Mace Blvd. Corridor Improvements

Open House

When: Thursday, June 20th
7:00pm – 8:30pm

Where: Pioneer
Elementary School,
Multi-Purpose Room

The City is proposing to seek grant funding to resurface Mace Boulevard from Chiles Road to Montgomery Avenue. The grant will also fund improvements to increase the safety and comfort of all users, including schoolchildren, bicyclists, and pedestrians.

Come learn about the proposed changes and share your thoughts!

Contact Brian Abbanat, Transportation Planner at: babbbanat@cityofdavis.org or 757-5610 x7301.
Mace Blvd Flyer Distribution Boundary

Source: City of Davis Geographic Information System
The City is seeking grant funding to resurface Mace Boulevard from Chiles Road to Blue Oak Place. The grant will also fund improvements to increase the safety and comfort of all users, including schoolchildren, bicyclists, and pedestrians.

**About Mace Boulevard**

- **Distance:** ~.50 miles between Cowell Blvd. and Blue Oak Pl.
- **Role:** Major North-South corridor in Southeast Davis
- **Traffic:** ~3,150 vehicles per day at southern end. ~13,200 at northern end.
- **Comparison:**
  - B Street (between First and Fifth): 11,100
  - Pole Line Rd (between Fifth & Cowell): 13,600

**About the Grant Funding**

- Sacramento Area Council of Governments (SACOG) grant.
- Funds road rehabilitation and requires improvements for non-motorized users.
- Requires a ~12% local funding match.
Mace Boulevard has two travel lanes in the southbound direction from Chiles Road to just south of N. El Macero Drive. Two lanes in the northbound direction continue further on to just north of Blue Oak before narrowing down to a single lane.

Intersection of North El Macero & Mace: 4 way stop with warning lights

Pavement cracks and fading paint persist throughout most of the corridor.
Pavement Condition

Mace Blvd needs resurfacing. This corridor was selected, in large part, due to its low overall pavement condition index (PCI) score (Ranging from 16 to 45 out of 100). The SACOG grant program is one of a very few to fund repaving.

Safety

- **Speed limit:** 35 mph
- **Average speed:** 37 mph
- **Reported collisions (2009–2011):** 3
- 84% of drivers clocked between 33 mph and 42 mph.
- High number of agricultural/large trucks along route
- Close to Pioneer Elementary: Mace Blvd bisects school attendance area.

Agricultural Truck and Cyclist at Intersection of Mace & N. El Macero
Discussions with parents and school staff have confirmed that crossing Mace Boulevard is a major barrier for children.

**At Cowell & Mace:**
- The intersection is wide, with long crossing distances. Children often run out of time before signal changes.
- Right-turning cars travel quickly and drivers don’t always look for bikes and pedestrians.

**Pioneer Elementary has the highest rate of students driven to school in the City (81%).**

The City received grant funding to audit elementary and junior high schools for bicycling and walking. These audits were recently completed, and while recommendations are not yet final, information from the Pioneer E.S. audit informs this project.

**Elsewhere:**
There are few places that feel safe to cross Mace Blvd. south of El Macero Drive.
Potential Changes

Entire Corridor

♦ Resurface pavement.
♦ Repair broken sidewalk and make ramps accessible where needed.

Intersection of Mace & Cowell

♦ Make intersection safer and more comfortable for bicycles and pedestrians to cross by eliminating free right movement for vehicles.
♦ Provide protected bike lanes at intersection approaches, with painted buffer and flexible bollards.
♦ Improve visibility of Crosswalks (not drawn).
♦ Provide bicycle boxes at east-west intersection approaches to facilitate left turns (not drawn).

Example: Bike Box

Example: Concept of potential modifications to Cowell intersection.

Current Vehicle Right Turn Count:
AM Peak: 63
PM Peak: 115

Current Vehicle Right Turn Count:
AM Peak: 174
PM Peak: 103

Current Vehicle Right Turn Count:
AM Peak: 16
PM Peak: 37

Current Vehicle Right Turn Count:
AM Peak: 89
PM Peak: 56
Potential Changes

Cowell to San Marino

- Reconfigure from four to two vehicle lanes (2-lane capacity = 15,350 vehicles/day. North end of Mace daily traffic = less than 13,200 vehicles/day)
- Two-way cycle track on East side.
- Protected, buffered, double-striped bike lane on West side.

Intersection of Mace & San Marino

- Install a pedestrian warning light system, such as a High-intensity Activated crosswalk (HAWK) or Rapid Rectangular Flashing Beacon (RRFB) that are bike/ped activated.

Example: Two-Way Cycle Track (with flexible bollards)

Example: HAWK System

Example: RRFB System (Russell Blvd. at California)
Next Steps

**August 2013:**
SACOG grant application due

**December 2013**
Grant announcements made

**Spring/Summer 2015 or 2016**
Street Improvements constructed