis and the Core Area.”

This suggests that while the Third Street Parade may not have been appropriate for the original extent of Third Street (in this case, A Street to G Street), the policy can be interpreted as community receptiveness to exploring a bicycle/pedestrian corridor between A Street and B Street in recognition of the primary users and increasing volumes of bicycles and pedestrians.

Between 1996 and 2001, policies from the 1988 General Plan and 1996 CASP relating to Third Street remained in effect. However, no substantive steps were made to advance a project that could lead to construction. During this time, a new General Plan was developed and adopted in 2001. However, since the CASP remained the more detailed planning and policy document for downtown, the General Plan was largely deferential to the CASP. Nonetheless, an important policy was included in the General Plan Mobility Element to:

“Strengthen the Campus-to-Core bike linkage along Third Street.”

2002 —2006: The First Project Moves Forward

With 40 years of Third Street policy history in its wake, the 2003 Redevelopment

Agency Plan allocated capital improvements funds for Third Street. The project was titled the “Third Street Corridor” project (between A and L Streets) and defined in the following manner:

“As the primary East-West bike and pedestrian corridor between the University and Downtown, design and construct improvements to mitigate traffic speeds, improve bike and pedestrian safety/access, and aesthetics on this corridor. A likely significant component of this is the construction of intersection ‘bulb-outs’.

In Summer 2005, a subsection of the “Third Street Corridor” project between C and G Streets was constructed and consisted of landscaped “bulb-outs”, sidewalk pavers, color stained and asphalt-etched crosswalks, and holiday string lights. This project dramatically improved the downtown pedestrian (and bicycle) experience, by adding street furniture, improving safety through reduced street crossing distances, and improved ambience. While this noticeably improved Third Street between C and G Streets, the two-block segment between A and B Streets was omitted from that project. Its reduced right-of-way, unique character, need to create gateway features, and broader infrastructure/drainage challenges all justified treating this segment as a distinct project.

In 2006 UC Davis and the City of Davis partnered on a plan for a coordinated approach to improving connections between downtown and the campus. The product of this effort was the 2006 Downtown-Campus Connections Concepts and Implementation Plan (Downtown-Campus Connections Plan). This study proposed several projects, accompanied by conceptual designs, to improve accessibility and strengthen functional and visual connections between downtown

and the campus.

The “Third Street Corridor Improvements” project spanning from A Street to B Street was proposed in this study. The Downtown-Campus Connections Plan advances existing policies by broadly defining existing conditions and a compelling need to create a gateway experience from downtown to campus on this two-block segment of Third Street:

“The Third Street Corridor is perhaps the most significant link between downtown and the central campus quad area. The two-block portion between B Street and A Street with its narrow sidewalks, oversized streets, high bicycle and pedestrian traffic, and limited vehicular traffic, should be redesigned to more appropriately support the uses.”

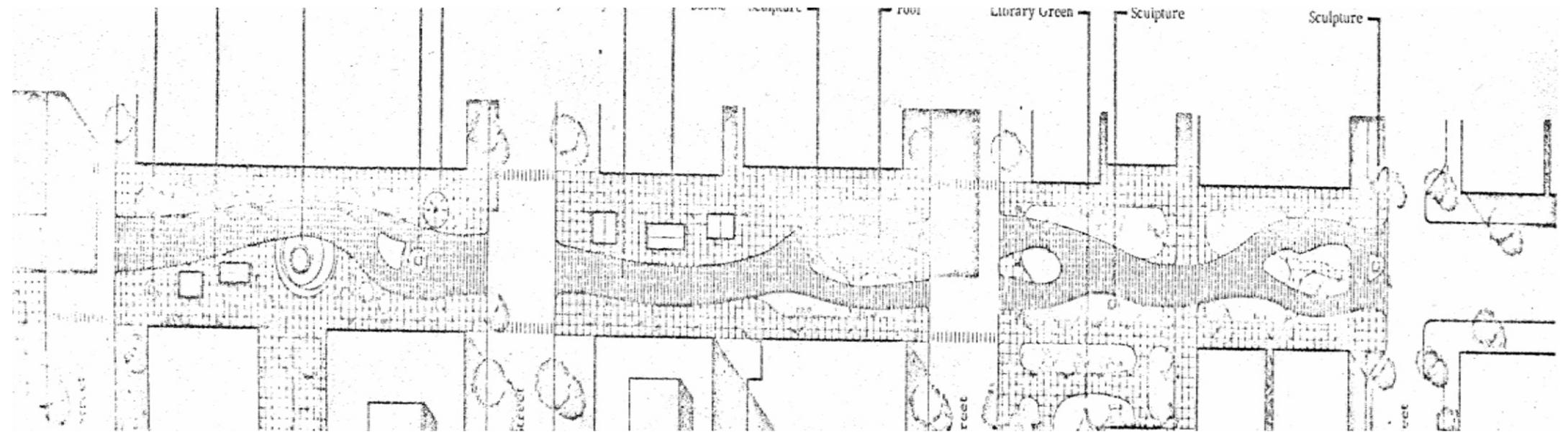
As with other projects in the study, the Downtown-Campus Connections Plan recommended improvements for further study including:

Formalize a multiple use street:

- Eliminate curb
- Install unique paving
- Improve on-street parking design and management. Study possibility of paid parking of some type to better serve businesses

Improve tree health and overhead aesthetics:

- Underground utility lines
- Replace badly headed and unhealthy trees



Third St Parade Plan

Improve sidewalk environment:

- Increase area for furnishings by reducing width of driving lane.
- Replace furnishings and add pedestrian-level streetlights
- Use consistent paving, planting, and furnishings palette
- Encourage sidewalk seating
- Accommodate parking and loading zones as necessary

Thus, the Downtown-Campus Connections Plan established a framework for the next phase of planning for the Third Street Improvements project: streetscape design planning.

2007 —2010: Third Street Improvements Project Proceeds

In June 2007, a three-year visioning process to allow for higher intensity development on B Street (between Second and Fourth Streets) and Third Street (between University Avenue and B Streets) was concluded. The outcome of the Third & B Street Visioning process was a vision, with accompanying zoning and high-quality design standards, for a small scale urban village to fill the “identity gap” between the University and downtown. Accompanying the rezoning were policy amendments to the CASP providing clear direction to prioritize the Third Street Improvements project:

“Initiate a street improvement program for Third Street between A and B Streets including consideration of widening the sidewalk, installation of new street lighting, street furniture and tree grates, replacement of unhealthy trees, possible undergrounding of utilities, enhanced pedestrian crosswalks and modification of street paving and design to formalize a multiple use street.”

“Initiate (a) process to define elements of (a) Street Enhancement Program for Third Street and B Street rear alleys, including design elements, construction costs, and funding mechanism, cost sharing and implementation schedule.”

Additionally, the Environmental Impact Report (EIR) from the Third & B Street Visioning process identified how redevelopment in the area would change the visual character of the area and mitigations, in this case streetscape enhancements, were necessary:

Impact: Implementation of the project would result in a change in the existing visual character and quality within and adjoining the project area.

Mitigation #7: Improvements to the pedestrian and public environment including sidewalks, landscape strips/tree grates, lighting, curb/gutter reconstruction, and alley improvements can enhance the aesthetic quality and function of the pedestrian environment within the project area. These improvements shall be completed as soon as possible as one cohesive, singular public project that allows for the pedestrian framework to be in place

early and avoids piecemeal completion of these improvements as would occur if each property owner was responsible based on their own investment timetable. If phasing of these improvements is necessary, the phasing shall be minimized to the greatest feasible extent

As a result of the above policy direction, a Capital Improvement Project (CIP) was established for the Third Street Improvements project to redesign and ultimately construct the two-block segment of Third Street between A and B Streets.

Concluding Thoughts

In the 1960’s through the early 1970’s the Third Street Parade represented a clearly defined vision for Third Street during that era. While never advancing beyond the design concept stage, it offered a bold visualization for how the corridor could be transformed into a special place. Despite declining support for such a dramatic concept, policy documents following the 1961 Core Area Plan where the Third Street Parade was conceived have recognized the importance of Third Street both as a transportation connection as well as an important visual gateway to UC Davis. The current Third Street Improvements project implements this policy for the two-block segment of Third Street between A Street and B Street to design concept, final design, and ultimately construction to fulfill five decades of policy direction. More specifically, the 2006 Downtown-Campus Connections plan and 2007 amendments to the Core Area Specific Plan formalized the need to conduct this project to function better for pedestrians and bicycles as well as serve as a signature visual connection between downtown and UC Davis.



B. EXISTING CONDITIONS & OPPORTUNITIES

- 1. Context
- 2. Mobility & Circulation
- 3. Physical Conditions
- 4. Opportunities and Constraints

B. Existing Conditions & Opportunities

1. Context

Surrounding Land Uses

The Third Street Improvements project area is located between the UC Davis campus to the west and downtown Davis to the east. It is characterized by an eclectic mix of residential, commercial, and university-oriented uses with offices, shops, restaurants, and multi- and single-family residences. The two-block segment of Third Street is fronted by nine residences and nine businesses (six restaurants, one copy shop and two UC Davis offices). Parcels immediately bordering the project area but fronting adjacent streets include a restaurant, a single family residence, twelve apartments, and a retail establishment.

Well-established, owner-occupied single-family residences immediately surround the project area to the north and south. The arrival of the United States Bicycle Hall of Fame (USBHOF) and California Bicycle Museum (CBM) at the project's eastern boundary at the northeast corner of Third and B Streets in Davis' Central Park represents a compelling backdrop for a project intended to prioritize bicycling and pedestrian travel.

Connections

Third Street connects the heart of downtown Davis with the heart of the UC Davis campus. It runs through the Davis downtown retail and office cores and connects with Central Park (and its destination twice weekly Farmer's Market). West of A Street, the corridor continues through UC Davis as a bicycle and pedestrian route connecting to the north side of the Central Quad. The Third Street is a primary bicycle corridor, representing the only designated east-west bicycle route through the heart of downtown. Third Street functions as the primary bicycle connection between the campus quad and downtown. Bicyclists commuting to UC Davis via the Capitol Corridor frequently use Third Street as the most efficient route from the train depot to campus. However, the two-block segment of Third Street between A Street and B Street represents a "gap" in the bicycle lane network—the only section without bike lanes.

Street Activity

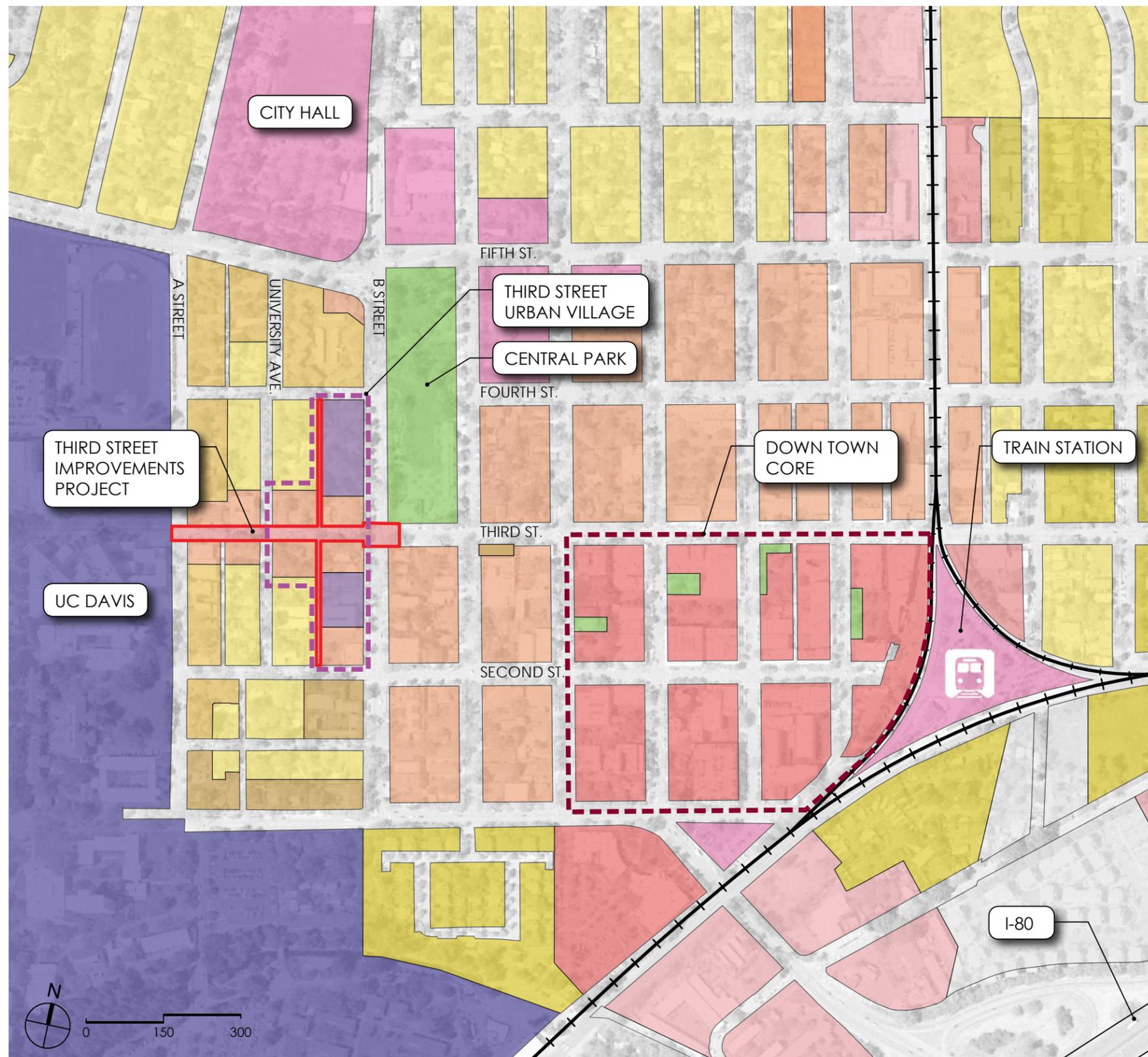
Aside from the heavy passage of cyclists and pedestrians travelling between the UC and downtown, this two-block segment of Third Street is animated by activities of the predominantly smaller, locally-owned businesses—the restaurants and copy shop—and the UC Davis offices that front the street. The intimate scale and inward focus of the street, created in part by the smaller right-of-way, buildings with modest stylistic details and a mature tree canopy overhead, offers a comfortable and distinct setting. Throughout the day one may find people dining on adjacent patios, students lined up to purchase textbooks and readers,

and students, faculty, staff, and visitors travelling between the University and downtown. Nighttime use is quieter, as most businesses close in the evening and street lighting is minimal. On occasion, the street has been used for special events, including Davis Picnic Day Parade, the Children's Parade, the UC Davis Centennial Celebration, and staging for events such as the Amgen Bicycle Tour of California.

Coming Development

At the interface of the university with downtown, the street offers significant potential for further economic development. The vision for a new special character area adopted by the City Council in June of 2007 calls for creation of a higher-density housing, and creative businesses, mixed use "urban village" in the B and Third Street project area (see map) as described by the B and Third Street Visioning Process. This vision represents a new development pattern for the area that includes higher-density, taller two to three-story attached residential housing on B Street and two to three-story mixed-use projects on Third Street and the corners of Third and B Streets and Second and B Streets. This development will enhance the urban design framework of the City—creating a new focal point that strengthens the progression from downtown to the university. Additionally, the changes will support the community goals for increasing ownership housing in the downtown, and helping to frame and activate the area bordering Central Park.

The streetscape must be designed to support a planned increase in the number and diversity of economic, social and cultural activities while also respecting the existing uses which may remain for some time. The Streetscape project will be coordinated with the City's existing planning efforts.



- PUBLIC ORIENTED UNIVERSITY FACILITIES
- PARKS & PLAZAS
- RETAIL WITH OFFICES
- RETAIL STORES
- GENERAL COMMERCIAL
- COMMERCIAL / SERVICE
- PUBLIC SEMI-PUBLIC
- UNIVERSITY AVENUE TRANSITE
- UNIVERSITY AVENUE RESIDENT
- B STREET TRANSITIONAL DISTRICT
- HIGH DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- EAST OLIVE DRIVE MULTIPLE



2. Mobility & Circulation

Pedestrian

Due to the close proximity to UC Davis and the university-oriented businesses, pedestrian travel is high in the project area. Many university faculty, staff, and students walk to or through the project area to buy textbooks, make photocopies, eat a meal, or travel beyond to destinations deeper into downtown.

While pedestrian data for this area are limited, the January 2009 *UC Davis Bike and Transit Network Study* cites pedestrian counts taken on North Quad Street (the extension of Third Street on campus) just west of A Street in May 2008. The counts recorded 422 westbound pedestrians between the hours of 8:45 am and 12:15 pm and 477 eastbound pedestrians between 4:30pm and 5:30pm. Observations confirm the segment of Third Street between A Street and B Street serves a high volume of pedestrians.

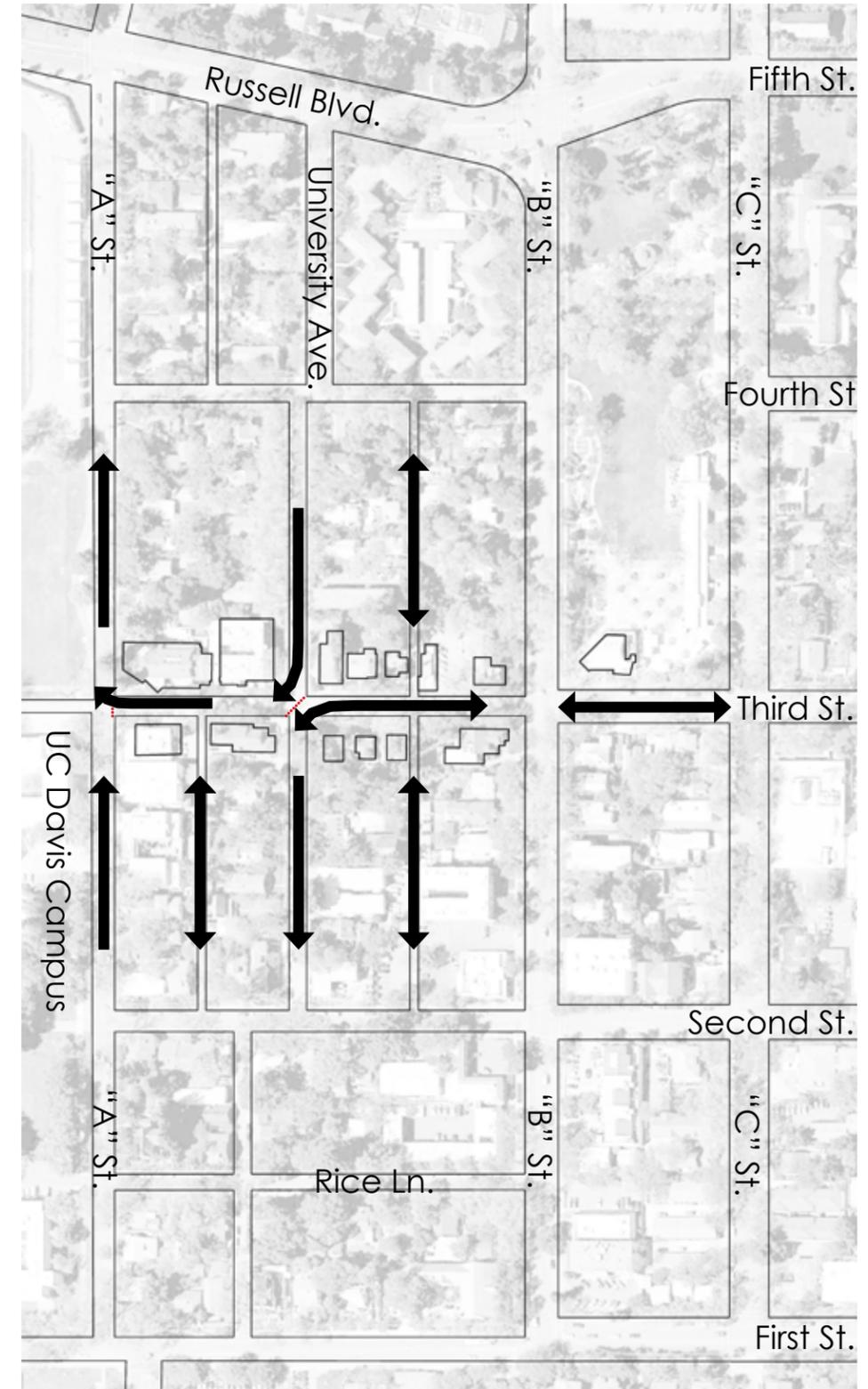
Bicycle

The Third Street corridor provides an important bicycle connection between the core of the UC Davis campus, downtown destinations, and destinations in eastern Davis. As many as 4,000 cyclists pass through the Third & A Street intersection on a typical day—more than the number of *automobiles* that travel between B Street and C Street. The January 2009 *UC Davis Bike and Transit Network Study* cites pedestrian counts taken on North Quad Street (the extension of Third Street on campus) just west of A Street in May 2008. The counts recorded 704 westbound bicyclists between the hours of 8:45 am and 12:15 pm and 601 eastbound bicyclists between 4:30pm and 5:30pm.

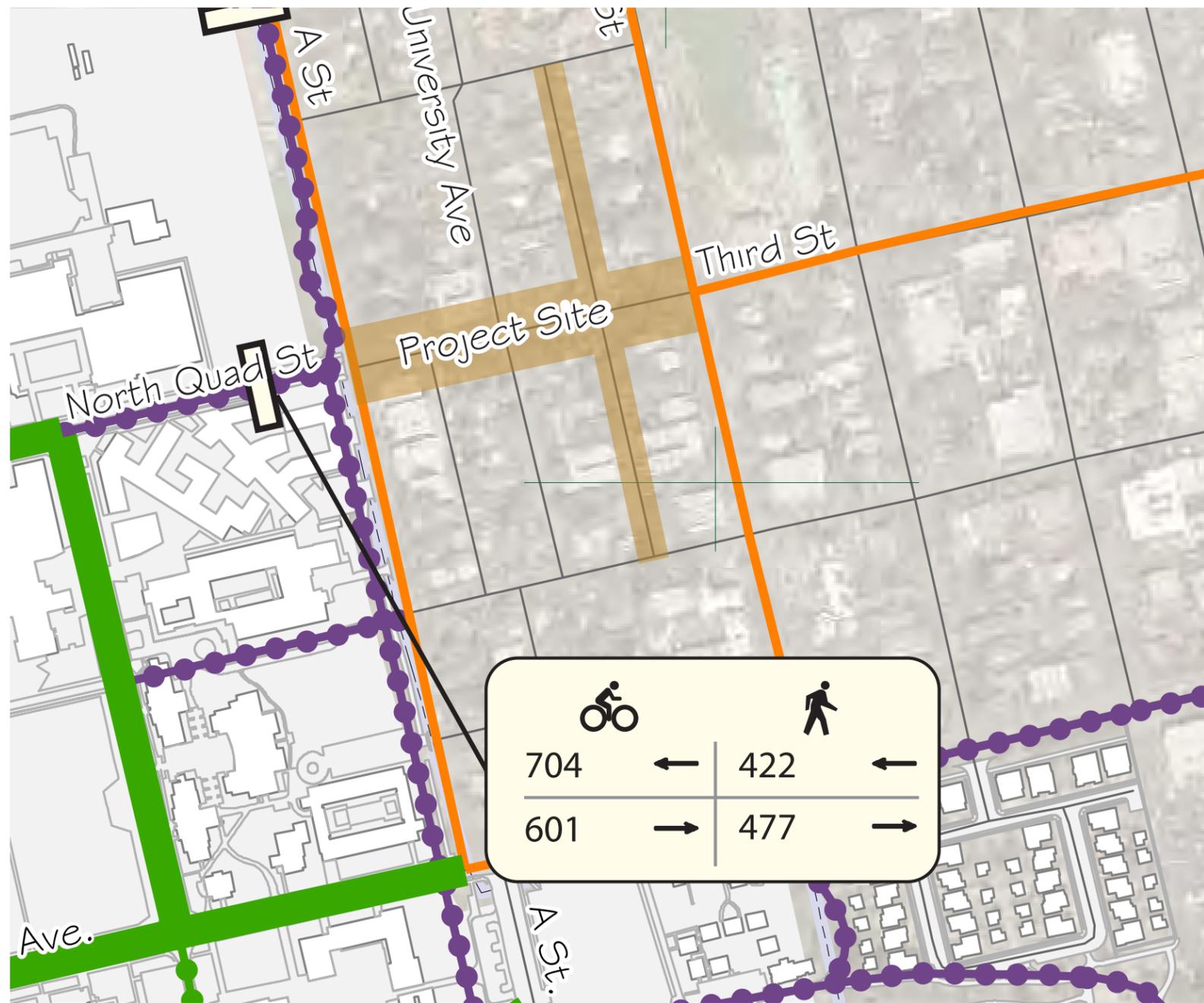
A wide variety of cycle types, may be observed along the corridor—including recumbents, tandems, cargo bikes, tricycles, and bicycles with trailers. Travel by bicycle is often a social activity as well, with groups riding two or three abreast chatting while riding.

Automobiles

Vehicle travel in the project area is limited, as most vehicles traveling westbound on Third Street east of B Street turn either north or south on B Street. Motorists seeking access to A Street are diverted to either Second or Fourth Street due to bollards that force a southbound maneuver on University Avenue to Fourth Street. As a result of these limitations, automobile travel on Third Street between A Street and B Street is restricted to residential access to and from the B Street alleys, and to customers/deliveries for businesses in the project area.



Existing Auto Circulation Diagram



- Legend**
- Count Location
 - Count Volume
 - Bicycle
 - Pedestrian
 - Existing Bike Facilities**
 - Existing Separated Path
 - Existing Shared-use Path
 - Existing On-street Lane
 - Existing Shared Street
 - Bikeway Street
 - Grade Separated Bike / Pedestrian Crossing
 - UC Davis Campus Boundary

From UC Davis Campus Bicycle and Transit Network Study, January 2009

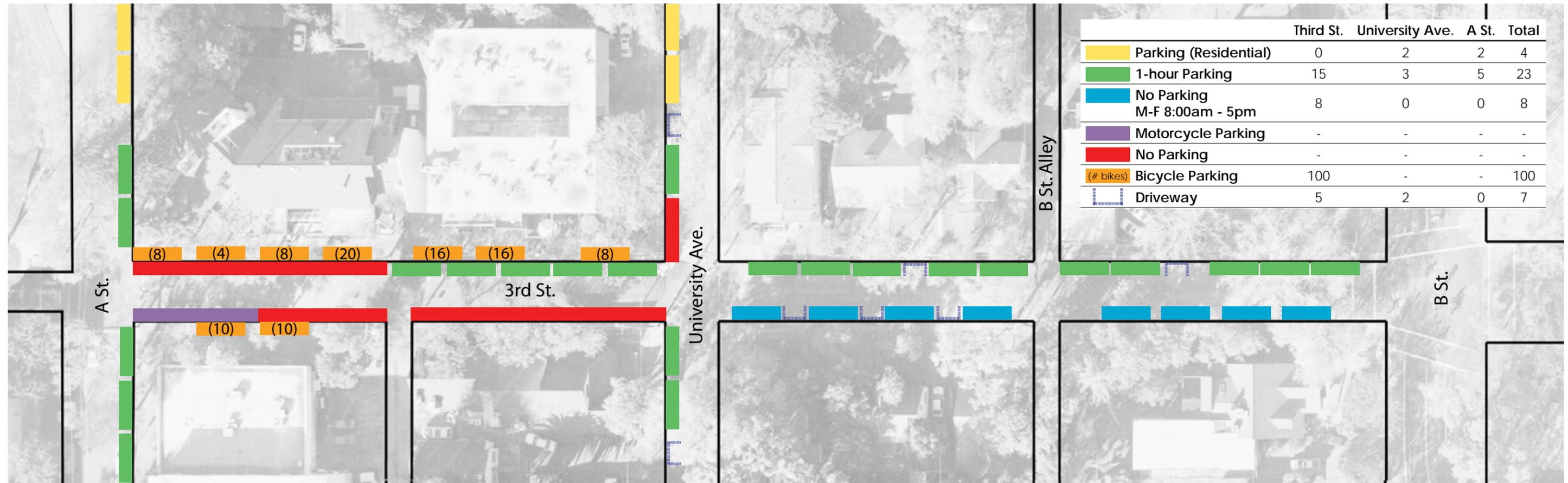
Davis Third Street: Streetscape Master Plan

Auto Parking

Unique on-street parking supply dynamics exist on Third Street between A and B Streets compared with other downtown streets. On the south side of Third Street the westernmost quarter-block is the only downtown street segment with one-hour parking. Due to the narrow right of way, the remaining segment of the south side of Third Street is closed to parking on weekdays from 8:00 a.m. to 5:00 p.m. On the north side, the westernmost quarter of Third Street is closed to parking with the remaining length limited to one-hour parking. Thus, the existing available automobile parking supply is somewhat limited, though important to the businesses and residences fronting and immediately adjacent to Third Street.

Transit

The segment of Third Street between A Street and B Street is not directly served by transit. However, B Street, at the eastern edge of the project area is a main transit route for Unitrans. Several routes utilize B Street including the “B”, “L”, and “M” lines. No Yolobus express routes 43R, 44, and 231 have stops on B Street.



Existing Parking Diagram

3. Physical Conditions

The project area is currently characterized by:

- Narrow and uneven sidewalks
- Inadequate lighting
- Narrow right-of-way
- Steep street crown
- Bollards obstructing easy bicycle navigation
- Inadequate drainage
- Inaccessible intersection corners
- Unsightly overhead utility lines
- Inadequate bicycle parking
- Varied quality of trees and planting
- Cluttered signage

Narrow and Uneven Sidewalks

Currently, the accepted streetscape design standard for sidewalk widths is a minimum of five feet. To adequately facilitate walking abreast and allow for passing in opposite directions, six foot sidewalks are justified given the volume of users passing through the corridor daily. As shown in the photo at left, pedestrians will use the street when sidewalk widths are inadequate and low automobile usage makes it both comfortable and safe to do so. East of University Avenue, four foot sidewalks are typical.

West of University Avenue, the four-foot sidewalks continue on the south side of Third Street while sidewalk widths vary between four and six feet on the north side, as evidenced by the cross section above. The project area benefits from landscape strips that separate the sidewalk from the street and vary in width from five feet to six feet. The maintenance of these strips is the responsibility of the adjacent property owner. Mature trees in the strips provide a shade canopy for residents and users, contributing positively to overall aesthetics. However, due to incompatibilities between trees originally selected and the space needed for growth, in some locations root uplifting has created uneven sidewalk surfaces.

Additionally, in other locations, inappropriate vegetation is planted creating unnecessary visual and physical barriers between street users. In other locations only poorly maintained grass is found. Some particularly unsightly sections of landscape strip were replaced in Fall 2009 with decomposed granite for the 2009 UC Davis Centennial Celebration.

Inadequate Lighting

Prominent lighting is important to create a sense of safety and activity. In contrast with other areas downtown, the project area is sparsely lit. Inadequate lighting



Davis Third Street: Streetscape Master Plan

discourages activity in the corridor, which creates “eyes on the street” and improves safety. Poor lighting is also likely to adversely affect businesses.

Narrow Right of Way

Third Street east of B Street has a right of way width of 80 feet. However, Third Street narrows to 50 feet west of B Street. While this narrowing has a calming effect on vehicle circulation, it precludes bicycle lanes from being striped due to inadequate space. The existing on-street parking would need to be eliminated to create wider sidewalks or separated bicycle space.

Steep Street Crown

All streets are slightly crowned (with peaks along their centerlines) to direct stormwater to the drainage system. In urbanized areas, stormwater is directed to the gutter and then conveyed to the nearest drainage inlet and into underground drainage pipes. However, this section of Third Street is characterized by an unusually steep street crown. The steep street crown can be navigated by bicycles and pedestrians, but discourages use of the full street width due to a reduced feeling of safety, particularly when combined with parked cars on the street as well as valley gutters and vertical bollards at the intersection with University Avenue.

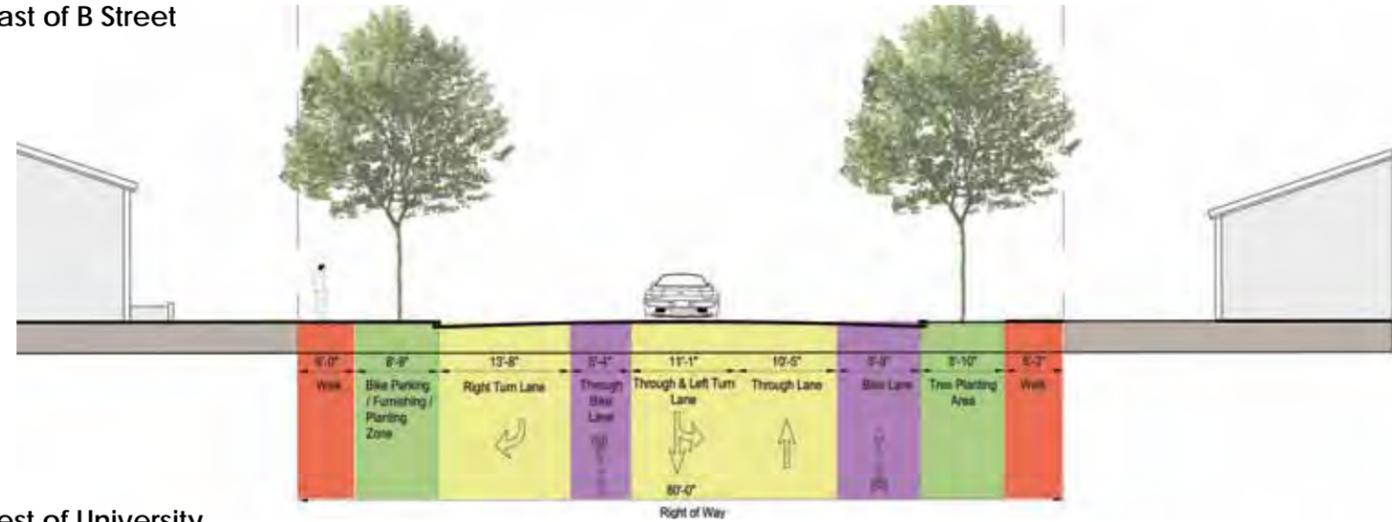
University Avenue Bollards

Vertical cement bollards at the intersection of Third Street and University Avenue prevent through automobile traffic from B Street to A Street. The bollards force westbound automobiles on Third Street to turn south onto University Avenue. Southbound University Avenue automobiles are forced west onto Third Street. While the bollards have reduced auto traffic impacts in the corridor, they create a dangerous obstruction for cyclists due to their narrow separation and diagonal alignment. Additionally, their utilitarian design creates an aesthetically unpleasant focal point in the center of the street.

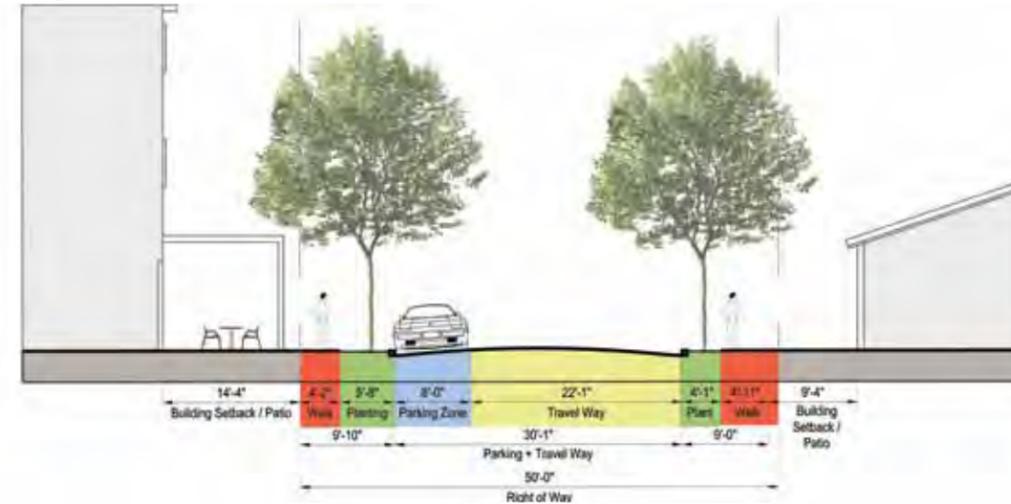
Inadequate Drainage

The University Avenue neighborhood is one of the few in Davis utilizing overland flow to convey stormwater out of the area. Stormwater is carried along gutters at the curb edge, and across streets and down the center of alleys through valley gutters. While this is generally adequate during light to moderate rain, heavier rainfall overwhelms the drainage conveyance system, particularly if debris obstructs the drainage inlet, causing flooding in the project area until the rain subsides for the system to recover. The distance stormwater must travel also contributes to flooding. For example, stormwater runoff must travel halfway down the B Street Alley on the south side of Third Street, west a half-block to University Avenue, north across University Avenue, and another block and a half north to Fourth Street before finally reaching a drainage inlet. Additionally, because large volumes of stormwater traverse Third Street, this inconveniences both bicycles and pedestrians at the University Avenue intersection.

Section A: Third Street, east of B Street



Section B: Third Street, west of University



University Ave. Bollards



B Street Alley



Inaccessible Intersection Corners

Accessibility for all users is important for a corridor with the volume of non-motorized travel on Third Street. However, several intersection corners in the project area are not accessible to the disabled. This includes three of the four corners at the Third Street and A Street intersection as well as the northeast corner of the intersection of Third Street and University Avenue.

Unsightly Overhead Utility Lines

Like many older neighborhoods, electricity and telecommunications are provided to the project area via overhead utility lines. This creates a cluttered appearance, diminishing the corridor’s potential as a visual gateway between UC Davis and downtown.

Inadequate Bicycle Parking

Businesses on Third Street in the project area are heavily patronized by UC Davis faculty, staff, and students. The six restaurants on Third Street draw a substantial number of customers. With limited automobile parking, and close proximity to campus, most customers walk or bicycle to the businesses. Bicycle parking is plentiful, but often fully occupied. Increased bicycle parking will benefit Third Street businesses and customers alike.

Varied Quality of Street Trees and Landscaping

There is a somewhat regular pattern of healthy and mature street trees. These include London plane trees and flowering pear trees. Many of these trees are in good shape and should not be replaced and should be protected during construction. Other street trees such as crape myrtle are too small for the street—their branches interfere with sidewalk clearance and they will not grow larger enough to provide much shade. Some trees are also in poor condition. These small-statured trees and trees in poor health should be removed and replaced with more appropriate trees. Several large trees are located along or adjacent to the B Street Alley—these should be protected during construction.

Cluttered Signage

Three types of signage were observed on the street: traffic control signage, wayfinding signage, and commercial signage. Traffic control signage is focused on communicating the traffic circulation and parking restrictions. This includes pole-mounted signs as well as painted signage on sidewalks prohibiting bicycle and skateboard use. Unfortunately, this signage detracts from the visual experience of the street. Wayfinding signage is extremely limited—one inconspicuously small sign atop of a parking signpole indicates the direction to the “Central Business District.” Commercial signage occurs in the forms of building-mounted and free-standing signs in the landscape. Building-mounted signage includes signs mounted on building walls or hanging from eaves. It also includes signs lettered on fabric awnings and more temporary-looking, vinyl banner signs hanging from deck railings. Landscape signs include free-standing monument signs as well as movable signs such as sandwich boards, and plastic and wire “campaign-style” lawn signs.

Additionally, posters and flyers are frequently posted on various available public surfaces such as metal utility boxes and wooden utility poles.

Inaccessible Intersection Corners



Unsightly Overhead Utility Lines



Varied Street Tree Quality



Cluttered Signage

4. Opportunities and Constraints

CONNECTIONS & EDGES

Civic / Open Space Connections — Physical and visual connections between the narrow section of Third Street from A to B Streets with Central Park and the US Bicycle Hall of Fame on the West and UC Davis on the east are currently weak. New visual elements and enhancement of the pedestrian crosswalks and bicycle facilities across these intersections will make these connections more seamless.

Gateways and Wayfinding — An absence of prominent markers and signage between the University and downtown fails to create a sense of transition and arrival. Wayfinding signage is missing or inconspicuous, and the importance of the Third Street connection between the university and downtown destinations is not obvious for new residents and visitors.

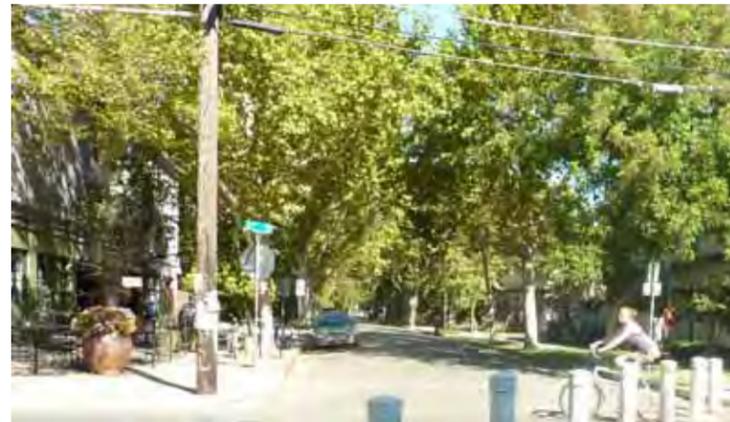
Alleys — With the increased development intensity anticipated by the Third & B Street Visioning Plan, the B Street Alley will see increased use to access these properties. Opportunities to extend streetscape elements and enhanced paving materials and treatments similar to those planned for Third Street should be explored here to create a greater sense of a gateway district.





Legend

-  Existing Trees to be Protected
-  Existing Trees may be Removed
-  Permeable, Engaging Street Wall
-  Positive / Interactive Street Usage in Merchant Zone
-  Unengaging Pedestrian Environment



CHARACTER & IDENTITY

Trees — High branching, mature London plane trees and pear trees on Third Street cast ample shade in the summer time and create a dappled shade effect on the pavement. In winter, these deciduous trees provide light and sun on the street. The seasonal sun and shade creates a desirable setting for outdoor dining along the sidewalks. Seasonal flowering and leaf color variation further enhances the streetscape experience. High-quality, mature trees should be preserved and protected, while unhealthy, poorly-pruned, and tree varieties too small for the street should be replaced with new trees that will support the character and identity of the street.

Variety of Business — Locally-owned businesses offer a variety of services along Third Street. The proximity to the University and intimate scale of the street as compared to larger downtown streets provides a unique character to this district.

Bicycle Traffic — Third Street is a primary bicycle route connecting the UC Davis campus core with downtown Davis and destinations to the east. Often chatting while riding abreast, the high volume of cyclists (approximately 4,000 a day), and the diversity of bicycle types, animates the street, providing opportunities for people-watching.

Furnishings — Many existing street furnishings (trash and recycling receptacles, bike racks, benches, and newsracks) are worn and would benefit from replacement or refurbishment. Additionally, disorganized and untidy newspaper racks and other furnishings occupy valuable street space and impinge on pedestrian through space. They create additional visual clutter that detracts from a welcoming experience. Consolidated newsracks and a unified palette of furnishings would create a sense of identity to this unique gateway district. Merchant-owned tables, chairs, signs, and displays can bring character to the street, though guidelines for these items will ensure a visually compatible and orderly sidewalk space.

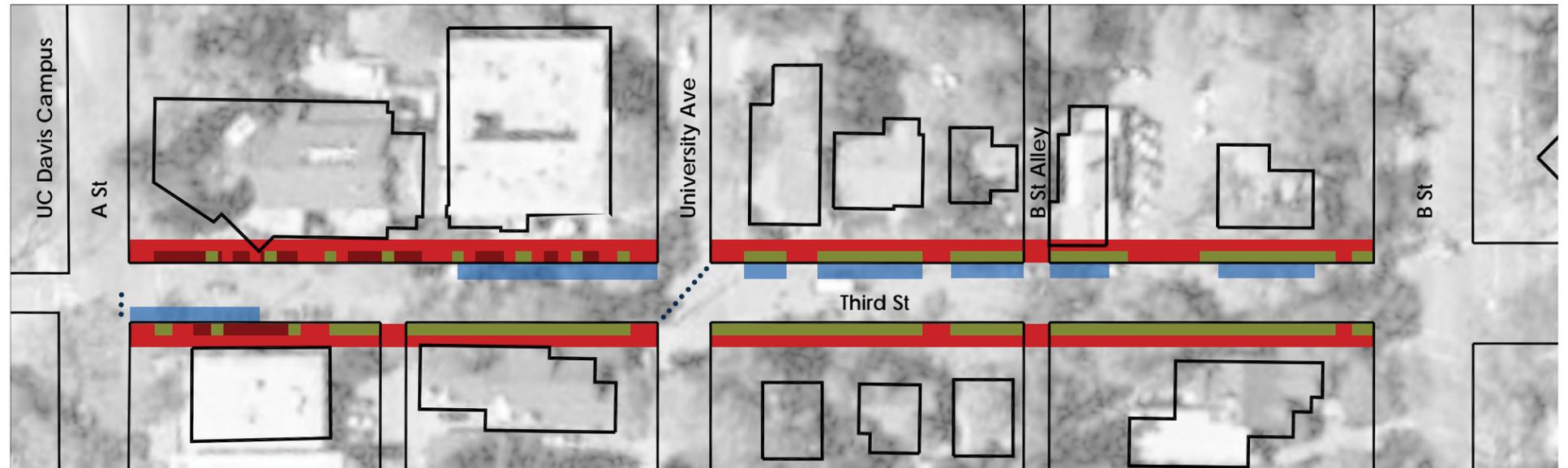
STREET SPACE

Street Space Allocation — Bicycle and pedestrian use of the street far exceeds automobile use, yet the sidewalk space is narrow and beyond bicycle racks, specific bicycle facilities are absent. For pedestrians, safety, universal accessibility, and sharing of space is also a high priority —particularly through expansion of the sidewalks and crosswalks, and shared space alleyway treatments. Opportunities for additional pedestrian space include claiming space from auto parking lanes, installing tree grates around trees, and re-organizing the planting areas and site furnishings. Meanwhile the travelway for bicycles must be safe, efficient and sufficiently wide to support a high volume of bicycle traffic.

Paving — Concrete sidewalks and asphalt streets are in fair to poor state of repair. New paving could unify the street by creating a continuous ground plane with paving materials that supports the experience of a high-quality urban realm at a pedestrian scale.

Bicycle Facilities — Bicycling has long been a popular choice for travel, and is central to the city’s culture and identity. This site acts as one of Davis’s most heavily trafficked bicycle corridors, connects to bicycle lanes on the wider portion of Third Street that were among the first bicycle lanes in the nation, and runs adjacent to the US Bicycling Hall of Fame. The street re-design has the potential to further support the presence and stature of cycling in this corridor.

Managing Auto Access — Due in part to the existing traffic diversion bollards at Third and University, auto traffic on this section of Third Street is relatively light. While this project seeks to enhance the street primarily to serve the high volume of pedestrian and bicycle traffic, consideration for motor vehicle access, particularly the access needs of existing residents, businesses, deliveries, waste removal, street cleaning, and emergency access must be considered.



- Legend**
- Concrete / Pedestrian Walkway
 - Furnishings Zone
 - Planting Pocket, Tree Wells
 - Parking
 - Bollard



Uncomfortable Narrow Walkway



Bollards and Uneven Asphalt Streets



Managing Auto Access



C. THE PLAN

- 1. Introduction
- 2. Mobility: Circulation Concepts & Impacts
- 3. Place: Streetscape Design Concepts
- 4. Site Furnishings & Streetscape Elements
- 5. Sustainability Plan
- 6. Infrastructure Improvements
- 7. Planning Level Cost Estimates

C. The Plan

1. Introduction

Based on the analyses of the existing uses in the project area and of the opportunities and constraints, enhancing the quality and character of the street required more sidewalk space for pedestrian use. The idea of increasing the amount of “real estate” along these sidewalks along this particularly narrow sidewalk was explored along with the goal of creating a better experience for bicyclists. The following factors and concepts played an important role in the initial stages of streetscape redesign:

- **Street space allocation** — creating more room for pedestrians
- **Circulation patterns** — particularly the role of the auto on the street, traffic calming elements, and whether auto circulation should be retained as is, accommodated more fully (two-way through street), or more restrictively (prohibit all non-loading, resident, and emergency access)
- **Parking** — discussion of the value of retaining the existing street-side parking on Third Street
- **“Shared space” and “living streets” concepts** — Pioneered in Europe, the “shared space” concept promotes the de-segregation of motor vehicles, pedestrians, and bicycles. With the goal of improving road safety and urban quality, the elements of the auto-oriented street —traffic striping, signage, and curbs—are replaced with urban design features which reinforce the pedestrian quality of the space, encouraging all road users to watch-out for one another, using eye-contact and mutual respect to negotiate the shared space. “Living streets” and woonerfs are streets designed so that the needs of automobiles are secondary to the needs of pedestrians, and other street users—traffic calming elements such as curves are intended to limit the speed of all users to the pace of the pedestrian. Design ideas for Third Street focused on the creation of a continuous high-quality pedestrian paving treatment across the street, traffic diversion and traffic calming elements, and urban design features to create a street that provided safe and protected pedestrian spaces, an efficient through zone for cyclists, and to minimize the quantity and speed of automobile traffic.
- **Flexibility** — the adaptability of the street to function for both the typical uses, as well as special events such as street festivals, street markets, and parades.
- **Street Trees** — the preservation of existing trees, and placement of new trees in relation to the future curb line
- **Gateways** — how and where to create gateway elements
- **Public Art** — the integration of public art elements into the street design.

- **Outdoor dining** — creating sidewalk space to support outdoor dining, which lends to the comfortable atmosphere of the street

Draft designs were developed to present three scenarios for street circulation and two options for street design themes and street layout. These are discussed in the following two sections—Mobility: Circulation Concepts & Impacts, and Place: Streetscape Design Concepts.

2. Mobility: Circulation Concepts & Impacts

With input from the community participation and City staff review process, a variety of circulation options for the street were explored. In the Preliminary Design stage, studies included designs featuring, a separated two-way bicycle path along a one-way auto lane, a shared space street that included two-way auto traffic, and a street with widened sidewalks only with the circulation pattern remaining the same as existing. After an evaluation of these preliminary ideas through a community workshop process and with City staff and committee input, the following three circulation options were developed to describe three approaches to the automobile’s role on the street.

CIRCULATION CONCEPT 1: PRESERVE EXISTING CIRCULATION

The existing auto traffic circulation pattern is retained. However, the hazardous and unsightly bollards at Third and University are replaced by a safer automobile diverter consisting of bulb-outs on University Ave. and a small median island in the center of the intersection.

CIRCULATION CONCEPT 2: ALLOW FULL AUTO ACCESS

This concept opens automobile traffic in both directions on both blocks of Third Street between A and B. A unified pedestrian-oriented paving treatment with concrete unit pavers ties across the entire width of street and sidewalk. Parking lanes are eliminated to extend dedicated pedestrian sidewalk zones by 5 feet on each side of the street. A twenty foot center travelway zone accommodates both bicycles and cars, though the slow, pedestrian and bicycle-oriented street design is intended to discourage automobile use. A couple of parking/loading spaces on Third are retained.

CIRCULATION CONCEPT 3: RESTRICT AUTO ACCESS

This concept restricts automobile traffic on Third Street from A to B. A unified pedestrian-oriented paving treatment with concrete unit pavers ties across entire street and sidewalk. The north side sidewalk is expanded to 20’ while south side sidewalks are 10’ wide. A 20’ central travelway for bikes would be separated from the sidewalk zone by a curb.

To ensure restricted auto access, physical diversion features such as bollards would

be necessary to regulate auto entry – however these devices would likely also create an inconvenience or hazard for bicyclists. Delivery, emergency, and local resident access could be accommodated by remote control activated retractable bollards.

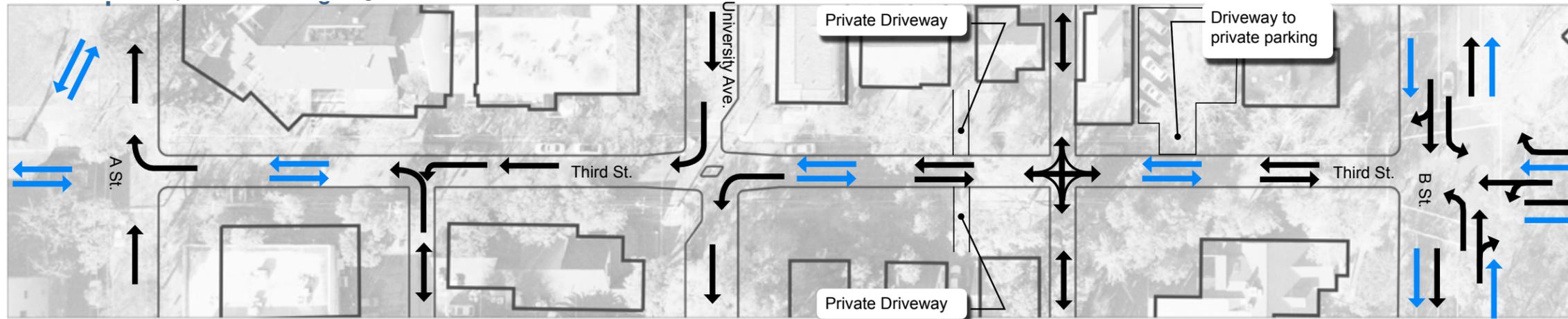
While there has been public interest in the idea of eliminating autos from this section of Third Street, there are significant logistical, circulation and legal constraints to realizing this solution. For circulation, through auto access would be prohibited across Third at the B Street Alley, to prevent a hazard where north and southbound cars would need to cross mid-block on this heavily trafficked two-way bicycle corridor. To create two-way auto traffic would require turn-around space at the B Street Alley and at A Streets termination at Third Street. A cul-de-sac turn around (typically a 60’ diameter circular space for vehicles) is not physically possible without acquisition of additional right-of-way from adjacent private property owners. On University Avenue, one-way southbound traffic would continue across Third Street. If University Ave. were converted to two-way circulation with turn-arounds similar to what is proposed in this option for the B Street Alley, existing residential street parking on University would need to be removed in addition to the acquisition of right-of-way to create space for cul-de-sacs. Lastly, California precedent law prevents a public right-of-way from being closed to vehicular access by some members of the public, while accessible to others.

CURB VS. CURB-LESS STREET

From the beginning of the project, there was a discussion of whether a curbed or curb-less street would be a more desirable solution for each of the circulation concepts that were developed. Benefits of the curb-less environment are that it creates the sense of a truly “shared space” street where pedestrians have priority and can freely wander across the street.

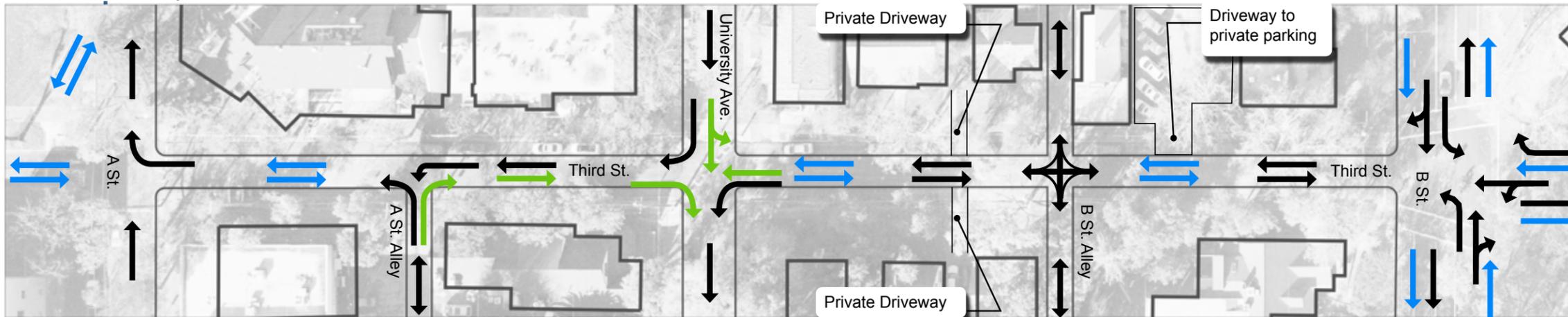
A curb-less environment requires special attention to the safety of pedestrians with visual impairments. Where pedestrians enter into spaces with vehicular traffic, detectable paving (truncated domes) must be provided, per the California Building Code. The California building code requires a 3’ band of yellow (Federal Color No. 33538) truncated domes must be used. This color would detract from the visual quality of the street, while the width of truncated domes would not make a comfortable walking surface for the extension of pedestrian space. As such, the design team proposes a minimal 4” high curb.

Circulation Concept 1: Preserve Existing Circulation

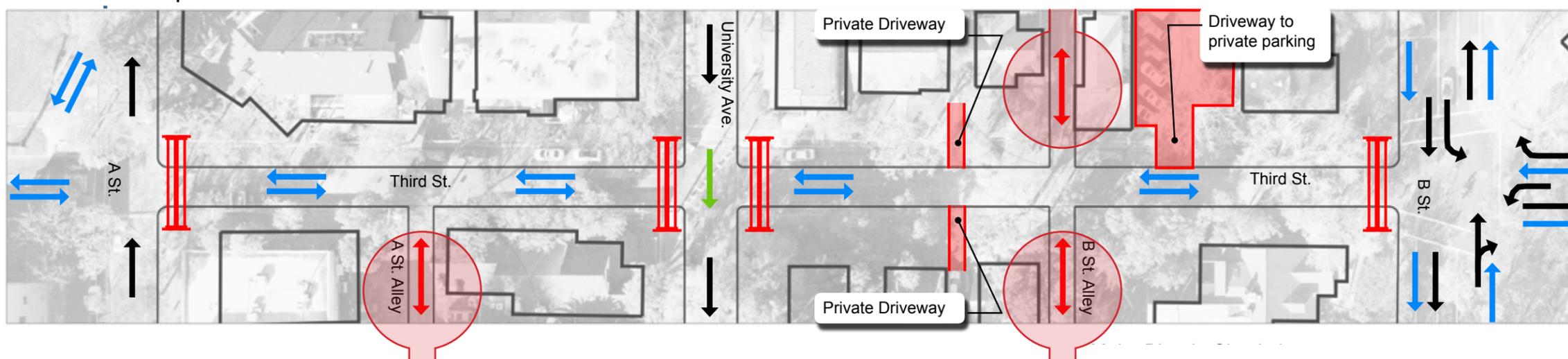


- Legend**
- Major Bicycle Circulation
 - Existing Auto Circulation
 - New Auto Circulation Added
 - Auto Circulation Removed
 - Auto Barrier
 - 60 ft Cul-de-sac

Circulation Concept 2: Allow Full Auto Access



Circulation Concept 3: Restrict Auto Access



CIRCULATION OPTIONS ANALYSIS

Circulation Option	Major Circulation Change(s) (see maps)	Benefits	Drawbacks
Option 1: Preserve Existing Circulation	None. Preserves existing circulation patterns.	<ul style="list-style-type: none"> • Vehicular circulation on Third Street known and predictable • Preserves residential access and maneuvers on alleys • Improved emergency access due to reconfigured intersection design at Third and University Avenue 	Potential opportunity missed to reduce bicycle/vehicle & vehicle/pedestrian conflicts on Third Street
Option 2: Allow Full Auto Access	Bollards removal at Third & University intersection results in: <ul style="list-style-type: none"> • Two way travel on Third Street on both blocks • Vehicular maneuvers on University Avenue at Third Street (north of) allowed in three directions (south, west, & east) 	<ul style="list-style-type: none"> • Better vehicular access to and visibility for businesses • Could reduce "circling" of vehicles in neighborhood 	<ul style="list-style-type: none"> • Could increase vehicle traffic due to improved access • Could increase vehicle-bicycle/pedestrian conflicts at intersections due to increase number of maneuvers allowed at Third/University and Third/A Street intersections.
Option 3: Restrict Auto Access	Third Street closed to vehicular travel between B Street and A Street (two blocks)	<ul style="list-style-type: none"> • Improves bicycle and pedestrian safety by eliminating vehicular-bicycle/pedestrian conflicts • Reduces traffic volumes on Third Street 	<ul style="list-style-type: none"> • Could increase vehicle travel on other neighborhood streets (Second Street, Fourth Street, University Avenue, A Street, B Street Alley) • Could increase vehicle-bicycle/pedestrian conflicts at Third/University and Third/A Street intersections. • Creates dead-ends at alleys (A Street Alley & B Street Alley) resulting in the following complications: <ul style="list-style-type: none"> » Residents able to enter and depart neighborhood from only Second Street or Fourth Street » No through access results in inadequate maneuvering room for U-turns. Especially difficult for large vehicles (garbage, moving trucks) & emergency response vehicles » Through access across Third Street via B Street alley increases vehicle volumes on both alley segments. • Increased number of bollards needed to restrict vehicular travel: <ul style="list-style-type: none"> » Would increase emergency vehicle response time due to manual removal of bollards » Could reduce bicycle safety • Could adversely impact business deliveries. • Two landlocked parcels on Third Street (236 Third Street & western residence at 235 Third Street) would be inaccessible. • Retractable bollards considered cost and administratively prohibitive (\$100,000 per bollard)

Circulation Option	Major Circulation Change(s) (see maps)	Benefits	Drawbacks
Other Circulation Ideas Proposed to Staff	Close Third Street to vehicular travel between B Street and A Street (two blocks) except to neighborhood residents, businesses, delivery vehicles, emergency vehicles and other core services.	Achieves objectives of Concept #2, while allowing access to neighborhood residents, businesses, delivery vehicles, emergency vehicles, and other core services.	Potentially unlawful per California State Vehicle Code 21101.6: "...local authorities may not place gates or other selective devices on any street which deny or restrict the access of certain members of the public to the street, while permitting others unrestricted access to the street."
	Closing University Avenue at Third Street in both directions	<ul style="list-style-type: none"> • Could reduce traffic on University Avenue • Could improve safety on University Avenue 	<ul style="list-style-type: none"> • Could increase traffic on nearby streets • Could reduce safety on nearby streets • Requires conversion of University Avenue to bi-directional travel, requiring removal of on-street parking. • Could impact deliveries to businesses, depending on design concept.
	Traffic Circle at Third Street/A Street intersection	Proponent(s) assert improvements in safety, reduced bicycle/auto conflict points, and reduced confusion.	<ul style="list-style-type: none"> • Streetscape design concepts propose to remove east-west stop controls on Third Street. Safety objectives of a traffic circle (including fewer conflict points) are accomplished while promoting free bicycle flow. Number of conflict points between a traffic circle and proposed intersection configuration are nearly identical. • Removing stop control on northbound A Street could potentially increase bicycle/vehicle conflicts • Traffic circle compromises pedestrian circulation, creates pedestrian "pinch point" at sub grade section of social sciences building. • Traffic circle creates undesirable bicycle deflection. • Traffic circle creates conflicts with improvements identified in the UC Davis Bicycle Transit Network Study (BTNS) for A Street, particularly the UC Davis/A Street/Third Street interface. • Traffic circle would require encroachment onto UC Davis property. Extensive coordination required. • UC Davis unsupportive of traffic circle at this intersection
	Southbound counterflow bicycle lane on A Street between Fifth Street and First Street	<ul style="list-style-type: none"> • Counterflow lane provides dedicated bike lane vs. current campus shared-use path • Current shared-use path would become dedicated pedestrian path. 	<ul style="list-style-type: none"> • Conflicts with UC Davis BTNS • Feasibility/appropriateness of counterflow lane requires additional analysis (broader circulation implications, street dimensions, etc.) outside the scope of this project.

3. Place: Streetscape Design Concepts

The project will enhance the street as a place that is memorable and will itself become a destination for students, residents, and visitors. Improving the public realm will support land use and economic revitalization efforts by creating an attractive place for people to visit, promenade, and linger. The experience of the street will be enhanced through particular attention to seating and furnishings, pedestrian scale lighting, paving material and patterning, opportunities for public art, legible wayfinding and gateway elements, preservation of existing mature trees, and introduction of new trees. Recapturing of unused street space will offer new places for people to inhabit, gather and socialize. Undergrounding of utilities will remove visual clutter. Utility undergrounding and rehabilitation of existing underground utilities should be considered a first-phase improvement so once streetscape improvements are in place they will not be disturbed.

Two primary street design concepts have been developed —each includes the basic elements of a complete project, however their paving pattern and gateway elements differ. The special paving patterns presented in both designs are applied across the entire right of way to unify the space, improve the pedestrian environment, cue automobiles to drive extra cautiously, and create a more sustainable street. The design concepts are shown with the staff-recommended Circulation Concept 1, preserving the existing circulation pattern.

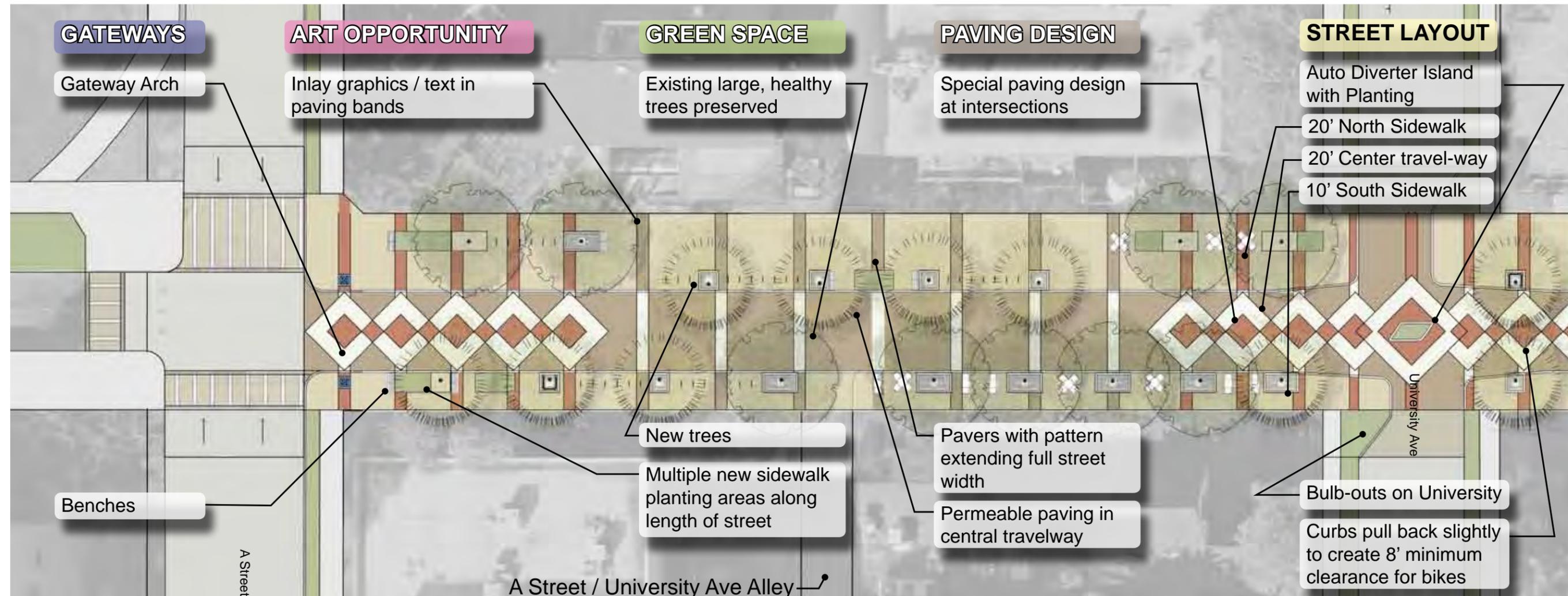
DESIGN CONCEPT A – DIAMOND AND STRIPE PAVING PATTERN & GATEWAY ARCHES

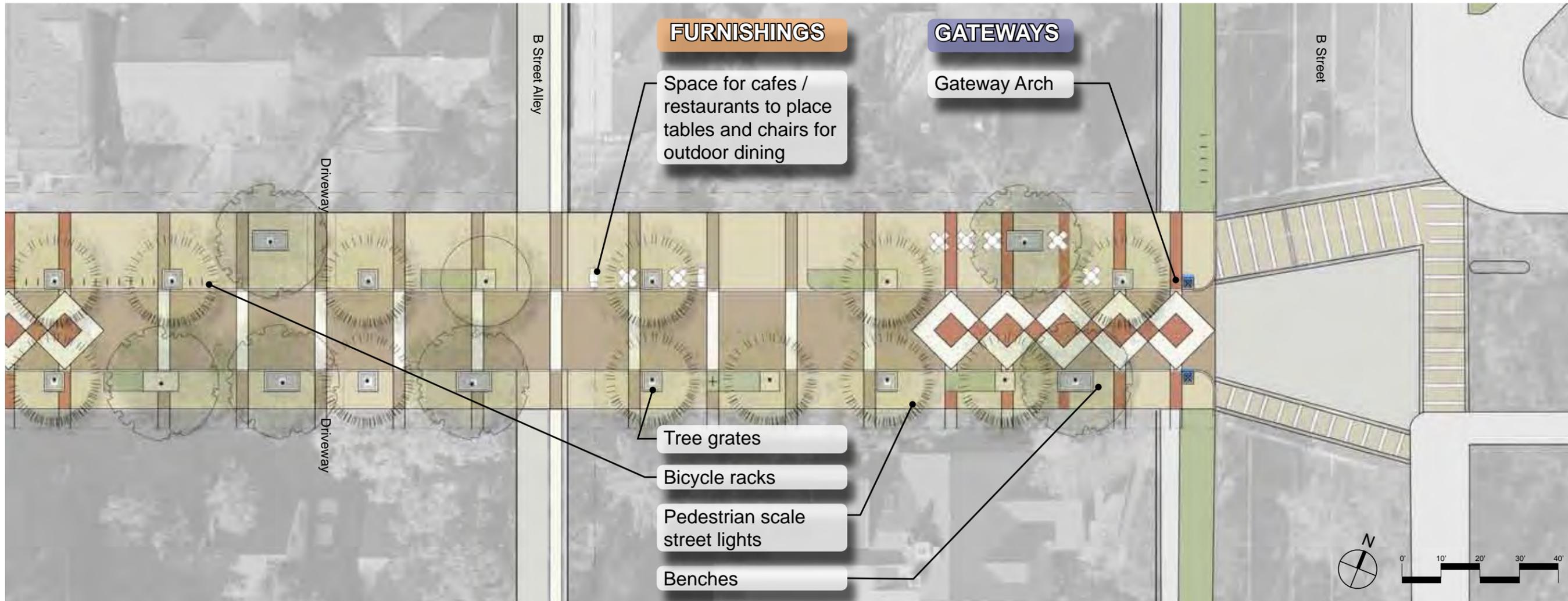
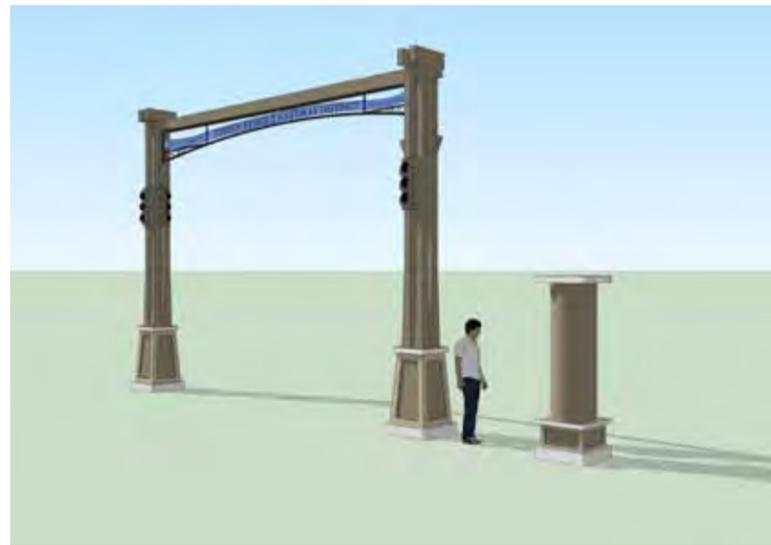
Design Concept A features a diamond and stripe paving pattern and gateway arches at Third and A Streets and Third and B Streets. Similar in form to other gateway arches on the main streets of many small American towns, these arches

would announce the Third Street “Gateway District” and would also include directional information indicating bicycle and pedestrian connections between downtown and the UC. The conceptual design of these gateway markers can be used as a guide for the design and construction of these landmark features.

Gateway Arch Guidelines

- Columns should be located so as not to obstruct pedestrian movement.
- The proportions of the gateway and arch structures should match what is shown in the drawings (column height should not exceed 20’, but should have clearance that allows large trucks to pass underneath).
- Provide lighting for the gateway signage.
- If possible, incorporate traffic signals with the gateway to reduce visual clutter.





Existing Conditions – Third St at University Ave



Design Concept A – Third St at University Ave



Existing Conditions – Third St at B St



Design Concept A – Third St at B St

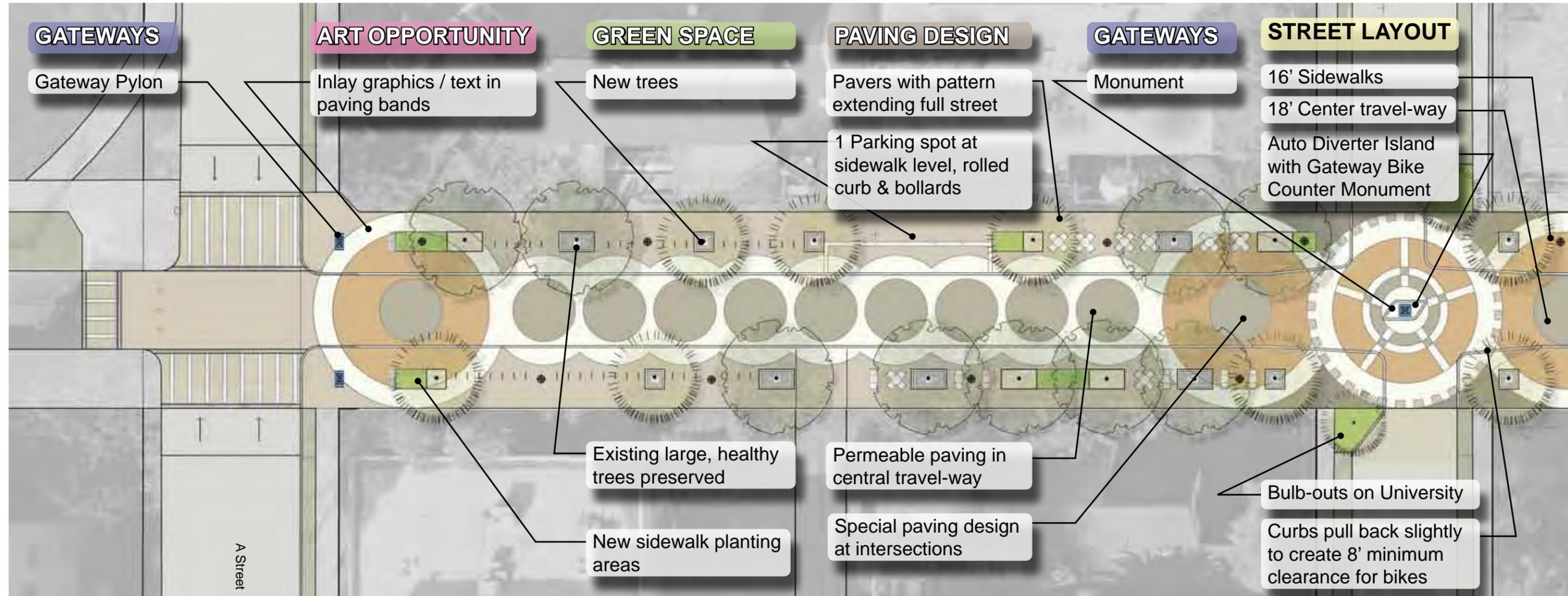


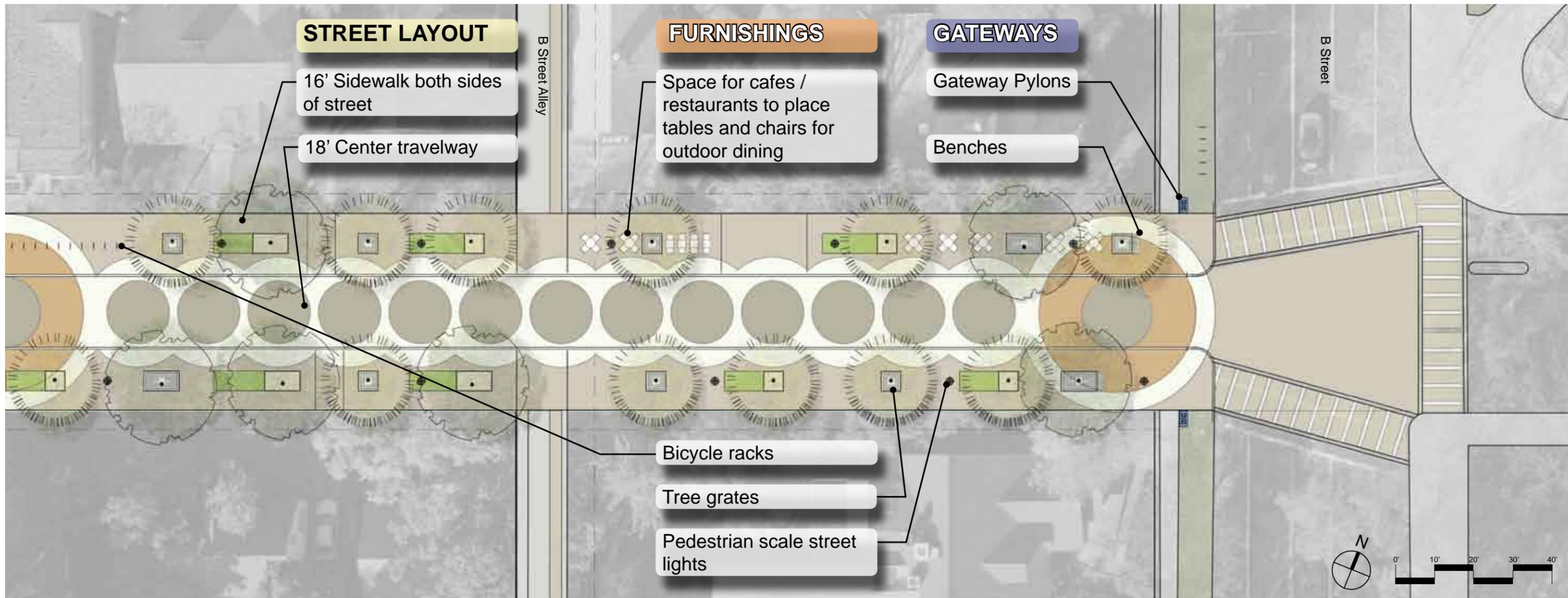
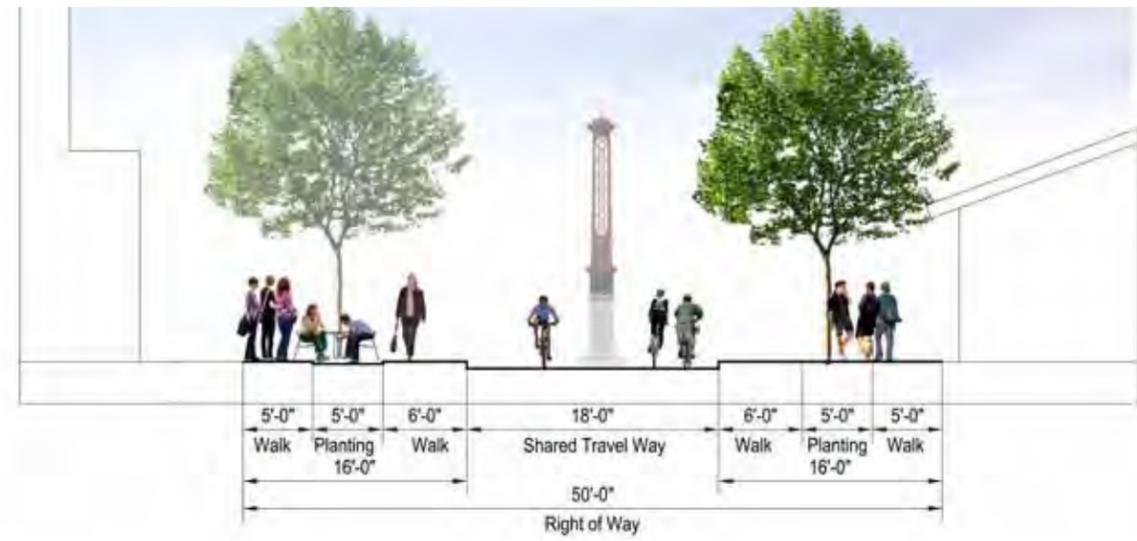
DESIGN CONCEPT B – CIRCULAR PAVING PATTERN & GATEWAY MONUMENT

Design Concept B features a circular paving pattern that is reminiscent of bicycle wheels and gears. Gateway features include a Bicycle Counter Gateway Marker feature in the center of the project site at Third and University, with smaller complementary gateway pylons at Third St. and A/B St. The gateway marker serves as central focal point on the street at the intersection of Third and University and is incorporated into the traffic diversion island here. Similar to devices in Copenhagen, Denmark, the monument would incorporate a mechanism for measuring and displaying the volume of bicycle traffic on a daily and yearly basis, creating an interactive experience marking the passage through this gateway by bicycle, and encouraging and measuring the successful growth in cycling through this corridor. The counting mechanism utilizes technology similar to that used to detect bicycles at traffic signals. Smaller, supporting gateway markers are located at the entry into this district at A Street and B Street.

Gateway Monument and Marker Guidelines:

- The relative proportions should match what is shown in the drawings
- Provide lighting for the monument
- Located so as not to obstruct pedestrian movement





Existing Conditions – Third St at University Ave



Design Concept B – Third St at University Ave

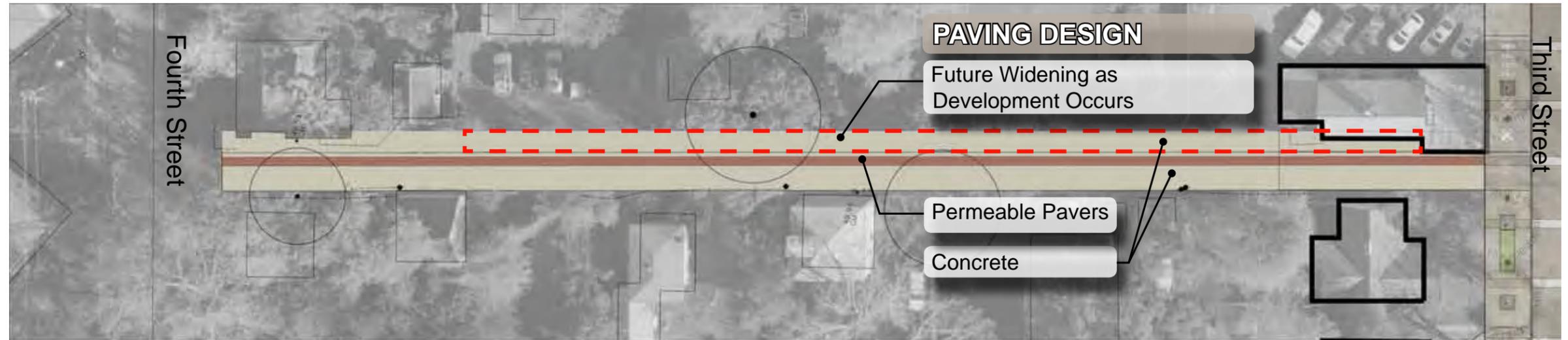


Existing Conditions – Third St at B St



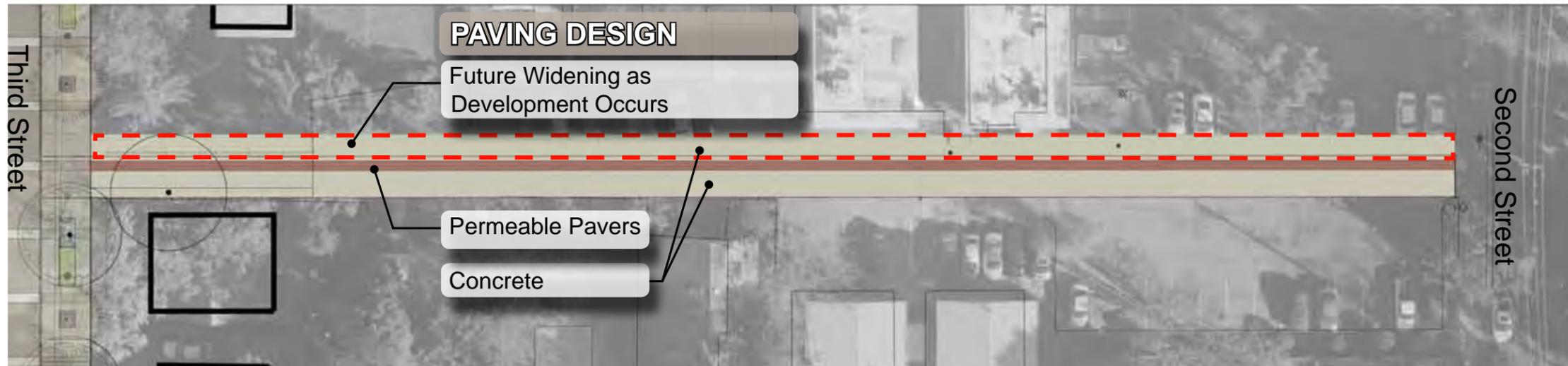
Design Concept B – Third St at B St



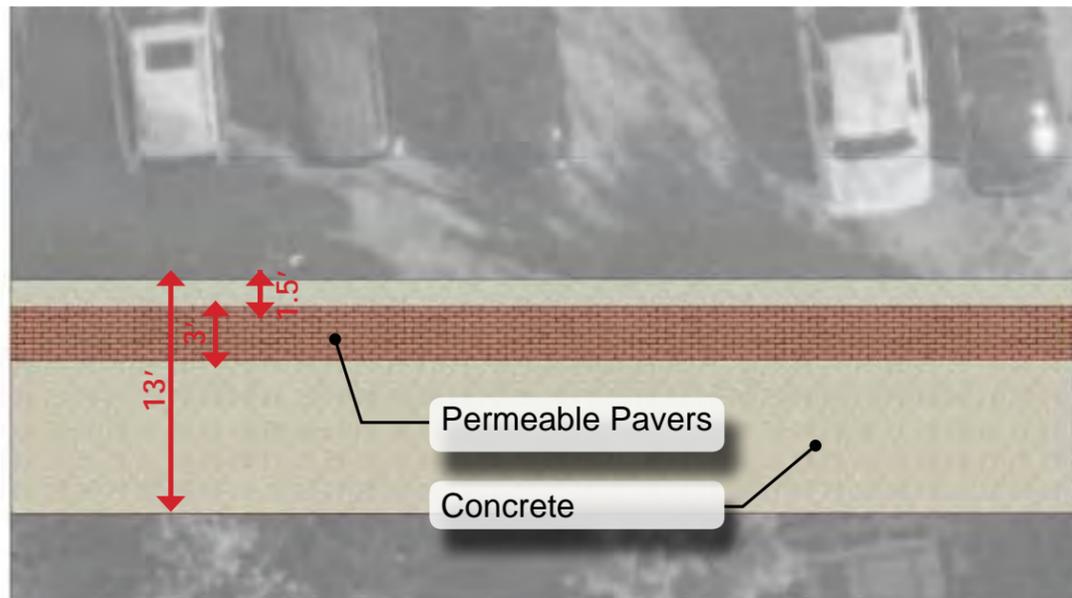


THIRD STREET ALLEY

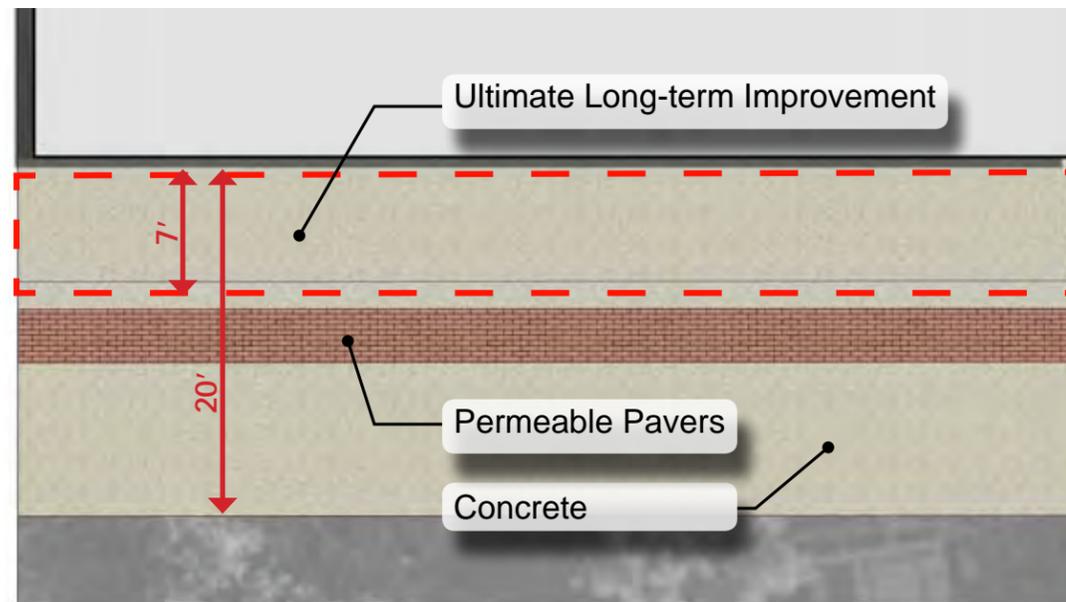
Alley way improvements are similar for both Design Concept A and Design Concept B. The project will improve the alley within the existing 13' right of way. Anticipated future redevelopment of properties adjacent to the alley will bring increased use to serve local automobiles, bicycles, and pedestrians. To serve this increased use and to provide better service and emergency access, the alley right of way would be expanded from 13' to 20' on individual properties at the time they are redeveloped. Thus, the Alley improvements will need to be designed for staged implementation. Paving materials will consist of concrete with a band of pervious concrete unit pavers in the center of the future 20' alley width. Paver colors and material will support the paving pattern on Third Street. New lighting and furnishings are not proposed due to the residential character of the alleys.



Enlarged Plan
Interim Improvement of Existing Right-of-Way – Dimensions



Enlarged Plan
Ultimate Long-term Improvement – Dimensions



4. Site Furnishings & Streetscape Elements

GENERAL STANDARDS

New furnishings should complement existing downtown furnishings while giving the “Gateway District” blocks of Third Street a unique sense of place and an opportunity for Davis to showcase emerging new and sustainable technologies. The following pages illustrate proposed materials and furnishings that were chosen based on the following criteria:

- **Color and Texture** —establishes the character for a streetscape whether it is in paving, planting, or furnishings.
- **Durability / Ease of Maintenance** —street furnishings should stand the test of time, whether precipitation, vandalism, or dings and scrapes.
- **Sustainability** —they should be manufactured locally with materials extracted or harvested regionally where possible. They should also utilize recycled or recyclable materials and minimize energy consumption.
- **Universal Accessibility** —they should be accessible to and not obstruct wheelchair users and other persons with disabilities.
- **Safety** —they should not cause bodily injury with use and should avoid unnecessarily sharp or dangerous edges
- **Constructability** —they should not require unnecessary time and labor to construct or install
- **Comfort** —they should be inviting and comfortable to use

SITE FURNISHINGS

A family of site furnishings creates a harmonious streetscape experience. Larger landmark features such as district gateway markers establish a vocabulary of district furnishings in style and material. Smaller pedestrian-scale furnishings should then reflect this vocabulary and complement the architecture of the street. Furnishings should be placed in the “furnishings zone” to ensure a clear “pedestrian throughway zone” with a minimum of 5’ width.

The following furnishings are proposed to enhance the character of the street.

Community Posting Kiosks — These structures will provide places for posting of community flyers. The custom design of these features will be related to the other custom gateway and signage elements. Cylindrical kiosks are recommended rather than flat bulletin boards to conserve space on the street and for better visibility for pedestrians.

Metalwork — Metalwork incorporated into any custom site furnishing such as tree grates, newsrack, or dining barrier, should be of the same style and material as district gateway markers. Perforated or laser-cut sheet steel coated with a protective covering that prevents rusting and reinforced with metal frames are a recommended metalwork construction option.



Benches



Bicycle Racks



Tree Grates



Trash and Recycling Receptacles



Community Posting Kiosk



Custom metalwork patterns can be applied to match tree grates, receptacles and drains to match theme of the street



Trench Drains



Drinking Fountain



Newsracks



Signage



Lighting



Newsracks — Consolidated newspaper racks that free the street from the clutter that freestanding newspaper racks create are favored. These racks should complement the style of the other district furnishings.

Movable Sidewalk Dining Tables and Chairs — Restaurant and café seating along the sidewalk can provide opportunities for people to linger and enjoy the experience of being on the street. Because restaurant businesses may come and go over time, it would not be a feasible to establish permanent public furnishings for this use, but rather for individual businesses to provide their own movable furnishings which can be brought inside after business hours. However, because the quality of these furnishings will reflect on the character of the street, city guidelines may be established to encourage high-quality, durable furnishings.

LIGHTING

Replacement of the existing utility-pole mounted street lighting with new lighting on pedestrian-scaled poles will support a safe and comfortable night-time street experience.

- Use full cutoff luminaires to limit up-lighting and reduce light pollution
- Use efficient fixtures which minimize energy consumption
- Consider new technologies which can adjust lamp brightness by time of night.
- Provide electrical outlet near top of pole for string lights for trees or across street
- Lightpoles should accommodate hangers to hold banners for celebrations and special events.
- Space streetlights between trees to avoid light blockage from foliage.
- Locate streetlights to provide access for service vehicles (bucket truck) within 10 feet of light poles.

SIGNAGE AND WAYFINDING

A coordinated graphic information signage and wayfinding system is recommended to create a unique “brand” to the Third Street Gateway District. Principles to be considered in the design of the signage and wayfinding system included:

- **Minimize visual clutter**
- **Minimize the number of poles and signs necessary**
- **Design should be compatible with other streetscape features and design elements**

PROPOSED PAVING

Paving is essential to how pedestrians use a space and how it allows them to experience the space. It gives cues to safe walking areas and can be used to create a unique character for the street. This plan proposes unit pavers for the street with the following reasoning and suggestions:

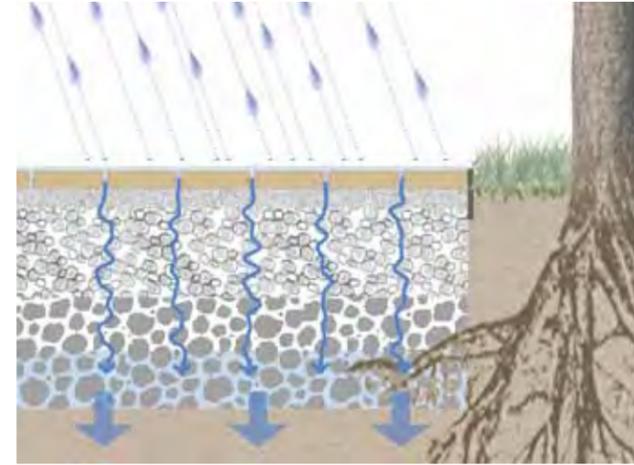
Concrete Integral Color & Texture — Colored concrete was ruled out as a suitable choice as the dominant paving material since a uniform color is difficult to achieve over several pours and over a larger surface area. Matching color and texture in repairs is also problematic.

Concrete Unit Pavers — Smaller textured concrete unit pavers will enhance the pedestrian experience and strengthen the character of the street.

- Pavers with the central travelway should be designed to withstand vehicular traffic loads.
- Use of permeable pavers is planned as part of the stormwater treatment system for the street. Permeable paving can be a benefit for cyclists, since it reduces the amount of splash and spray they receive on wet days. However, pavers used in the central travelway should be smooth and without excessive joint width so that they are comfortable and safe for cycling.



Herringbone Pattern



Permeable Paving



Aggregate Reuse



Unified Ground Plane “Carpet,” Denver 16th Street Paving unifies intersection, Portland



Ramblas, Barcelona



Distinctive circular pattern

PLANTING

New street trees should be large, broad-canopy, deciduous trees to provide summer shade and winter sun on the street, and should be well-adapted to urban conditions — London plane (sycamore) trees are recommended.

Planting pockets provide ground level greenery and interest. Plants in these areas should be drought-tolerant, low-maintenance, and sturdy. Recommended plants are carex, juncus, dwarf New Zealand flax, and daylilies.

COLOR PALETTE

Color is an important element of the urban environment, bringing vibrancy and identity that establishes the character of an area. The final color palette will be determined during the design development phase.

- To the extent feasible (and compatible with the overall design concept), use colors that are standard and in use by the City.
- Use highly-visible identity colors which will serve as the signature for the Third Street “Gateway District.”



Juncus



Dwarf New Zealand Flax



London Plane



Carex



Carex



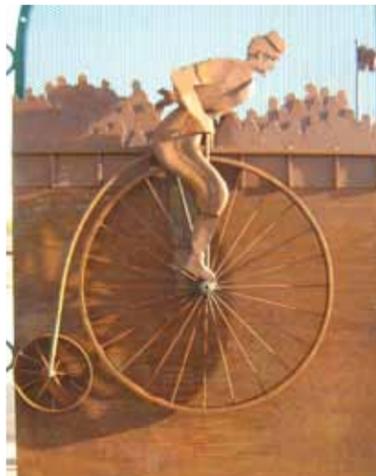
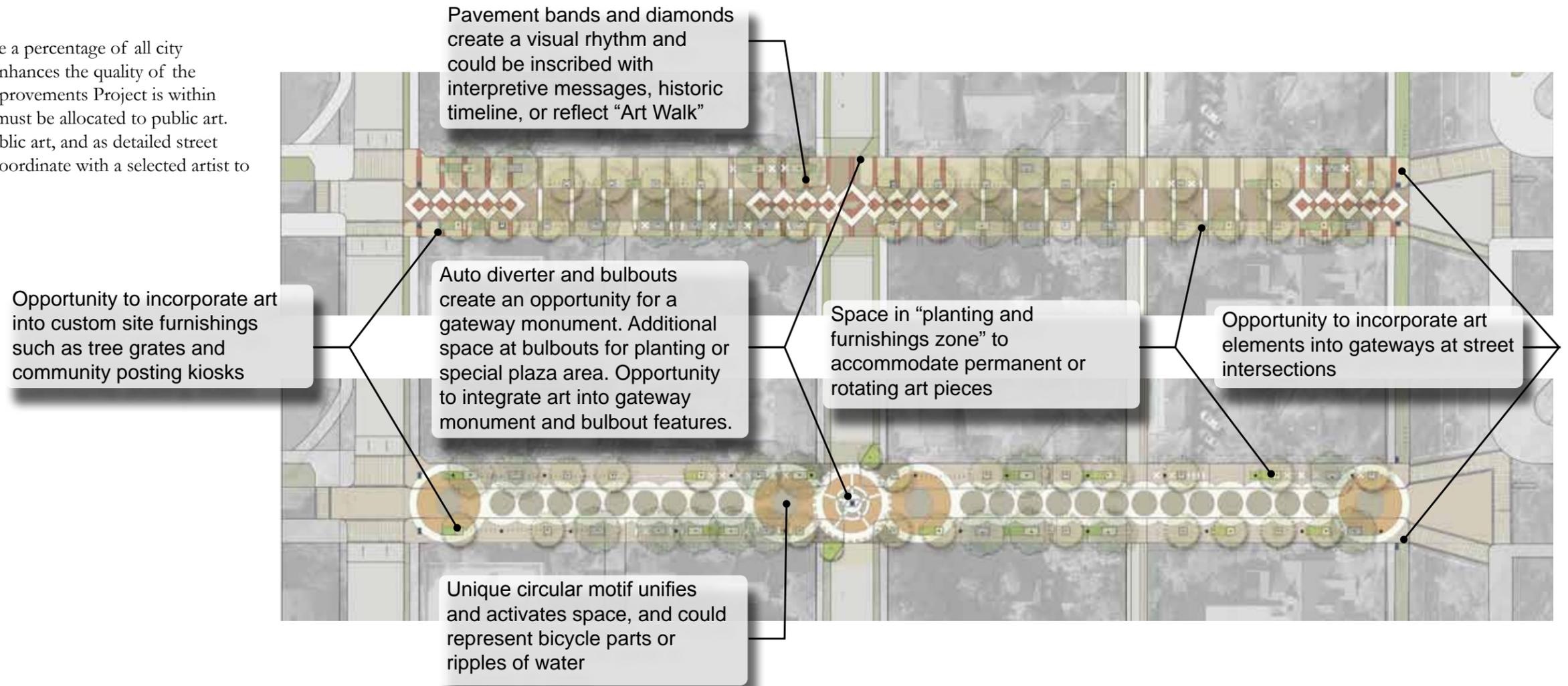
Daylilies



London Plane

PUBLIC ART PROGRAM

The Davis Art in Public Places Program sets aside a percentage of all city capital improvement projects for public art that enhances the quality of the Davis environment. Because the Third Street Improvements Project is within a redevelopment area, 2% of the project budget must be allocated to public art. The proposed plans identify opportunities for public art, and as detailed street design is developed, the landscape architect will coordinate with a selected artist to incorporate art elements into the streetscape.



5. Sustainability Plan

The integration of infrastructure with natural systems —plants, water, soil, sun, air—is central to urban environmental sustainability. Green infrastructure also supports a sense of place and identity where natural processes are made more visible in the heart of the city. Opportunities are described in the adjacent figure.

STRATEGIES / PLAN ELEMENTS / PLAN ELEMENTS / BENEFITS

Encourage Walking & Cycling

1. Widen Sidewalks
2. Use pedestrian-type paving treatments to slow auto traffic
3. Remove hazardous bollards and improve quality of street surface
4. Bicycle counter gateway feature to make growth in cycling visible

Benefits

- Improve air quality
- Reduce energy use / carbon footprint
- Individual health & exercise
- Support community – people oriented street

Improve Water Quality

1. Permeable pavement / rainwater infiltration areas
2. New trees and plantings

Benefits

- Reduces peak flow of stormwater runoff that contributes to stream erosion
- Plants & soil trap and break down pollutants
- Groundwater recharge

Urban Greening

1. Preserve large, healthy trees
2. New drought-tolerant plantings
3. New deciduous, broad canopy trees

Benefits

- Summer shade keeps street and adjacent buildings cool
- Allow winter sun to reach the street, making it more comfortable for pedestrians
- Minimize use of water for irrigation
- Provide Urban habitat

Sustainable Materials

1. High-efficiency lighting
2. Recycled, recyclable, re-usable, durable materials and local materials
3. Pavers – can be removed and replaced easily for street repairs

Benefits

- Minimize use of energy and resources
- Minimize maintenance requirements



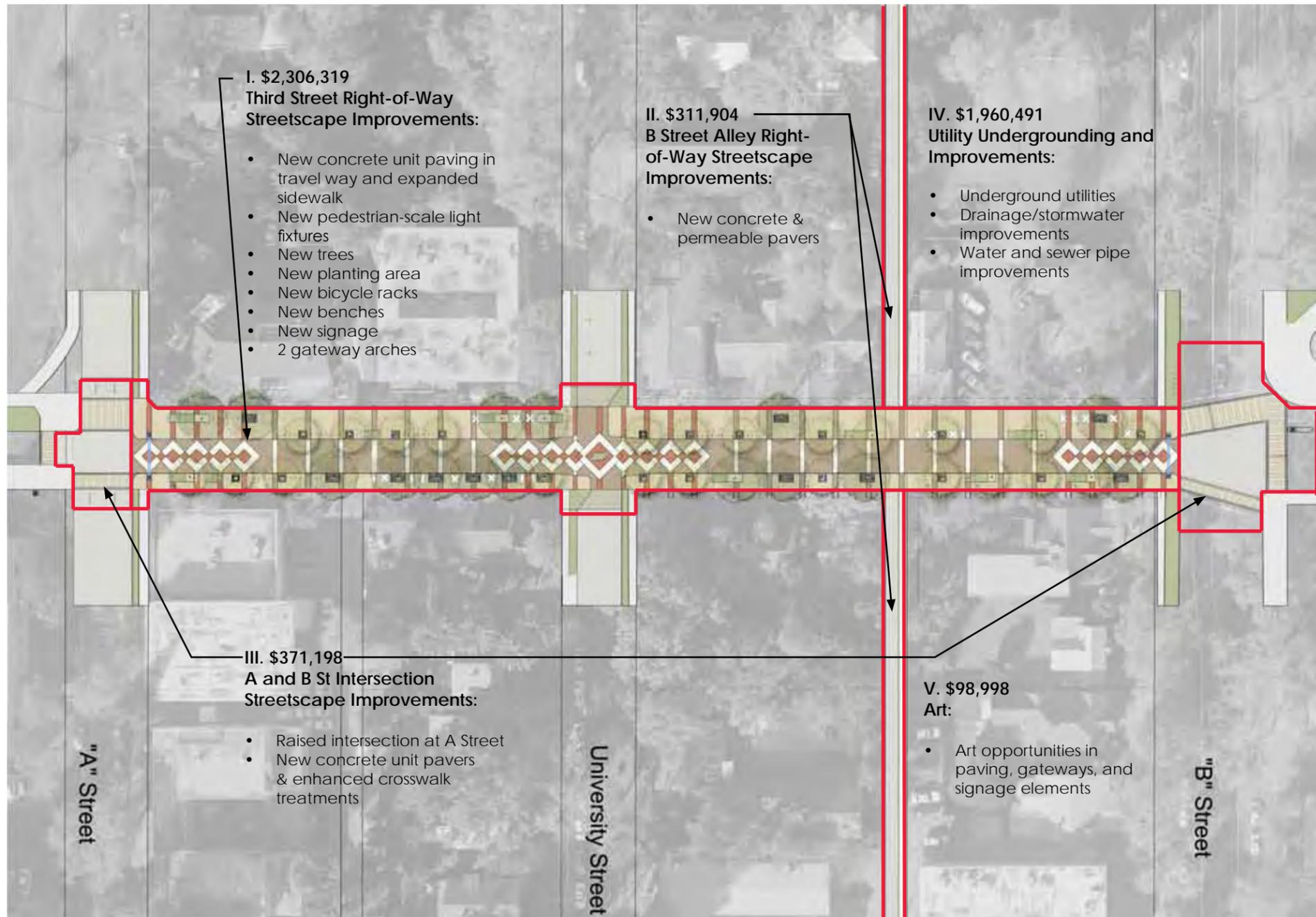
6. Infrastructure Improvements

Infrastructure improvements are planned as part of the overall improvements to the streetscape. Two of these improvements are identified in Public Works master plans and identified below with an asterisk. Due to cost efficiencies and to minimize disruptions, their timing is proposed to be advanced to align with the Third Street Improvements project, if approved and funded by the City Council from their separate funding sources. Proposed improvements that will directly affect the aesthetics and experience of the streetscape include:

- Street Lighting – A series of new, energy-efficient, pedestrian-scaled street lights will replace the existing lights (PG&E fixtures on power poles & City lights on City poles) on Third Street.
- Undergrounding – Existing power and telecommunications on poles along Third Street are proposed to be undergrounded.

Additionally, improvements to underground utilities are planned before surface improvements are made – to minimize disrupting surface improvements after they are installed. Underground improvements may include:

- *Stormwater Drainage – Stormwater drainage and stormwater quality improvements will include permeable paving systems along Third Street and the B Street Alley as well as new connections to the City’s storm drain system. One or more trunk line connections are proposed to be made from the project area to existing trunk lines in Third Street and/or University Avenue. These connections are proposed to be constructed in conjunction with this project. The precise location of the trunk facilities will be determined as part of the detailed design of the project improvements.
- Sanitary Sewer – The city pipes were inspected in 2005 and any needed repairs have since been completed. There are approximately 9 laterals off the line in Third Street. These, as well as any laterals in the B Street alleys, will be inspected by the City, to assess their condition. Depending on the results of the assessment, laterals will be replaced, as necessary, prior to, or more likely, in conjunction with the project improvements.
- *Water Distribution – The existing water main and water services in this area have been identified in the City’s Water Distribution System and are assumed to require replacement.
- Gas – PG&E owned gas lines are to be inspected and improvements coordinated with the streetscape project. As part of the design of the project improvements, the City and/or its consultant shall coordinate with PG&E to evaluate the condition of the gas lines and services, with the goal of making any repairs or upgrades prior to or in conjunction with the other project improvements.



7. Planning Level Cost Estimates

INTRODUCTION

The extent of the proposed plan development may depend on how much money can be secured for this project. A summary of preliminary magnitude of cost is described for Design Concepts A & B below. Additionally, a reduced cost option, Design Concept C proposes simplified paving treatments, including use of concrete in lieu of some concrete unit pavers in the sidewalk, removal of paving improvements at the Third & B intersection, and removal of the gateway features.

DESIGN CONCEPT A

I. Third Street Summary: \$2,306,319

Third Street Streetscape improvements consist of expanding sidewalk space through the extension of curbs and sidewalks into existing parking lanes; claiming of sidewalk space through removal of existing planting strips; removal of existing and replacement with new street furnishings including benches, trash receptacles, and bicycle racks, and new pedestrian oriented street lighting; replacement of existing street and sidewalk curbs and paving with new permeable concrete pavers; new tree planting with tree grates; new custom tree grates in existing oversized tree wells, and new consolidated newspaper racks. The installation of new gateway and signage elements are also figured into this preliminary magnitude of cost. Costing includes demolition work.

II. B Street Alley Summary: \$311,904

B Street Alley improvements consist of replacing existing asphalt paving with concrete and permeable paver treatments. Costing includes demolition work.

III. Intersection Summary: \$371,198

Intersections of Third Street & B Street and Third Street and A Street - replace existing asphalt paving with concrete unit pavers, create speed table at Third & A intersection. Costing includes demolition, drainage improvements, and paving.

IV. Utility Improvements: \$1,960,491

Includes cost for undergrounding utilities, storm drainage improvements, and replacement of water and sanitary sewer laterals.

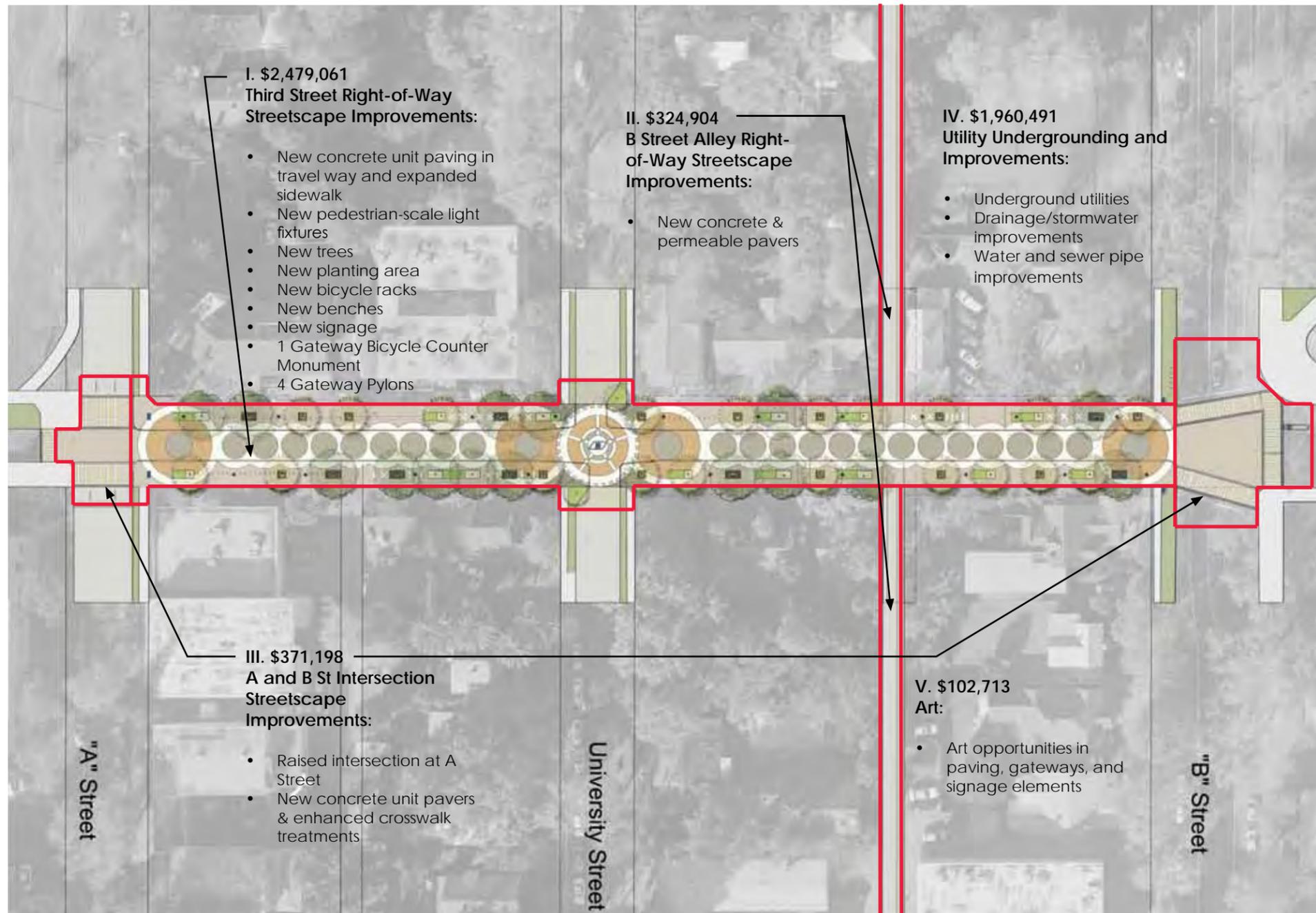
Total Anticipated Construction Cost at Point-of-Award: \$4,949,912

(Note: A 20% design contingency is included in the total construction cost)

V. 2% for Art: \$98,998

Budget for art (incl. artist's design, community process and project coordination, fabrication and materials, and delivery to project site. Installation of art on project site may be by overall project contractor.)

GRAND TOTAL: \$5,048,910



DESIGN CONCEPT B

I. Third Street Summary: \$2,479,061

Third Street Streetscape improvements consist expanding of sidewalk space through extension of curbs and sidewalks into existing parking lanes; claiming of sidewalk space through removal of existing planting strips; removal of existing and replacement with new street furnishings including benches, trash receptacles, and bicycle racks, bollards, and new pedestrian oriented street lighting; replacement of existing street and sidewalk curbs and paving with new permeable concrete pavers; new tree planting with tree grates; new custom tree grates in existing oversized tree wells, and new consolidated newspaper racks. The installation of new gateway and signage elements are also figured into this preliminary magnitude of cost. Costing includes demolition work.

II. B Street Alley Summary: \$324,904

B Street Alley improvements consist of replacing existing asphalt paving with concrete and permeable paver treatments. Costing includes demolition work.

III. Intersection Summary: \$371,198

Intersections of Third Street & B Street and Third Street and A Street - replace existing asphalt paving with concrete unit pavers, create speed table at Third & A intersection. Costing includes demolition, drainage improvements, and paving.

IV. Utility Improvements: \$1,960,491

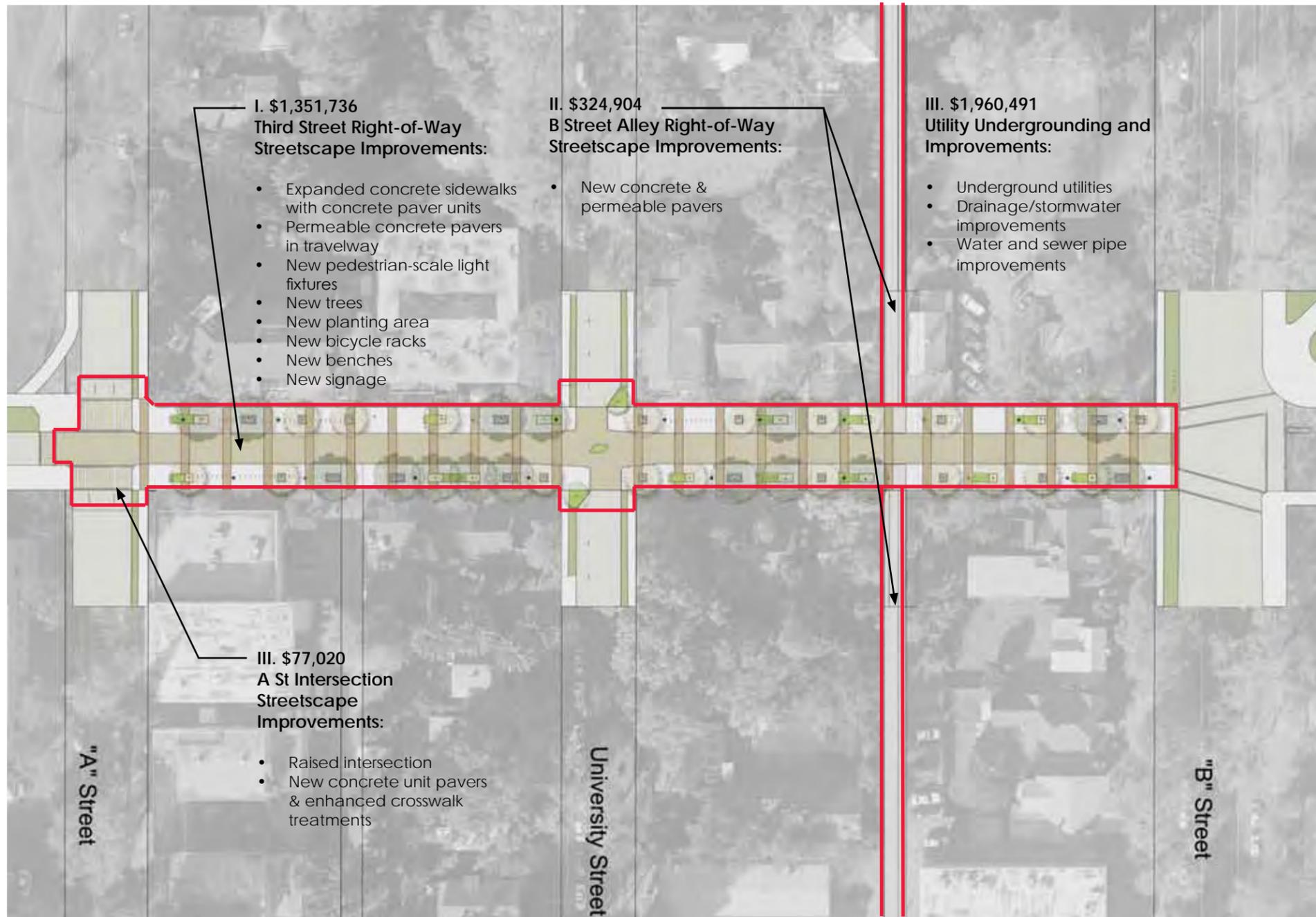
Includes cost for undergrounding utilities, storm drainage improvements, and replacement of water and sanitary sewer laterals.

Total Anticipated Construction Cost at Point-of-Award: \$5,135,655

V. 2% for Art: \$102,713

Budget for art (incl. artist's design, community process and project coordination, fabrication and materials, and delivery to project site. Installation of art on project site may be by overall project contractor.)

GRAND TOTAL: \$5,238,368



DESIGN CONCEPT C: REDUCED COST ALTERNATIVE

I. Third Street Summary: \$1,351,736

Third Street Streetscape improvements consist expanding of sidewalk space through extension of curbs and sidewalks into existing parking lanes; reclaiming of sidewalk space through removal of existing planting strips; removal of existing and replacement with new street furnishings including benches, trash receptacles, and bicycle racks, bollards, and new pedestrian oriented street lighting; replacement of existing street and sidewalk curbs and paving with new concrete sidewalks and permeable asphalt travelway; new tree planting with tree grates; new custom tree grates in existing oversized tree wells, and new consolidated newspaper racks. The installation of new gateway and signage elements are also figured into this preliminary magnitude of cost. Costing includes demolition work.

II. B Street Alley Summary: \$324,904

B Street Alley improvements consist of replacing existing asphalt paving with concrete and permeable paver treatments. Costing includes demolition work.

III. Intersection Summary: \$77,020

Intersections of Third Street and A Street - replace existing asphalt paving with concrete unit pavers, create speed table. Costing includes demolition, drainage improvements, and paving.

IV. Utility Improvements: \$1,960,491

Includes cost for undergrounding utilities, storm drainage improvements, and replacement of water and sanitary sewer laterals.

Total Anticipated Construction Cost at Point-of-Award: \$3,714,152

V. 2% for Art: \$74,283

GRAND TOTAL: \$3,788,435



D. APPENDIX

1. Community Workshop Notes
2. Web Survey Results

D. Appendix

1. Community Workshop Notes

WORKSHOP #1 —GOALS, SITE ANALYSIS, AND SPACE ALLOCATION

The purpose of the first public workshop was to introduce the project to the community and to present the site analysis, opportunities, and precedent studies. Additionally, the workshop was designed to elicit community feedback on the site analysis as well as to gather community input on the streetscape design opportunities and street space allocation priorities. The meeting included a presentation from the design team, a walk-through of the site, and a group design exercise.

The workshop was well-attended and included neighborhood residents, UC students, cyclists, and other members of the community. The design exercise created discussion among community members with a variety of viewpoints as each group developed concepts for street design, street space allocation, circulation, and the location of gateway elements. The design team will use this input to develop draft streetscape design concepts that reflect the community feedback.

Site Analysis & Precedents Presentation

Aditya Advani and Nathan Lozier presented the site analysis and precedent imagery, focused on the following topics: City Context, Place, Mobility, Gateways, Safety, and Sustainability.

Community Comments:

- A resident of University Ave, just south of Third Street, asked why the alleyway between A Street and University had not been included in the project scope. She noted that this alleyway is one-way, but there is no signage at Third Street to indicate this, though there is signage at Second Street. She was particularly concerned about the safety of the alley's intersection with Third Street, as the visibility is limited. She also noted drainage issues here. Ken Hiatt, Director of Community Development & Sustainability Department, responded that the project was defined as a follow-up to the Third & B Street Visioning Plan which increased the allowable density for development along a portion of B and Third Streets.

Site Walk

- Following the presentation, attendees walked the site to become re-familiarized with the street and its issues and to note any additional items to incorporate into the site analysis and opportunities.

Small Group Design Exercise

- Participants in the workshop were split into six groups to discuss and develop concepts for the Third Street streetscape design, with an emphasis

on how street space should be allocated between uses (sidewalk, planting, parking, and vehicular travel way). The groups were asked to consider “shared space concepts” and any changes to circulation patterns such as limitations on auto circulation or removal of the diagonal bollards at Third and University. Additionally, the groups were asked to identify important locations for creating “gateways.”

Group Reporting & Discussion on Design Exercise

Each group presented their model and explained their design concepts for the street. Key elements of each group's designs are noted below.

Group 1

- Split street into two functions: 1) Bike only, between A and University, 2) Auto+bikes between University and B Street.
- Re-orient bollards to block auto access west of University
- Separate east end westbound bikeway with trees down the center of the street.
- Wider sidewalks
- Vertical gateway markers at B Street
- Gateway at Third and University

Group 2

- Auto access, one way, westbound on Third Street between B Street and University (two-way bicycles). Auto splits to University, one-way northbound and one way southbound (or just one-way southbound).
- One-way auto access is because of limited street space.
- Bicycle only (two-way) from University to A Street.
- Wider sidewalks
- Gateways at University and A Street (bollards at these points as well, to restrict auto traffic)

Group 3

- “Shared space street,” both blocks pedestrian centric. Allow some motor vehicle access and accommodate bicycles.
- No curb
- Make a street a destination pedestrian place
- Concentrate planting and furnishings at edges of space.
- Limit parking to ADA and delivery spots
- Design lots of traffic calming measures on Third as well as on University Ave.
- Continue design features (such as lighting) into University for continuity.
- Frame ends with city gateways

Group 4

- “Shared space” street. No curb, street all at the same grade, but use different materials to mark central vehicular space and pedestrian-only space
- Designed to be flexible space that can be closed off for festival / event use
- Bollards or planning and paving delineate bicycle space
- Incorporate art features, “art walk”
- Block access to University Ave and Alleys, no access from Third Street
- Study safety issues at intersections (possible speed table)
- City should study parking policies for businesses
- Gateways located at Third and B and at University and Third.

Group 5

- Entire street is one-way westbound for motor vehicles, two-way for bicycles.
- East-bound bicycles in “contra-flow” lane are separated from westbound traffic and the sidewalk by planted strips. This lane may have special paving treatment and be at the same grade as the sidewalk.
- Speed tables with visual interest at all intersections, to slow cars
- Vary zones for planting, site specific
- Create kiosks and billboards for posting
- Consider limited parking, ADA and delivery
- Consider 4-way stop at 2nd and B or a stop light. B Street Alley receives traffic from people trying to avoid the un-signalized 2nd & B intersection
- Signal light need updating. Re-consider timing, crossing time too short for pedestrians and bikes
- No bollards.
- Permeable paving
- Gateways at Third and B and at Third and A

Group 6

- Shared space street
- Businesses may need special parking permits
- Vegetation and bollards create protective barriers, but must not inhibit deliveries.
- Consider parking demands for future residential and business development.
- Remove bollards.
- Make car traffic more the exception, not the rule on this street. Limit access to residents, businesses, etc.
- Consider ways to discourage traffic generated by people dropping of students at UCD.
- Gateway at UCD, downtown gateway is across B Street near US Bicycling Hall of Fame.

Discussion

- Comments and discussion about “shared space” and safety for bicycles. One person commented that he is not comfortable sharing space with cars and prefers a physical barrier between cars and bikes.
- Others noted that the existing bollards at University and Third are a visual cue for cars to slow down when driving down University, but noted that some people still travel 30-40 mph down University, which is dangerous for residents. There was a concern that opening up University as a through Street —traffic calming measures on University would be needed.

Comment to look holistically at traffic changes and impact on surrounding blocks, with consideration of future development and increased population and visitors.

Workshop One Small Group Design Exercise



Group One



Group Two



Group Three



Group Four



Group Five



Group Six

WORKSHOP #2 —DESIGN ALTERNATIVES

The purpose of the second workshop was to present preliminary alternative streetscape plans based on the concepts developed at Workshop 1 and input from City staff and the Project Oversight Group. For the benefit of community members who were not present at Workshop 1, RHAA provided a summary of Workshop 1. A summary of feedback received from the online survey was also presented.

RHAA's presentation of the four preliminary design alternatives was followed by an individual and group scoring exercise using an evaluation matrix.

The workshop was well-attended with almost 50 community members including neighborhood residents, UC students, cyclists, and other members of the community. The evaluation exercise created discussion among community members with a variety of viewpoints, though all groups that came ranked the same two alternatives as their favorites. Community members also provided specific suggestions for improvements to the plans. The design team will use this input to develop two draft streetscape design concepts at a greater level of detail that reflect the community feedback.

Evaluation Matrix

Aditya Advani presented a matrix for evaluating each of the alternatives in relation to project goals and other criteria that were identified as values by City staff, the Project Oversight Group, and members of the community. After reviewing the criteria, workshop attendees were asked if there were other criteria that should be added, but none were suggested.

Workshop attendees were divided into eight working groups to discuss alternatives and to use the matrix to evaluate them. If possible, it was suggested that each group prepare an evaluation that was agreed upon by the entire group. Additionally, each individual was asked to prepare an evaluation on their own, in case they had priorities that differed from their group.

Group Reporting & Discussion of Evaluation Exercise

A member from each group reported back on the discussions held within their groups and reported which two of the four alternatives were most favored by their group. The groups were also asked to suggest ideas that would make the top two selected alternatives better.

Group 1

- Favorite Alternatives - 3 & 4
- Focus on traffic calming on Third. Make the street desirable only to locals and delivery use. Discourage student drop-offs at the University that would happen with a through-access street.
- Sidewalks should be widened as much as possible

Group 2

- Favorite Alternatives - 3 & 4
- For Alt. 3 —like through auto traffic and lack of obstacles for cyclists. Also like ADA parking and traffic calming.

- For Alt. 4 —Like programmable wide sidewalk and gateway markers

Group 3

- Favorite Alternatives - 3 & 4
- Likes the ample sidewalk space in Alt. 4
- Agree with widening the sidewalk on the north side of the street

Group 4

- Favorite Alternatives - 3 & 4
- Liked two-way traffic, shared traffic way, and sidewalk zones in Alternative 3
- Liked pedestrian space and dedicated bikeway in Alternative 4

Group 5

- Favorite Alternatives - 3 & 4
- Would like to see more development of gateways and intersections

Group 6

- Favorite Alternatives - 3 & 4
- Look at ways to restrict traffic at University
- Breakaway bollards may be a way to satisfy emergency vehicle access

Group 7

- Favorite Alternatives - 3 & 4
- Look at splitting the street so that it is open to auto vehicle traffic from B to University and closed to auto traffic between University and A Street.

Group 8

- Favorite Alternatives - 3, 4, & 1
- Alt. 4 —Issue of parking and auto access if street is closed. Can electronic, retractable bollards be used that can be controlled by residents, delivery, and emergency / service vehicles?
- Look at combining Alts. 3 & 4, with restricted auto access west of University.

Other community comments

- Cyclists travelling from the University often do not obey the stop sign at A Street. Can this intersection be improved for cyclists with a traffic circle, or removal of the stop sign for east bound cycle traffic?
- Alt. 4 would create issues for residents getting access to their back yards and the alley. Deliveries would also be a problem for businesses such as Ciocolate.

- Has non-stop signed east-west bicycle traffic been considered (at University and A)?

WORKSHOP #3 —DRAFT DESIGNS

The purpose of the third workshop was to present three streetscape Mobility & Circulation concepts and two Place-making & Design concepts based on the plans developed at Workshop 2 and input from the community, City staff and the Project Oversight Group. For the benefit of community members who were not present at Workshop 2, RHAA provided a summary of the four preliminary alternative streetscape designs presented at Workshop 2, as well as a summary of feedback received from Workshop 2's Evaluation Matrix and the online survey.

The workshop was well-attended with almost 50 community members including neighborhood residents, cyclists, business owners, UC students, and other members of the community. There was much discussion among community members with a variety of viewpoints during the presentation as well as the "Open House" period when the community was invited to view the boards on display and leave comments on post-it notes.

These designs, as well as the project background/history, research and analysis, and explanation of the community input process will be compiled into a Streetscape Master Plan report to be submitted to City Staff and presented to City Council.

Summary of Previous Workshops and Community Feedback

Nathan Lozier presented an overview of the project context within the city of Davis and the specific issues and opportunities within the project area. He then summarized the four designs presented during Workshop #2 for the large number of new attendees, as well as the feedback received on them.

Presentation of Draft Concept Designs

Concept 1 "Full Auto Access –Slow Street"

Opens automobile traffic in both directions on both blocks of Third Street

Concept 1a: "Existing Auto Circulation Retained"

Maintains the existing traffic circulation, but replaces the hazardous bollards at Third and University with a safer automobile diverter consisting of bulb-outs and a small median island.

Concept 2: "Bicycle & Pedestrian Street –Autos Restricted"

Restricts automobile traffic on Third St, and opens University Ave south bound across Third St

Closing the street entirely to vehicles (concept 2) has several logistical and legal issues that have not yet been resolved. Comment was made that the physical changes, such as ROW acquisition to create alleyway turnarounds, needed to implement Concept 2 should be clearly presented to City Council.

Curb and curb-less design was also discussed; the design team proposes a

minimal, 4” curb to avoid lining the length of the street with Federal Yellow truncated domes as required by CA building code.

Design Concept A expresses Davis’ agricultural heritage, and carries the downtown’s more traditional/historic aesthetic into the space. The street features a band and diamond paving pattern, more traditional furnishings and pedestrian light fixtures, and Gateway Arches at Third St. and A St. and Third St. and B St. This design was presented with Mobility & Circulation Concept 1.

Design Concept B showcases Davis’ bicycling legacy, and pairs a more contemporary circular paving pattern that is reminiscent of bicycle wheels and gears with more modern furnishings and pedestrian light fixtures. The space is held together with a Bicycle Counter Obelisk gateway feature in the center of the project site at Third and University, with smaller complementary gateway pylons at Third St. and A/B st. This design was presented with Mobility & Circulation Concept 1a, with the Gateway Obelisk located in the traffic diverter island.

The special paving patterns presented in both designs are applied across the entire ROW to unify the space, improve the pedestrian environment, cue automobiles to drive extra cautiously, and create a more sustainable street.

Alley improvements will need to be implemented in stages as adjacent properties are redeveloped allowing for increase in width from 13’ to 20’. Paving materials to be a mix of pervious asphalt and pavers to subtly continue the paving design on Third Street.

Discussion and Questions about the Concept Designs

- Are pervious pavers safe and comfortable for bicyclists and skateboarders?
- Is there an opportunity to plant fruit-bearing trees?
- Can you still create a destination space and still have vehicular parking? Discussed the benefits and disadvantages to businesses of reduced parking and improved pedestrian/bicyclist environment.
- Concern on understanding the 5’ setback proposed on the north and south side of Third Street.
- Is UC Davis involved in the design process? City is aware of possible development on Toomey Field (northwest corner of A and Third St.), and bike improvements on A Street. UC Davis included in POG.
- What are the costs of the Third Street improvements?
- City Council should be made aware of possible alley closures if concept 2 is considered.

- Can a balance be found to discourage automobiles to the greatest extent possible without constructing barriers such as bollards and curb bump-outs?
- Consider modifying concept 2 to allow B Street Alley automobile traffic to cross Third Street.

“Post-It” Comments left During Open House

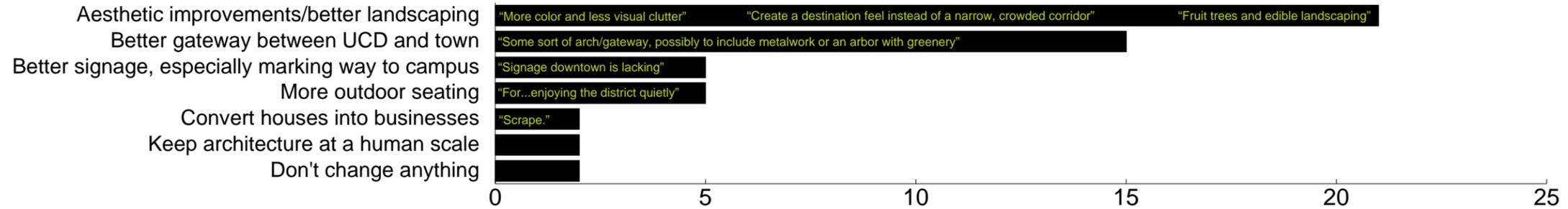
- There is no need to close B Street Alley in concept 2; allow it to cross Third Street in both directions.
- Focus on fixing bike problems as the highest priority, then pedestrians. Do not see need to provide additional space for pedestrians—improve the existing pedestrian space. Limit car access, parking pockets are OK.
- It would be good to give bicyclists the right of way at the Third and A Street intersection.
- A traffic circle at the Third and A Street intersection would allow better flow between university and city.
- Fix street crown. No: narrow spots, dips, or obstacles.
- Allow for nice bollards that can be used for community events.
- Consider a strip of cement to allow rollerbladers and skateboarders to have a small avenue to move through because these activities are so popular here.
- Prefer a rectangular pattern instead of circles since pavers are rectangular.
- Bike racks like outside of the BHOF are easier for parking.
- Gateway pylons on A and B Street (Design Concept B) are better than the Arches; it’s too visually crowded at these intersections.
- For the gateway pylons, consider making them mirror each other so that the curves create a circular impression, like the paving.
- Consider a Frank Lloyd Wright “Prairie” style for the Arch—it would look more sophisticated and still fit the theme.
- Like the entry feature arch.
- Do not like the arch—it’s pretentious, unnecessary, and no doubt expensive.

Summary & Next Steps

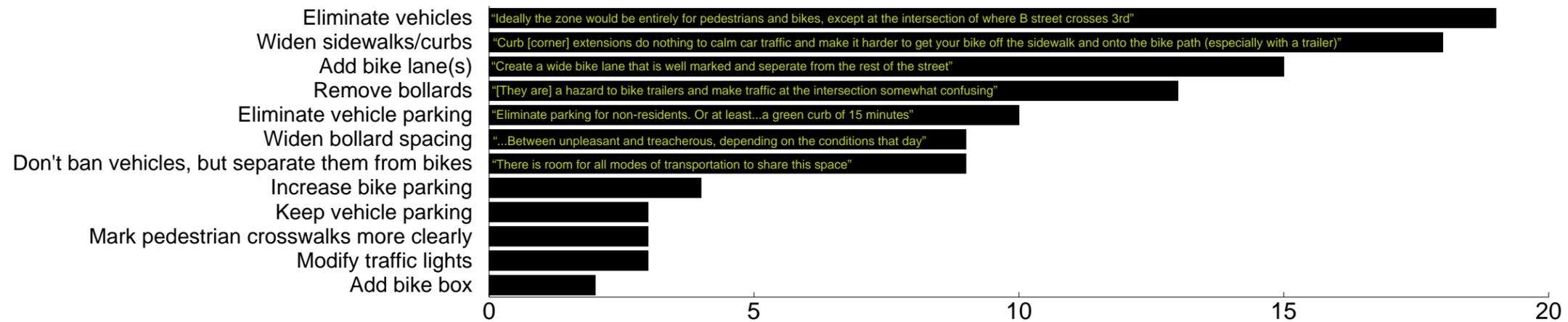
These designs and circulation concepts, as well as the project background/history, research and analysis, and explanation of the community input process will be compiled into a Streetscape Master Plan report to be submitted to City Staff and presented to City Council.

2. Web Survey Results

PLACE



MOBILITY



INFRASTRUCTURE

