

## Mace Blvd Improvements – CIP 8257

### Questions raised at Public Meeting held Jan 30, 2019

**1. How are the fire trucks going to get through traffic?**

*Answer:* The City is currently working on signal pre-emption options which will allow emergency responders to control the signals, stopping southbound motor vehicles at Chiles and allowing southbound traffic at Cowell to have a green light to clear them out efficiently. This will provide, very quickly, a clear southbound lane that emergency vehicles could traverse in either direction.

**2. Why are there concrete curbs (seems to reduce flexibility)?**

*Answer:* The concrete curbs are to protect pedestrians and bicyclists. They are also extended out in the direction of travel to aid visually impaired pedestrians in determining the correct path of travel to keep them from entering the vehicle or bicycle travel way.

**3. Is there anything that can be done about the WAZE app?**

*Answer:* The City through both Engineering and the Police Department has contacted WAZE and asked that they modify their application to not send vehicles through Mace Boulevard. WAZE has, to date, not made any adjustments to their application and there is no way for the City to require WAZE to make changes.

**4. Can we add speed bumps to the peripheral streets such as San Marino?**

*Answer:* Speed bumps, or other traffic calming features and directional/wayfinding signage could be installed. Transportation staff would need to assess traffic volumes and speeds on San Marino to evaluate the features that would be most likely to result in reduced speeds and improved safety, then make a recommendation for Council action.

**5. Can we add signs so traffic doesn't try and cut through side streets?**

Yes, we can install signage to indicate "No Outlet," "Not a Through Street," or "No Thru Traffic" where applicable. "No Thru Traffic" if used on a road that does have a through connection, cannot be legally enforced – meaning the Police cannot cite anyone for legally travelling on the street.

**6. Why did we not improve the sidewalks?**

*Answer:* The sidewalks on the west side of the project were thought to be in adequate condition to leave untouched and to be addressed, in time, as part of the City's larger annual pavement rehabilitation program. The sidewalks on the east side of Mace Boulevard were not included in this project as they are within the County jurisdiction and the County maintenance program had not prioritized them for reconstruction at the time the City's project was scheduled for construction. The City has contacted the County to inform them of the community's interest in having the sidewalk repaved.

**7. Can we put the diagrams on the web?**

*Answer:* Yes, the construction drawings have been posted on the web. Click on the link here:

[Mace Blvd Plans](#)

**8. Why didn't we put more openings for ADA access?**

*Answer:* The project was designed in accordance with the ADA code in mind. This requires one space per 25 total parking spaces. Where parking is permitted between El Macero and San Marino, there is room for approximately 35 vehicles to park. This requires a minimum of two ADA accessible paths of travel to the public sidewalk. We have included an additional one for a total of three. These three access points were spaced out over the parking area. In addition to the legally required ADA access, all houses that face Mace Blvd in this area have access to their homes via the back of their property through the alleyway providing access to their garages.

**9. Why did we choose rocks/cobbles for islands?**

*Answer:* The islands were considered to be filled in with stamped concrete, cobblestones, or landscaping. Ultimately, cobblestones were chosen due to lower long-term maintenance costs and the ease of removal when underground utility repairs are necessary to address the electrical lines serving the signals and lighting.

**10. Is there going to be green striping?**

*Answer:* Yes there is green striping included within this project which would be placed after the final lift of asphalt is in place. This green striping will be placed at conflict areas (driveways and intersections) letting users know that the area is a point of potential conflict for different types of users.

**11. Was there bike and car traffic counts before?**

*Answer:* The last traffic counts completed for the project were in 2013. Surveys were completed for the schools in 2011 and they indicated that bicycle ridership and walking are low in the corridor. These surveys are done on a biennial basis, and additional surveys were completed in 2013, 2015 and 2017. One of the Council goals for this project was to increase walking and bicycling in the corridor by constructing infrastructure that provides greater safety for non-motorized travelers.

**12. Will the City do bike and car traffic counts after?**

*Answer:* Yes, the City will perform counts for all users of the street after the completion of the project. These would likely be done at least 6 months after completion to allow conditions to stabilize and for users to acclimate to the new design.

**13. Can the street sweeper fit in the new bike lanes? If not, how will this get cleaned?**

*Answer:* The existing sweepers which Recology owns do not fit within the existing curb lines for the west side of Mace Boulevard. The Parks Department is issuing a Request For Proposals for their landscape contracted services and they have been asked to include the bike lanes, both east and west, in this proposal to be cleaned.

**14. Can we enforce the stop signs?**

*Answer:* The stop signs are enforceable. We are working with the Police Department to monitor this area during high traffic volumes.

**15. Can we get red curb on Chiles near El Cemonte so traffic turning onto Chiles doesn't have to contend with parked cars?**

*Answer:* Red curb exists on the westerly corner, but is in need of repainting to improve its visibility and allow for enforcement. Transportation staff will review this location to repaint the red curb and will consider extend the no parking area, if necessary, to provide adequate sight distance for cars exiting El Cemonte onto Chiles Road.

**16. Why didn't we use the westside path for bikes instead of creating a cycle track?**

*Answer:* We wanted to create the cycle track on the west side and the existing path was not conducive to that. Because of circulation issues and the crossing of Mace Boulevard to use this path, it was felt that having separate bicycle facilities, one on each side made the crossing more predictable and therefore safer. We had room for a full cycle track on the west which provides the most flexibility.

**17. Can the curbs be removed?**

*Answer:* The curbs could be removed, however it reduces the safety intended for the most vulnerable users, which are pedestrians and bicyclists. If removed, it is likely that the Federal grant funding would need to be repaid as the protected curbing was an integral part of the project scope that was reviewed and supported for funding by this grant program.

**18. Can we add a full traffic light on San Marino so out-going traffic can turn left?**

It is physically possible to add a full signal, however the intersection was not proposed to have a signal because the volume of traffic did not meet the industry standards for one. The City will monitor traffic movements and take counts and speed surveys after completion of the project. If the analysis of traffic indicates some intersection controls are necessary to provide safe access to Mace from San Marino, staff would communicate with the neighborhood to discuss the findings and proposal, and with support from the residents, would make a recommendation to Council to fund a project to implement the proposal..

**19. Why can't we stop construction now (if we want curbs taken out shouldn't we stop)?**

*Answer:* The curbs have already been constructed and at the time of the neighborhood meeting, essentially all major work was complete with the exception of the final paving and striping. The City is committed to completing the project as we believe the improvements will be adjusted to by the community and provide the desired safety enhancements. As noted, we will monitor travel patterns, volumes and speeds following construction and if this data indicates any adjustments to the curbing are necessary, staff will make a recommendation to the Council to do so.

**20. Was the design done before or after the grant was obtained?**

*Answer:* The design concept was developed from issues raised in the City's Walk/Bike Audit for Pioneer Elementary School, residents' input at a public meeting and in consultation with the Bicycle, Transportation and Street Safety Commission (BTSSC). The design details that were included in the construction project came out the design process following receipt of the grant and involved input from the consultant the City hired to perform the design, staff, public input at the BTSSC and Council.

**21. Can we get a full stop light at Montgomery and Mace?**

*Answer:* Prior to the stop signs being installed, an analysis was performed for the intersection and the City and County staff jointly agreed that guidelines for the installation of a signal were not met. In addition, City and County staff agreed that requiring all travelers to stop at the intersection would provide the safest environment. If a signal were installed at this location, the north and southbound green light would keep

vehicle speeds at a higher rate as they passed through the corridor which would be less safe for all.

**22. When will Chiles and Mace intersection be fixed?**

*Answer:* This signal is owned and maintained by Caltrans. Any modifications would need to go through a process of working with the State for approval. Caltrans has a project currently planned to increase the capacity of I-80 from Davis across the Causeway that Davis and West Sacramento are supporting for funding that would help address the congestion on Mace by reducing the need for traffic to get off the interstate and come up Mace Blvd., thereby minimizing the impacts on local traffic.

Staff will be reviewing the next set of questions and getting answers out to the public within the next two weeks.

**Questions that we'll need more time to answer**

1. Why wasn't there better outreach closer to construction? And why weren't the residents of El Macero notified?
2. What are the growth plans for South Davis?
3. Why is there an "hour glass" section of bike path (way too wide).
4. Why was the HAWK signal chosen? Seems confusing for drivers.
5. What's the history of accidents before the project was approved?
6. Why are the crosswalks set so far back?
7. Where will we get the money if we want to make a change (like remove curbs)?
8. What happens if a tractor breaks down?
9. When are we going to fix the sidewalks?
10. Can a bus turn without taking up multiple lanes?
11. Will there be a follow up meeting?
12. How can we improve communication between the BTSSC and the City and community?
13. Was an environmental analysis done? Where is the document?