

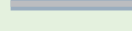


Map Symbols

-  Bike shop
-  Train station
-  Bus terminal
-  Medical facility
-  School
-  Traffic signal
-  Grocery or retail store

-  Off-street bike path ("Class 1")
-  Arterial street with bike lanes
-  Arterial street, no bike lanes (or traverses freeway interchange)

- 1** Start: U.S. Bicycling Hall of Fame, Central Park
- 2** First bicycle roundabout (UC Davis central campus)
- 3** Car parking converted to bicycle amenities @ ARC
- 4** First bike lane and bike phase signal
- 5** West Village roundabouts
- 6** Arthur & Russell roundabout
- 7** Village Homes commons
- 8** Patwin School bike racks
- 9** Cycle track, Sycamore & Villanova
- 10** Bathroom, snack break (Marketplace)
- 11** North Davis greenbelts
- 12** Community Park
- 13** H Street tunnel
- 14** Covell & J Street, the "Dutch Junction"
- 15** Drexel bike boulevard
- 16** Drexel to Loyola path connection
- 17** Mace Ranch Park
- 18** Dave Pelz freeway overcrossing
- 19** Drummond culvert tunnel
- 20** Walnut Park
- 21** Putah Creek bike path (South Davis greenbelt)
- 22** UC Davis Arboretum Gateway, Davis Commons
- 23** Sharrows on 2nd Street, downtown Davis
- 24** 8th Street 7 ft. bike lanes
- 1** B Street @ Central Park ("Lane of Shame")



Davis Bike Infrastructure Tour – 6th International Cycling Safety Conference – Sept. 23, 2017

Stops and Talking Points

1. U.S. Bicycling Hall of Fame

- Fill water bottles; use facilities
- Try to ride 2 or 3 abreast in tight line while underway
- Please gather tightly around tour leader at stops
- If possible, ask questions of leader while riding
- Look north along B St curb for 26 inch wide "Lane of Shame"
- 3rd St bike lanes in initial 1967 program; bollards control cars
- 3rd St improvements happening; ped/bike/car shared space
- While rolling, note MU bikes and Olsen-Library pedestrian bridge

2. UCD Student Operated Bike Barn

- Location of the first bicycle traffic circle in the U.S.
- Bike circles now ubiquitous on campus but not in City
- While rolling note Dairy Road stop signs; cars stop, not bikes
- Through green bike lane at exit to car parking structure

3. UCD Activities and Recreation Center

- Big increase in student population (40K vs 10K in 1974)
- ARC car parking removed to add bikeways and bike parking (lots)
- La Rue first tunnel; now City/UCD has 23 bike tunnels, 3 bridges
- Russell Boulevard/Anderson Road Access to Campus
- Uncomfortably narrow bike lane Southbound (SB)
- Hazardous free right turn "slip" lane (no longer allowed)

4. Russell Boulevard/Sycamore Lane (dismount stop)

- Sycamore Lane was also part of 1967 trio of initial bike facilities
- Bike lanes were against curbs, buffered by parked cars
- Russell/Sycamore bike only phase was 1st in US (1994)
- 100 bikes cross per phase 15 minutes before UCD class start
- Southbound bike lane wide enough to wait three bikes across
- Two bike/ped-only bridges over 113 freeway

5. West Village Traffic Circles

- Campus expansion area, primarily student housing for now
- Near net zero on energy, few cars
- Fix pending for overly large multi-lane traffic circles and streets

6. Russell Boulevard/Arthur Street Traffic Circle

- Recent cooperative redesign
- Significant numbers of SB riders cheat wrong way on traffic circle
- Students ride to UCD in big pulses every hour, depart in trickles
- Could switch wide northbound lane and narrow southbound lane
- Ahead, problem with westbound bikes going north on Arlington
- Large rotary would tidy up intersection and improve safety

7. Village Homes Commons (c1980) (dismount stop)

- Project goals/ design reduce prominence of motor vehicles

- Shared areas, narrow streets, great pedestrian access
- Note another bike only phase signal as we cross Arlington

8. Davis Bike Loop, Patwin Elementary Access

- This tour primarily follows the marked Davis Bike Loop
- Heavily used bike racks at two locations on campus
- During May is Bike Month bikes are locked all along fencing
- Rear access is safer and reduces auto chaos at front of school
- While riding, note one of tunnels and flying saucer
- Second bike bridge gets students across 113 freeway to schools

9. Sycamore Lane and Villanova Drive Mini-Cycletrack

- Greatly reduced random and chaotic school kid crossings
- Narrow southbound vehicle lane pinches left turning car space
- Big numbers of bollards are destroyed on a regular basis
- Removing 3 parking spaces across street would provide room

10. Dancing Pigs Shopping Center (ten minute refreshment stop)

- 11. North Davis Greenbelt Network, an Alternate Universe
- Mostly car free school access for over one square mile of housing
- Marvelous and safe area for riding, playing, and just sitting

12. Community Park, Skate/Bike Park, Covell Bridge

- Two schools on this superblock
- World-class school access from the north and east
- The bridge was largely a free piece of donated infrastructure
- Skate Park is no longer under lock and key, no issues

13. F Street Crossing, R/R Tunnel, Pending Improved Bike Access

- F Street crossing and history (crossing moved S for safety)
- H St tunnel (may be first tunnel in Davis) a safety challenge
- Minimal improvements pending to tunnel access
- First failed attempt at access to Cannery development
- No will for imminent domain

14. Faux Dutch Junction at E. Covell and J Street (first in US)

- Cannery development; busiest intersection in City (30K cars/day)
- City modified original consultant design, adding right turn lanes
- N/S ped signal timing requirement created major traffic delays
- Result: improvement in LOS disappeared due to right turn lanes
- Curb radii at four corners MUCH wider than true Dutch Junctions
- Big curb radii 40' => dangerous turning speeds (20 MPH+)

15. J Street Cycletrack and Drexel Drive Bike Boulevard

- Very successful at corralling random school kid crossings
- No missing bollards because no vehicles turn toward the bollards

16. Drexel Drive/Pole Line Road Cut-through

- Buying/replacing a house with bike lane shows true commitment
- Evolution of traffic controls and bike/ped signals

17. Mace Ranch Park

- Pre-stop, 1/2 mile with 2 tunnels to access Wildhorse area
- Sisters living 2 miles apart have car-free walk/bike access
- Another school with excellent back-side street-free access
- Park includes pre-existing slough and natural area

18. Dave Pelz Bike Overcrossing over Interstate I80

- Another expensive (\$12 million) bike/ped facility
- Used by South Davis Jr. High and High School students
- Spans 2 frontage roads, R/R, bike path, and 6-lane freeway

19. Drummond Tunnel

- Foresight put culvert in place 25 years ahead of need
- Alignment error and utility boxes required retroactive attention
- Provides off-street continuity connecting many miles of bikeways
- Major corridor for westbound cyclists heading to UC Davis
- Asphalt bike path surface becoming bumpy and root-bound

20. Walnut Park/Marguerite Montgomery School

- Another school with excellent rear bike and pedestrian access
- Bike path connects miles of bikeways along Putah Creek

21. Gap in Putah Creek Bikeway in South Davis

- Requires lengthy detour on streets through industrial park
- Attempts to close gap have failed, no will for imminent domain
- Tunnel under I80 freeway provides safe access to S Davis

22. Shovel Junction entrance to Campus and Arboretum

- Access to South Davis, UC Davis, and Downtown Davis
- Beginning of UC Davis Arboretum and created waterway
- While rolling, note buffered westbound bike lane on 1st Street

23. Second Street and Downtown

- Note the 7-foot parking stalls, a result of standoff by advocates
- Also note on 2d Street the first sharrows in Davis
- Seamless bike access to AMTRAK and Capitol Corridor trains
- Note the 5th Street Road Diet allowing bike lanes
- That conversion was the result of a 10-year political battle
- Also while rolling, note buffered bike lanes on B Street
- Car parking recently completely removed on B from 7th to 14th St

24. West 8th St/A St: shows new street standards & lane widths

- Was: 11 ft. vehicle, 5 ft. bike, 8 ft. parking. Now: 10, 7, and 7.
- Bike boxes at 5th/Russell crossing southbound