

Mace Blvd Responses to Questions Part 2

1. Why wasn't there better outreach closer to construction? And why weren't the residents of El Macero notified?

Answer: We notified with postcards after the award of the contract in Spring 2018 but did not include the non-City residents. In the future, we will make sure to include residents of El Macero and Willow Bank when projects affect these areas.

2. What are the growth plans for South Davis?

Answer: Within the boundaries of the City, the only known plans for development involve existing parcels along the Chiles corridor from Cowell to Ensenada and on Cowell from Research Park to Drummond. These infill sites include a few active projects pursuing City approvals and there are no other sites with current development plans in progress. The City is unaware of any development proposals in the unincorporated areas of the County.

3. Why is there are "hour glass" section of bike path (way too wide).

Answer: There is excess pavement width in some locations and these will be cross-hatched with the final striping. One of the intended goals was to reduce the width of the vehicular travel lanes to meet the City's current lane width standard and to serve as a traffic calming element. The curb placements reflect that.

4. Why was the HAWK signal chosen? Seems confusing for drivers.

Answer: At the time of evaluation during design, the San Marino intersection did not meet the legal requirements for a fully signalized intersection. The primary intent was to provide a safe opportunity for pedestrians and cyclists to cross Mace Blvd and the application of the HAWK signal is appropriate for this type of pedestrian and bicycle crossing.

5. What's the history of accidents before the project was approved?

Answer: From 2006-2012, there was one collision including a bicyclist injury. From 2013-2017, there were 5 collisions with one involving a bike at El Macero Drive and one involving a pedestrian at El Macero Drive. The other three collisions were at Cowell Blvd (vehicle-vehicle). All collisions resulted in injuries.

6. Why are the crosswalks set so far back?

Answer: The setback provides better visibility for right turning vehicles to see pedestrians crossing the street and have an area to stop without blocking through vehicle movements. This improves safety for pedestrians crossing the street by reducing the distance they have to travel on the street and improves vehicular traffic flow within the corridor.

7. Where will we get the money if we want to make a change (like remove curbs)?

Answer: As with all of our projects, additional money would have to be allocated from a variety of sources, the most likely local fund sources include gas tax, road impact fees, and the general fund. Any substantive allocation would have to be approved by the City Council.

8. What happens if a tractor breaks down?

Answer: For any blockage of the roadway, the police department would re-route traffic until the vehicle could be moved to a location to re-open the lane.. Fire Department personnel are trained to maneuver around congestion in a variety of ways consistent with the emergency response situation.

9. When are we going to fix the sidewalks?

Answer: Sidewalks adjoining El Macero are within the Yolo County jurisdiction and maintained by them. Sidewalk repairs within the City of Davis' jurisdiction are prioritized based on safety issues (tripping hazards) and compliance with the Americans with Disabilities Act. The current resources available for these repairs is limited and sidewalk repairs around the City have a multi-year backlog. Priorities take into account the volume of people using the sidewalk, alternative pedestrian facilities available in the area and other factors. The City has not conducted a City wide audit of sidewalk conditions and generally evaluates sidewalk repairs based upon issues identified by the public. If there are specific locations that are of concern, please let our Engineering Division know by contacting [757-5686](tel:757-5686).

10. Can a bus turn without taking up multiple lanes?

Answer: Yes, with the exception of the northwest corner, busses and larger vehicles can make the turn. The curb at the northwest corner of Mace and Cowell has since been modified to aid in busses and larger vehicles turning this corner.

11. Will there be a follow up meeting?

Answer: A follow up meeting will be held on Wednesday, May 15th at 6:00 PM at the Fire Station at the corner of Mace and Cowell. The City will send notification via Nextdoor and to the email list as a reminder the week prior.

12. How can we improve communication between the BTSSC and the City and community?

Answer: We are looking to add an additional Community meeting to our standard City project schedule on projects that will have more significant impacts to the neighborhood prior to completing final design, so that residents may provide input and be made aware of the upcoming construction and schedule.

13. Was an environmental analysis done? Where is the document?

Answer: Yes – please see attached

Next Steps

Since the public meeting on January 30th, we have modified the curb island on the northwest corner of Mace and Cowell to allow for larger vehicles and this will be ready to use on Friday March 22nd, and we have installed a “No Outlet” sign on San Marino. We will also be installing “No Outlet” signs with arrows pointing to San Marino in both the northbound and southbound travel directions on Mace. These signs will be installed by April 1st. In order to more clearly mark the bike lanes and to discourage motorists from using them, we will install flexible bollards at the entrance to the bike lanes approaching the intersections so that cars do not travel in the bike lanes thinking that it is a right turn lane for vehicles. These bollards have been ordered will be installed by Friday April 5th.

We have contacted WAZE and have been unsuccessful in getting Mace Blvd removed from their available routes. Their response from WAZE was “The slower that traffic is traveling on Mace Blvd, the less likely it will come up as an alternative route”. We will continue to pursue this matter with WAZE and ensure that we are using every opportunity to impress upon them the need for a change in their routing.

In addition, we are evaluating other actions we can take to improve the function of the corridor and will be gathering traffic counts to evaluate what short term and longer term actions might best assist the movement of local traffic. We are looking to add a slight modification to the intersection of San Marino and Mace that will allow space for one vehicle to move beyond the cross-walk and bike lane and stop again before making the northbound turn onto Mace. This will allow for clearer site distance down Mace Blvd in both directions. These changes would occur prior to final striping.

Mace Questions Answered Part 2

Attachment

Environmental Documentation

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-7113
FAX (530) 741-4457
TTY 711
www.dot.ca.gov/dist3



*Serious Drought.
Serious drought.
Help save water!*

March 21, 2016

03-YOL- City of Davis
STPL 5238 (061)
Mace Boulevard Road Diet/Pedestrian Improvement Project

Mr. Michael Mitchell
City of Davis
1717 Fifth Street
Davis, Ca 95616

Dear Mr. Mitchell:

Enclosed is a copy of the approved Preliminary Environmental Studies (PES) form for the Mace Boulevard Road Diet/Pedestrian Improvement Project. Our evaluation was based on information contained in the PES and field review.

We agree with the determination of the PES including the conclusion that the project qualifies for a Categorical Exclusion (CE) in accordance with the Code of Federal Regulations Title 23, Section 771.117(c)(3). It is evident that no significant environmental impacts could occur as a result of this project. The City of Davis is responsible for ensuring that all required minimization measures are incorporated into project design and included in the construction contract. A copy of the approved CE is enclosed for your files.

This completes the requirement for conformance with the National Environmental Policy Act and other federal environmentally-related processes. Questions may be directed to Kelly McNally, Caltrans Environmental Coordinator, at (530) 741-4134.

Sincerely,

A handwritten signature in cursive script that reads "Susan D. Bauer".

Susan D. Bauer, Chief
Environmental Management, M-1 Branch
Enclosures

EXHIBIT 6-A PRELIMINARY ENVIRONMENTAL STUDY (PES)

Federal Project No.: ^{STPL} <u>-5238(061)</u> <i>(Federal Program Prefix-Project No., Agreement No.)</i>	Final Design: <u>2015</u> <i>(Expected Start Date)</i>
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To: <u>Stella Liao</u> <i>(District Local Assistance Engineer)</i> <u>Caltrans, District 3</u> <i>(District)</i> <u>703 B Street, Marysville, CA 95901</u> <i>(Address)</i> <u>Stella.liao@dot.ca.gov</u> <i>(Email Address)</i>	From: <u>City of Davis, Public Works Department</u> <i>(Local Agency)</i> <u>Michael Mitchell (530)757-5686</u> <i>(Project Manager's Name and Telephone No.)</i> <u>1717 Fifth Street, Davis, CA 95616</u> <i>(Address)</i> <u>mmitchell@cityofdavis.org</u> <i>(Email Address)</i>
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Is this Project "ON" the State Highway System? Yes No **IF YES, STOP HERE** and contact the District Local Assistance Engineer regarding the completion of other environmental documentation.

Federal State Transportation Improvement Program (FSTIP) http://www.dot.ca.gov/hq/transprog/oftmp.htm	<u>2015/2018 SACOG MTIP</u> <i>(Currently Adopted Plan Date)</i>	<u>106</u> <i>(Page No. ___ attach to this form)</i>
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Programming for FSTIP:	Preliminary Engineering	Right of Way	Construction
	<u><2015</u> <i>(Fiscal Year)</i>	<u>\$ 151,361</u> <i>(Dollars)</i>	<u>N/A</u> <i>(Fiscal Year)</i>
	<u>\$ 0</u> <i>(Dollars)</i>	<u>2018</u> <i>(Fiscal Year)</i>	<u>\$ 2,008,359</u> <i>(Dollars)</i>

Project Description as Shown in RTP and FSTIP: On Mace Blvd, from Blue Oak Place to Cowell Blvd, reduce travel lanes from 4 to 2 lanes, rehabilitate pavement, add buffered bike lanes, add two-way buffered cycle-track; At Mace and Cowell, improve intersection for bicycles and pedestrians; At Mace and San Marino, install traffic signal.

Detailed Project Description: *(Describe the following, as applicable: purpose and need, project location and limits, required right of way acquisition, proposed facilities, staging areas, disposal and borrow sites, construction activities, and construction access.)*
 See Appendix A for detailed project description.

(Continue description on "Notes" sheet, last page of this Exhibit, if necessary)

Preliminary Design Information:

Does the project involve any of the following? Please check the appropriate boxes and delineate on an attached map, plan, or layout including any additional pertinent information.

<table style="width:100%; border-collapse: collapse;"> <tr><td style="width:10%;"><input type="checkbox"/></td><td style="width:10%;"><input checked="" type="checkbox"/></td><td style="width:80%;">Widen existing roadway</td></tr> <tr><td><input type="checkbox"/></td><td><input checked="" type="checkbox"/></td><td>Increase number of through lanes</td></tr> <tr><td><input type="checkbox"/></td><td><input checked="" type="checkbox"/></td><td>New alignment</td></tr> <tr><td><input type="checkbox"/></td><td><input checked="" type="checkbox"/></td><td>Capacity increasing—other (e.g., channelization)</td></tr> <tr><td><input type="checkbox"/></td><td><input checked="" type="checkbox"/></td><td>Realignment</td></tr> <tr><td><input checked="" type="checkbox"/></td><td><input type="checkbox"/></td><td>Ramp or street closure</td></tr> <tr><td><input type="checkbox"/></td><td><input checked="" type="checkbox"/></td><td>Bridge work</td></tr> <tr><td><input type="checkbox"/></td><td><input checked="" type="checkbox"/></td><td>Vegetation removal</td></tr> <tr><td><input type="checkbox"/></td><td><input checked="" type="checkbox"/></td><td>Tree removal</td></tr> </table>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Widen existing roadway	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Increase number of through lanes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	New alignment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Capacity increasing—other (e.g., channelization)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Realignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ramp or street closure	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Bridge work	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Vegetation removal	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Tree removal	<table style="width:100%; 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Required Attachments:

- Regional map
- Project location map
- Project footprint map (existing/proposed right of way)
- Engineering drawings (existing and proposed cross sections), if available
- Borrow/disposal site location map, if applicable
- (Note: all maps (except project location map and regional maps) should be consistent with the project description (minimum scale: 1" = 200').)*
- Notes to support the conclusions of this checklist/project description continuation page (attached)

Examine the project for potential effects on the environment, direct or indirect and answer the following questions. The "construction area," as specified below, includes all areas of ground disturbance associated with the project, including staging and stockpiling areas and temporary access roads.

Each answer must be briefly documented on the "Notes" pages at the end of the PES Form.

A. Potential Environmental Effects	Yes	To Be Determined	No
General			
1. Will the project require future construction to fully utilize the design capabilities included in the proposed project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Will the project generate public controversy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise			
3. Is the project a Type I project as defined in 23 CFR 772.5(h); "construction on new location or the physical alteration of an existing highway, which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes"?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Does the project have the potential for adverse construction-related noise impact (such as related to pile driving)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Air Quality			
5. Is the project in a NAAQS non-attainment or maintenance area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is the project exempt from the requirement that a conformity determination be made? (If "Yes," state which conformity exemption in 40 CFR 93.126, Table 2 applies): <u>Bicycle and pedestrian facilities; Pavement resurfacing and/or rehabilitation; safety improvements</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Is the project exempt from regional conformity? (If "Yes," state which conformity exemption in 40 CFR 93.127, Table 3 applies): <u>Exempt from all conformity under 40CFR93.126 (See #6 Above)</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. If project is not exempt from regional conformity, (If "No" on Question #7) Is project in a metropolitan non-attainment/maintenance area? Is project in an isolated rural non-attainment area? Is project in a CO, PM10 and/or PM2.5 non-attainment/maintenance area?	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Hazardous Materials/Hazardous Waste			
9. Is there potential for hazardous materials (including underground or aboveground tanks, etc.) or hazardous waste (including oil/water separators, waste oil, asbestos-containing material, lead-based paint, ADL, etc.) within or immediately adjacent to the construction area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Quality/Resources			
10. Does the project have the potential to impact water resources (rivers, streams, bays, inlets, lakes, drainage sloughs) within or immediately adjacent to the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. Is the project within a designated sole-source aquifer?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Coastal Zone			
12. Is the project within the State Coastal Zone, San Francisco Bay, or Suisun Marsh?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Floodplain			
13. Is the construction area located within a regulatory floodway or within the base floodplain (100-year elevation of a watercourse or lake)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wild and Scenic Rivers			
14. Is the project within or immediately adjacent to a Wild and Scenic River System?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Biological Resources			
15. Is there a potential for federally listed threatened or endangered species, or their critical habitat or essential fish habitat to occur within or adjacent to the construction area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. Does the project have the potential to directly or indirectly affect migratory birds, or their nests or eggs (such as vegetation removal, box culvert replacement/repair, bridge work, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. Is there a potential for wetlands to occur within or adjacent to the construction area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

18. Is there a potential for agricultural wetlands to occur within or adjacent to the construction area?
19. Is there a potential for the introduction or spread of invasive plant species?

Sections 4(f) and 6(f)

20. Are there any historic sites or publicly owned public parks, recreation areas, wildlife or waterfowl refuges (Section 4[f]) within or immediately adjacent to the construction area?
21. Does the project have the potential to affect properties acquired or improved with Land and Water Conservation Fund Act (Section 6[f]) funds?

Visual Resources

22. Does the project have the potential to affect any visual or scenic resources?

Relocation Impacts

23. Will the project require the relocation of residential or business properties?

Land Use, Community, and Farmland Impacts

24. Will the project require any right of way, including partial or full takes? Consider construction easements and utility relocations.
25. Is the project inconsistent with plans and goals adopted by the community?
26. Does the project have the potential to divide or disrupt neighborhoods/communities?
27. Does the project have the potential to disproportionately affect low-income and minority populations?
28. Will the project require the relocation of public utilities?
29. Will the project affect access to properties or roadways?
30. Will the project involve changes in access control to the State Highway System (SHS)?
31. Will the project involve the use of a temporary road, detour, or ramp closure?
32. Will the project reduce available parking?
33. Will the project construction encroach on state or federal lands?
34. Will the project convert any farmland to a different use or impact any farmlands?

Cultural Resources

35. Is there National Register listed, or potentially eligible historic properties, or archaeological resources within or immediately adjacent to the construction area?
(Note: Caltrans PQS answers question #35)
36. Is the project adjacent to, or would it encroach on Tribal land?

For Sections B, C, and D, check appropriate box to indicate required technical studies, coordination, permits, or approvals.

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
<input type="checkbox"/> Traffic <i>Check one:</i> <input type="checkbox"/> Traffic Study <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval
<input type="checkbox"/> Noise <i>Check as applicable:</i> <input type="checkbox"/> Traffic Related <input type="checkbox"/> Construction Related <i>Check one:</i> <input type="checkbox"/> Noise Study Report <input type="checkbox"/> NADR	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input type="checkbox"/> Approval

<input type="checkbox"/> Technical Memorandum	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Air Quality		
<i>Check as applicable:</i>		
<input type="checkbox"/> Traffic Related		
<input type="checkbox"/> Construction Related		
<i>Check one:</i>		
<input type="checkbox"/> Air Quality Report	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Technical Memorandum	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
	<input type="checkbox"/> FHWA	<input type="checkbox"/> Conformity Finding (23 USC 327 CEs, EAs, EISs)
	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Conformity Finding (23 USC 326 CEs)
	<input type="checkbox"/> Regional Agency	<input type="checkbox"/> PM10/PM2.5 Interagency Consultation
<input checked="" type="checkbox"/> Hazardous Materials/ Hazardous Waste		
<i>Check as applicable:</i>		
<input type="checkbox"/> Initial Site Assessment (Phase 1)	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Preliminary Site Assessment (Phase 2)	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input checked="" type="checkbox"/> Discussion in ED Only	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval
	<input type="checkbox"/> Cal EPA DTSC	<input type="checkbox"/> Review Database
	<input type="checkbox"/> Local Agency	<input type="checkbox"/> Review Database
<input type="checkbox"/> Water Quality/Resources		
<i>Check as applicable:</i>		
<input type="checkbox"/> Water Quality Assess. Report	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Technical Memorandum	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Sole-Source Aquifer (Districts 5, 6 and 11)		
	<input type="checkbox"/> EPA (S.F. Regional Office)	<input type="checkbox"/> Approval of Analysis in ED
<input type="checkbox"/> Coastal Zone		
	<input type="checkbox"/> CCC	<input type="checkbox"/> Coastal Zone Consistency Determination

MABS
 10/19/2015

Yellow Traffic Stripe SSP only

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
<input type="checkbox"/> Floodplain		
<i>Check as applicable:</i>		
<input type="checkbox"/> Location Hydraulic Study	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Floodplain Evaluation Report	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Summary Floodplain Encroachment Report	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Only Practicable Alternative Finding
	<input type="checkbox"/> FHWA	<input type="checkbox"/> Approves significant encroachments and concurs in Only Practicable Alternative Findings
<input type="checkbox"/> Wild and Scenic Rivers		
	<input type="checkbox"/> River Managing Agency	<input type="checkbox"/> Wild and Scenic Rivers Determination
<input type="checkbox"/> Biological Resources		
<i>Check as applicable:</i>		
<input type="checkbox"/> NES, Minimal Impact	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> NES		
<input type="checkbox"/> BA	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approves for Consultation
	<input type="checkbox"/> USFWS	<input type="checkbox"/> Section 7 Informal/Formal Consultation
	<input type="checkbox"/> NOAA Fisheries	
<input type="checkbox"/> EFH Evaluation	<input type="checkbox"/> NOAA Fisheries	<input type="checkbox"/> MSA Consultation
<input type="checkbox"/> Bio-Acoustic Evaluation	<input type="checkbox"/> NOAA Fisheries	<input type="checkbox"/> Approval
<input checked="" type="checkbox"/> Technical Memorandum	<input checked="" type="checkbox"/> Caltrans	<input checked="" type="checkbox"/> Approval
<input type="checkbox"/> Wetlands		
<i>Check as applicable:</i>		
<input type="checkbox"/> WD and Assessment	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
	<input type="checkbox"/> ACOE	<input type="checkbox"/> Wetland Verification
	<input type="checkbox"/> NRCS	<input type="checkbox"/> Agricultural Wetland Verification
	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Wetlands Only Practicable Alternative Finding
<input type="checkbox"/> Invasive Plants		
<input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Section 4(f)		
<i>Check as applicable:</i>		
	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Determine Temporary Occupancy
<input type="checkbox"/> De minimis	<input type="checkbox"/> Caltrans	<input type="checkbox"/> De minimis finding
<input type="checkbox"/> Programmatic 4(f) Evaluation Type: _____	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
<input type="checkbox"/> Individual 4(f) Evaluation	<input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval
	<input type="checkbox"/> Agency with Jurisdiction	
	<input type="checkbox"/> SHPO	
	<input type="checkbox"/> DOI	
	<input type="checkbox"/> HUD	
	<input type="checkbox"/> USDA	

10/19/15

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
<input type="checkbox"/> Section 6(f)	<input type="checkbox"/> Agency with Jurisdiction <input type="checkbox"/> NPS	<input type="checkbox"/> Determines Consistency with Long-Term Management Plan
	<input type="checkbox"/> NPS	<input type="checkbox"/> Approves Conversion
<input type="checkbox"/> Visual Resources <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Minor VIA <input type="checkbox"/> Moderate VIA <input type="checkbox"/> Advance/Complex VIA	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval
<input type="checkbox"/> Relocation Impacts <i>Check one:</i> <input type="checkbox"/> Relocation Impact Memo <input type="checkbox"/> Relocation Impact Study <input type="checkbox"/> Relocation Impact Report	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval
<input type="checkbox"/> Land Use and Community Impacts <i>Check one:</i> <input type="checkbox"/> CIA <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval
<input type="checkbox"/> Construction/Encroachment on State Lands <i>Check as applicable:</i> <input type="checkbox"/> SLC Jurisdiction <input type="checkbox"/> Caltrans Jurisdiction <input type="checkbox"/> SP Jurisdiction	<input type="checkbox"/> SLC <input type="checkbox"/> Caltrans <input type="checkbox"/> SP	<input type="checkbox"/> SLC Lease <input type="checkbox"/> Encroachment Permit <input type="checkbox"/> Encroachment Permit
<input type="checkbox"/> Construction/Encroachment on Federal Lands	<input type="checkbox"/> Federal Agency with Jurisdiction	<input type="checkbox"/> Encroachment Permit
<input type="checkbox"/> Construction/Encroachment On Indian Trust Lands	<input type="checkbox"/> Bureau of Indian Affairs	<input type="checkbox"/> Right of Way Permit
<input type="checkbox"/> Farmlands <i>Check one:</i> <input type="checkbox"/> CIA <input type="checkbox"/> Technical Memorandum <input type="checkbox"/> Discussion in ED Only	<input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans <input type="checkbox"/> Caltrans	<input type="checkbox"/> Approval <input type="checkbox"/> Approval <input type="checkbox"/> Approval
<i>Check as applicable:</i> <input type="checkbox"/> Form AD 1006 <input type="checkbox"/> Conversion to Non-Agri Use	<input type="checkbox"/> NRCS <input type="checkbox"/> CDOC <input type="checkbox"/> ACOE	<input type="checkbox"/> Approves Conversion <input type="checkbox"/> Approves Conversion

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/ Approvals
<p><input type="checkbox"/> Cultural Resources (PQS completes this section) <i>Check as applicable:</i></p> <p><i>10/19/13</i></p> <p><input type="checkbox"/> APE Map</p> <p><input type="checkbox"/> HPSR <input type="checkbox"/> ASR <input type="checkbox"/> HRER</p> <p><input type="checkbox"/> Finding of Effect Report</p> <p><input type="checkbox"/> MOA</p>	<p><input checked="" type="checkbox"/> Caltrans PQS</p> <p><input type="checkbox"/> Caltrans PQS and DLAE</p> <p><input type="checkbox"/> Local Preservation Groups and/or Native American Tribes</p> <p><input type="checkbox"/> Caltrans</p> <p><input type="checkbox"/> Caltrans</p> <p><input type="checkbox"/> SHPO</p> <p><input type="checkbox"/> Caltrans</p> <p><input type="checkbox"/> SHPO</p> <p><input type="checkbox"/> ACHP (if requested)</p>	<p><input checked="" type="checkbox"/> Screened Undertaking</p> <p><input type="checkbox"/> Approves APE Map</p> <p><input type="checkbox"/> Provides Comments Regarding Concerns with Project</p> <p><input type="checkbox"/> Approves for Consultation</p> <p><input type="checkbox"/> Concurs on No Effect, No Adverse Effect with Standard Conditions</p> <p><input type="checkbox"/> Letter of Concurrence on Eligibility, No Adverse Effect without Standard</p> <p><input type="checkbox"/> Approves MOA</p> <p><input type="checkbox"/> Approves MOA</p> <p><input type="checkbox"/> Approves MOA</p>
<p><input type="checkbox"/> Permits Copies of permits and a list of mitigation commitments are mandatory submittals following NEPA approval.</p>	<p><input type="checkbox"/> ACOE</p> <p><input type="checkbox"/> ACOE</p> <p><input type="checkbox"/> Caltrans/ACOE/EPA</p> <p><input type="checkbox"/> USFWS</p> <p><input type="checkbox"/> NOAA Fisheries</p> <p><input type="checkbox"/> ACOE</p> <p><input type="checkbox"/> USCG</p> <p><input type="checkbox"/> RWQCB</p> <p><input type="checkbox"/> CDFG</p> <p><input type="checkbox"/> RWQCB</p> <p><input type="checkbox"/> CCC</p> <p><input type="checkbox"/> Local Agency</p> <p><input type="checkbox"/> BCDC</p>	<p><input type="checkbox"/> Section 404 Nationwide Permit</p> <p><input type="checkbox"/> Section 404 Individual Permit</p> <p><input type="checkbox"/> NEPA/404 Integration MOU</p> <p><input type="checkbox"/> Rivers and Harbors Act Section 10 Permit</p> <p><input type="checkbox"/> USCG Bridge Permit</p> <p><input type="checkbox"/> Section 401 Water Quality Certification</p> <p><input type="checkbox"/> Section 1602 Streambed Alteration Agreement</p> <p><input type="checkbox"/> NPDES Permit</p> <p><input type="checkbox"/> Coastal Zone Permit</p> <p><input type="checkbox"/> BCDC Permit</p>

Notes: Additional studies may be required for other federal agencies.

ACHP	=	Advisory Council on Historic Preservation	HRER	=	Historical Resources Evaluation Report
ACOE	=	U.S. Army Corps of Engineers	HUD	=	U.S. Housing and Urban Development
ADL	=	Aerially Deposited Lead	MOA	=	Memorandum of Agreement
APE	=	Area of Potential Effect	MSA	=	Magnuson-Stevens Fishery Conservation and Management Act
APN	=	Assessor Parcel Number	NEPA	=	National Environmental Policy Act
ASR	=	Archaeological Survey Report	NADR	=	Noise Abatement Decision Report
BA	=	Biological Assessment	NES	=	Natural Environment Study
BCDC	=	Bay Conservation and Development Commission	NHPA	=	National Historic Preservation Act
BE	=	Biological Evaluation	NOAA	=	National Oceanic and Atmospheric Administration
BO	=	Biological Opinion	NMFS	=	National Marine Fisheries Service
Cal EPA	=	California Environmental Protection Agency	NPDES	=	National Pollutant Discharge Elimination System
CCC	=	California Coastal Commission	NPS	=	National Park Service
CDFG	=	California Department of Fish and Game	NRCS	=	Natural Resources Conservation Service
CDOC	=	California Department of Conservation	PM10	=	Particulate Matter 10 Microns in Diameter or Less
CE	=	Categorical Exclusion	PM2.5	=	Particulate Matter 2.5 Microns in Diameter or Less
CIA	=	Community Impact Assessment	PMP	=	Project Management Plan
CWA	=	Clean Water Act	PQS	=	Professionally Qualified Staff
DLAE	=	District Local Assistance Engineer	ROD	=	Record of Decision
DOI	=	U.S. Department of Interior	RTIP	=	Regional Transportation Improvement Program
DTSC	=	Department of Toxic Substances Control	RTP	=	Regional Transportation Plan
EA	=	Environmental Assessment	RWQCB	=	Regional Water Quality Control Board
ED	=	Environmental Document	SER	=	Standard Environmental Reference
EFH	=	Essential Fish Habitat	SEP	=	Senior Environmental Planner
EIS	=	Environmental Impact Statement	SHPO	=	State Historic Preservation Officer
EPA	=	U.S. Environmental Protection Agency	SLC	=	State Lands Commission
FEMA	=	Federal Emergency Management Agency	SP	=	State Parks
FHWA	=	Federal Highway Administration	TIP	=	Transportation Improvement Program
FONSI	=	Finding of No Significant Impacted	USCG	=	U.S. Coast Guard
FTIP	=	Federal Transportation Improvement Program	USDA	=	U.S. Department of Agriculture
HPSR	=	Historic Property Survey Report	USFWS	=	U.S. Fish and Wildlife Service
			WD	=	Wetland Delineation

E. Preliminary Environmental Document Classification (NEPA)

Based on the evaluation of the project, the environmental document to be developed should be:

Check one:

- Environmental Impact Statement (*Note: Engagement with participating agencies in accordance with 23 USC 139 required*)
 - Compliance with 23 USC 139 regarding Participating Agencies required
- Complex Environmental Assessment
- Routine Environmental Assessment
- Categorical Exclusion without required technical studies.
- Categorical Exclusion with required technical studies

(if Categorical Exclusion is selected, check one of the following):

- Section 23 USC 326
 - 23 CFR 771 activity (c) (3) Construction of bicycle and pedestrian lanes, paths, and facilities
 - 23 CFR 771 activity (d) (_____)
 - Activity _____ listed in the Section 23 USC 326
- Section 23 USC 327

F. Public Availability and Public Hearing

Check as applicable:

- Not Required
- Notice of Availability of Environmental Document
- Public Meeting
- Notice of Opportunity for a Public Hearing
- Public Hearing Required

G. Signatures

Local Agency Staff and/or Consultant Signature



(Signature of Preparer)

09-02-15

(Date)

(916) 231-1265

(Telephone No.)

Steve Smith,
Project Manager
Environmental Science Associates (ESA)

(Name)

Local Agency Project Engineer Signature

This document was prepared under my supervision, according to the *Local Assistance Procedures Manual*, Exhibit 6-B, "Instructions for Completing the Preliminary Environmental Study Form."

(Signature of Local Agency)

(Date)

(530) 757-5686

(Telephone No.)

Caltrans District Professionally Qualified Staff (PQS) Signature

- Project does not meet definition of an "undertaking"; no further review is necessary under Section 106 ("No" Section A, #35).
- Project is limited to the type of activity listed in Attachment 2 of the Section 106 PA and based on the information provided in the PES Form, the project does not have the potential to affect historic properties ("No" Section A, #35).
- Project is limited to the type of activity listed in Attachment 2 of the Section 106 PA, but the following additional procedures or information is needed to determine the potential for effect ("To Be Determined" Section A, #35):
 - Records Search
 - _____
 - _____
 - _____
- Project meets the definition of an "undertaking"; all properties in the project area are exempt from evaluation per Attachment 4 of the Section 106 PA ("No" Section A, #35).
- The proposed undertaking is considered to have the potential to affect historic properties; further studies for 106 compliance are indicated in Sections B, C, and D of this PES Form ("Yes" Section A, #35).



(Signature of Professionally Qualified Staff)

10/19/15

(Date)

530-741-4538

(Telephone No.)

The following signatures are required for all CEs, routine and complex EAs, and EISs:

Caltrans District Senior Environmental Planner (or Designee) and DLAE Signatures

I have reviewed this Preliminary Environmental Study (PES) Form and determined that the submittal is complete and sufficient. I concur with the studies to be performed and the recommended NEPA Class of Action.



(Signature of Senior Environmental Planner or Designee)

10-19-15

(Date)

530-741-7113

(Telephone No.)

SUSAN D. BAUER

(Name)



(Signature of District Local Assistance Engineer or Designee)

10/1/2015

(Date)

(530) 741.4156

(Telephone No.)

Felicia Haslem

(Name)

HQ DEA Environmental Coordinator concurrence _____ . Email concurrence attached.
(date)

Preliminary Environmental Investigation
Notes to Support the Conclusions of the PES Form
(May Also Include Continuation of Detailed Project Description)

Preliminary Design Information Notes:

Ramp or Street Closure: The project will involve the use of a temporary road, detour, or ramp closure. Any temporary closures or detours due to project actions will be staggered as to not greatly impact the level of service on Mace Boulevard and surrounding streets. If work is being done on one side, the other side will be open traffic control allowing traffic movement in both directions.

Ground Disturbance: The project will involve ground disturbance in the form of excavation (below).

Excavation (1 ft): The project will involve excavation with a maximum depth of one foot, in order to replace segments of the sidewalk.

Drainage and Culverts: The project will involve drainage improvements, as the drain inlets will be adjusted at conflict points with the new ADA compliant curb ramps.

Demolition: The project may involve demolition of the current road in order to rehabilitate and improve conditions. All demolition material will be disposed of in a manner that is compliant with the City's regulations on construction and demolition debris.

Temporary Access Roads and Detours: The project will involve the use of a temporary road, detour, or ramp closure. Any temporary closures or detours due to project actions will be staggered as to not greatly impact the level of service on Mace Boulevard and surrounding streets. If work is being done on one side, the other side will be open traffic control allowing traffic movement in both directions.

Brief Explanation of How Project Complies, or Will Comply with Applicable Federal Mandate (Part A):

1. The purpose of the project is to improve pedestrian and bicycle safety along Mace Boulevard by decreasing the number of vehicle lanes, adding buffered bike lanes, adding a cycle track, installing signals, modifying the intersection at Cowell Boulevard, and resurfacing and restriping Mace Boulevard. No future construction is required, planned, or anticipated to fully utilize the design capacity.
2. The City of Davis has conducted outreach regarding how to increase non-motorized trips to Pioneer Elementary, and several members of the public cited safety concerns as the barrier to pedestrian and bicycle trips in the Mace Boulevard area. Given this response, no public controversy is anticipated.
3. The project is not a type 1 project as defined in 23 CFR 772.5(h); "construction on new location or the physical alteration of an existing highway, which significantly changes the horizontal or vertical alignment or increases the number of through-traffic lanes." The project is repaving existing streets within the City in order to accommodate an increased amount of bike travel. There will be no significant changes to the horizontal or vertical alignment and no increase in the number of through-traffic lanes.
4. This project is not anticipated to generate adverse construction related noise, such as pile driving. Construction will be limited to the hours between 7:00am and 7:00pm on weekdays, and follow the other construction noise related provisions per City of Davis municipal code "24.02.040 Special provisions." Large equipment may include excavators, compactors, grinding machines, backhoes, and bobcats.
5. The project is located in Yolo County, which is in non-attainment under the NAAQS for ozone and PM2.5 (parts of Yolo County). <http://www.dot.ca.gov/hq/env/air/pages/confable.htm>
6. Based on a review of the conformity requirements, the project is exempt from the requirement that a conformity determination be made under 40 CFR 93.126 because the project considered is considered exempt under the Table 2 Air Quality category as "Bicycle and pedestrian facilities; Pavement resurfacing and/or rehabilitation; Safety improvements.

7. Per 40 CFR 93.126, projects types listed in Table 2 of that section are exempt from the requirement to determine conformity. Such projects may proceed toward implementation regardless of regional conformity; "Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP." Additional information is available on the Caltrans Transportation Air Quality Conformity Findings Checklist (See Attachment B).
8. Because project is exempt under 40 CFR 93.126 Table 2, this question can be skipped.
9. The project location and surrounding area were reviewed at geotracker.waterboards.ca.gov. The closest site shown in the Geotracker (accessed on August 11, 2015) database is the BP (formerly Exxon) gas station, a leaking underground storage tank (LUST) site that has been completed and is a closed case. The BP site is located approximately 500 feet north of Cowell Boulevard along Mace Boulevard. Furthermore, there are no signs on the project site of past or present hazardous materials or waste. Additionally, there is no anticipated presence of ADL in the area as there was not a high enough volume of traffic in the project area from ADL emitting vehicles. If the paint on the roads must be removed, there is a risk of thermoplastic residue. However, if the contractor is required to follow a measure similar to Caltrans 2010 Standard Special Provision 15-2.02C(2) regarding the removal of traffic stripes and pavement markings that contain lead, any potential impact would be minimized (See Attachment C).
10. The project site is completely developed and all construction and staging would occur within previously developed areas. The original alignment of Putah Creek ends near Mace Boulevard between San Marino Drive and Blue Oak Place. During the 1800s, Putah Creek was redirected and realigned to avoid flooding in Davis (http://www.putahcreekcouncil.org/ebook/jhtml/jbook_17.html?20). The current active creek alignment flows south of the City of Davis. The original alignment near the project site is now a parkway with an adjacent bike path. Because there is no water flowing in the original alignment, water resources would not be affected by the proposed improvements to Mace Boulevard.
11. Based on a search for sole source aquifers in California on August 11, 2015, using a U.S. EPA Region 9 map of the sole source aquifers in the region, no sole source aquifers are located in the project area.
12. Based on Google Earth images of the project area, the project is not located within the State Coastal Zone, San Francisco Bay, or Suisun Marsh.
13. The project site is within 'Zone X,' an area determined to be outside the 0.2% annual chance floodplain (See Attachment D). The Putah Creek Parkway, which is located just west of Mace Boulevard between San Marino Drive and Blue Oak Place, is designated as 'Zone A,' a special flood hazard area with no base flood elevation determination. As discussed in the response to item 10 above, the Putah Creek Parkway in this area is historically dry.
14. Based on the location of the project and Google Earth images of the project area, there are no Wild or Scenic River Systems in the area that may be potentially affected. The nearest Wild and Scenic River is the lower American River, located more than 10 miles east of the project site. The list of Nationally Designated Rivers, which was found on the National Wild and Scenic Rivers System website, was compared to the bodies of water in the area to ensure there are none located in the project area.
15. A map depicting California Natural Diversity Database (CNDDDB) information was created (See Attachment E) and 19 species were discovered. The list of species found within 3 miles of the project area includes heartscale, alkali milk-vetch, San Joaquin spearscale, brittle scale, white tail kite, American badger, Antioch multilid wasp, Ferris' milk vetch, Sacramento Valley tiger beetle, silver hair bat, tricolored blackbird, vernal pool tadpole shrimp, valley elderberry longhorn beetle, pallid bat, hoary pat, California linderiella, giant garter snake, Swainson's hawk, and burrowing owl. In the project area specifically there are both Swainson's hawks and burrowing owls. There are also annual grasslands, croplands, wetlands, oak woodlands, valley foothill riparian, urban and water habitat types within 3-miles of the project location. Given the disturbed urban character of the project area, there is a low potential for federally listed threatened or endangered species or their critical habitat to occur within or adjacent to the construction area.
16. The project is located in a developed urban area and contains large trees that could support nesting birds and roosting bats. Implementation of the project would not involve the removal of trees and other of vegetation.

17. The project site primarily consists of paved roadway, roadway shoulder, and adjacent residential developed lots. The project will not require additional right of way acquisition because all project activities will take place on existing roadways. Because no new land will be impacted by the project, there is no likelihood for the occurrence of new wetlands in the project area.
18. Agricultural uses are not located within or adjacent to the project site. Therefore, agricultural wetlands would not be affected by the project.
19. The project would not introduce invasive species to the area. The project would comply with the Executive Order on Invasive Species, EO 13112. In areas of particular sensitivity, extra precautions will be taken if invasive species are found in or adjacent to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur.
20. Based on a search of schools directly in the project area, it was determined that there is one public school in the vicinity of the project location. The Pioneer Elementary School office was contacted to find out whether the school is open to the public after hours and it was determined that the school's playground is not open after school hours.

Based on a search of parks directly in the project area, it was determined that there is one City park in the vicinity of the project area, Pioneer Park, which is open at all hours. The park is located next to Pioneer Elementary School.

A gravel recreational trail along the Putah Creek Parkway outlets onto Mace Boulevard just south of San Marino Drive (See Project Description Figure 1-2). Construction activities in this area will be pavement rehabilitation and striping and will not impact the trail or access to the trail.

A cultural resource search for potential sites and resources in the project area was conducted at the North West Information Center on March 11, 2015. It was found that there are no archaeological sites in the APE or within 1 mile of the project location. There are two resources in the vicinity that are not in the immediate APE: a railroad by Interstate 80 and a grove of oak trees at the golf course. These resources will not be impacted by the project activities. There are older houses to the south of the project location, but they are not located within the APE. Studies have been conducted in the area, but there have been no findings. The project is anticipated to be a screened undertaking per the Caltrans PA.

Because the project is taking place on existing roads there would not be any actual "use" (either permanently or temporarily) of the parks or schools in the area or eligible historic resources found outside the area. Lastly, as a bicycle facility, no proximity impacts, such as visual, noise, or air quality, are expected such that proximity impacts would rise to the level of substantial impairment. Additional information from the March 11, 2015 North West

21. No Land and Water Conservation Fund Act (Section 6[f]) properties are located in the project area (per the LWCF website (<http://waso-lwcf.nrc.nps.gov/public/index.cfm>), accessed 03/24/15).
22. This project is not changing any characteristics that would have the potential to affect any visual or scenic resources, as it is only rehabilitating the Mace Boulevard corridor, modifying the Mace Boulevard and Cowell Boulevard intersection, adding cycle tracks to the east side of Mace Boulevard, and adding signal control to San Marino Drive. The new bike lanes will be painted green, with additional protection for bicycles using the cycle tracks.
23. The project will not require the relocation or residential or business properties as the project activities will take place on existing roadways.
24. The project will not require any right of way, including partial or full takes because the project activities only include existing roads.
25. The project implements Policy TRANS-2.1 of the City of Davis General Plan Transportation Element, which directs the City to provide "Complete Streets" to meet the needs of drivers, public transportation vehicles and riders, bicyclists, and pedestrians of all ages and abilities.
26. The project involves work completely within the existing roadway alignment, with the primary goal of increasing safety for bicyclists and pedestrian to encourage increased non-motorized use. Therefore, the project would not divide or disrupt neighborhoods or communities.

27. It is anticipated that this project does not have the potential to disproportionately affect low-income and minority populations because the project activities are on current roads, not creating or removing roads. The bike lanes will be available to all and benefit all income levels. According to the Federal Financial Institutions Examination Council, the two census tracts for the project site are both upper income with 33-38% minority population. For all tracts within the City of Davis, minority population ranges from a low of 25.48% to a high of 65.3%. Because the two tracts covering the project site are both upper income and do not have a disproportionate number of minorities, the project is not anticipated to disproportionately impact minority or low-income populations (See Attachment F). Additionally, the project is not located within a half mile of a SACOG Environmental Justice designated area and the project does not have to fulfill SACOG's environmental justice requirements.
28. The project will not require the relocation of public utilities because the project is on existing roadways and there will be minimal disturbance consisting of the installation of the cycle tracks. However, maintenance holes within the roadway will be adjusted to grade.
29. During construction, access to some properties and roadways will be affected. However, any disturbance due to project actions will be staggered. If work is being done on one side, the other side will be open traffic control allowing traffic movement in both directions.
30. Mace Boulevard is not part of the State Highway System (SHS). The nearest highway is Interstate 80, located approximately one-quarter mile north of the intersection of Mace Boulevard and Cowell Boulevard. Project activities would not impact I-80 or access control to the SHS.
31. The project will involve the use of a temporary road, detour, or ramp closure. Any temporary closures or detours due to project actions will be staggered as to not greatly impact the level of service on Mace Boulevard and surrounding streets. If work is being done on one side, the other side will be open traffic control allowing traffic movement in both directions.
32. During the construction of the project, on street parking will be restricted on the west side of Mace Boulevard. After the project is completed, on street parking will resume. There will not be decreased parking for residents in the area after the project is complete.
33. Based on the project plan and search on the Bureau of Land Management website, the project construction will not encroach on state or federal lands.
34. None of the land within the project area of work is farmland or used for agricultural purposes. Therefore, no conversion or impact would occur.
35. Caltrans to complete.
36. Based off a search of federally recognized tribes on August 12, 2015 on the Bureau of Indian Affairs website on tribes, there are no tribal lands in the project area.

Updated: 05/15/08

Attachment A
Project Description

Mace Boulevard Complete Street Project Description

1.1. Project Background

The City of Davis within Yolo County, California proposes to rehabilitate and upgrade an approximately one-half mile stretch of Mace Boulevard between Cowell Boulevard and Blue Oak Place to improve safety for non-motorized users with the goal of increasing pedestrian and bicycle usage. In particular, the City of Davis would like to increase walking and bicycling trips to Pioneer Elementary School.

Pioneer Elementary School is located in the El Macero neighborhood east of Mace Boulevard. This neighborhood was established prior to the rest of south Davis. Bicycle connectivity in this area is deficient, with only two entrances for all traffic onto Mace Boulevard and no surrounding bike paths connecting with adjacent neighborhoods. Mace Boulevard provides access to the El Macero Shopping Center, restaurants, and schools. However, the arterial is wide with basic bike lanes and sidewalks that deter families, as well as other residents, from walking or biking along the corridor (**Figure 1-1**).

1.2 Project Purpose and Need

The primary purpose of the Mace Boulevard Complete Street Project (proposed project) is to increase bicycling and walking to Pioneer Elementary School, which has the highest percentage of students driven to school in the Davis Joint Unified School District at 80 percent. A 2013 Safe Routes to School audit determined that a perceived lack of safety when traveling on or crossing Mace Boulevard is a major barrier to parents allowing their children to walk or bike to school. Furthermore, an open house for this project held in June 2013 revealed that neighborhood residents would walk or bike on Mace Boulevard if speed concerns were addressed and bicycle comfort and safety were improved.

Additionally, the project aims to rehabilitate the street deterioration which has occurred and encourage non-motorized transportation along the corridor and between neighborhoods east and west of Mace Boulevard, not limited to the increasing the trips to and from Pioneer Elementary School.

1.3 Project Description

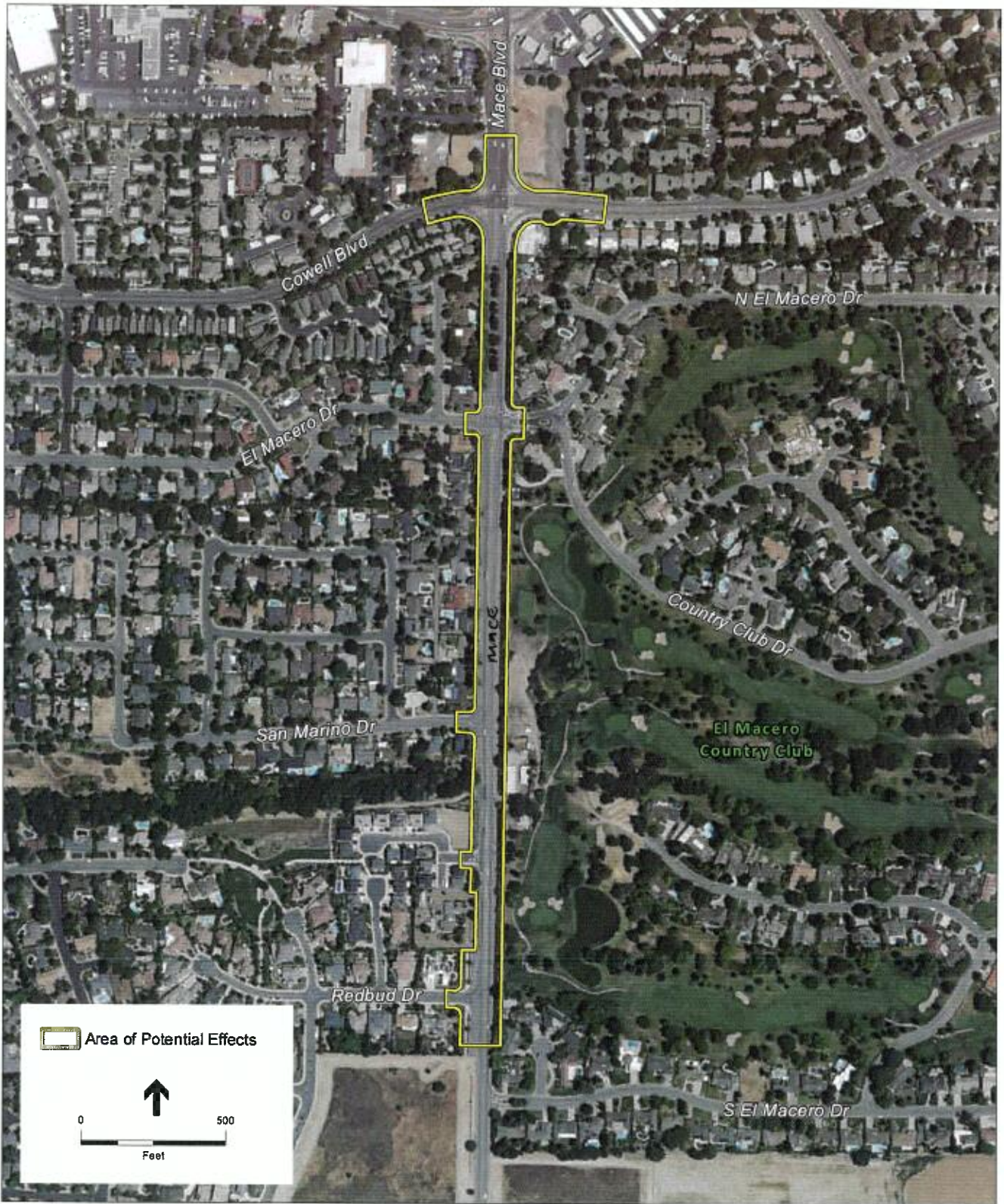
1.3.1 Project Location

The proposed project is located on Mace Boulevard between Cowell Boulevard and Blue Oak Place in the City of Davis within Yolo County, California (**Figure 1-1**). The project site includes the existing roadway, adjacent sidewalks, and construction staging areas (**Figure 1-2**).



SOURCE: City of Davis Geographic Information System

Mace Boulevard Complete Streets Project . 140865
Figure 1-1
 Regional Location



SOURCE: Microsoft, 2010; Mark Thomas and Company, 2015; ESA, 2015

Mace Boulevard Complete Streets Project . 140865

Figure 1-2
Area of Potential Effects

Mace Boulevard is a four-lane major arterial that runs north-south and is located in the eastern side of the city. Mace Boulevard provides a linkage between areas north and south of Interstate 80. The half mile stretch of Mace Boulevard between Cowell Boulevard and Blue Oak Place, where the project will take place, includes four vehicle lanes with a center median with turn pockets. This section of Mace Boulevard includes sidewalks and bicycle lanes on both sides of the street.

1.3.2 Project Elements

The project footprint is depicted on **Figure 1-3**. Specific project elements are described below.

Roadway Rehabilitation

The entire Mace Boulevard corridor between Cowell Boulevard and Blue Oak Place will be rehabilitated. Key activities will include repair of broken sidewalks, roadway resurfacing and restriping, and construction of Americans with Disabilities Act (ADA)-compliant curb ramps at all intersection corners. Additionally, Mace Boulevard in the project site will be reduced to two vehicular lanes to allow for turn lanes and buffered bicycle lanes.

Mace Boulevard and Cowell Boulevard Intersection

The intersection of Mace Boulevard and Cowell Boulevard will be modified to improve pedestrian and bicycle safety. Specific activities include removal of free-right turn lanes, creation of free-right bicycle channels, installation of bike boxes, and extension of pedestrian refuge islands.

Bicycle Lanes

The stretch of Mace Boulevard between Cowell Boulevard and San Marino Drive will be modified to include buffered bicycle lanes on the west side of Mace Boulevard and a two-way cycle track on the east side. Should the cycle track be determined to be infeasible, buffered bicycle lanes will be added.

Signal Control at San Marino Drive

The intersection of Mace Boulevard and San Marino Drive has been identified as a key crossing point. To increase safety at this crossing, the proposed project would install a high-intensity activated crosswalk signal (HAWK signal) at San Marino Drive. The HAWK signal would be activated by pedestrians or bicyclists.

1.3.3 Utilities

For this project there will be no relocation of utilities. However, maintenance holes on Mace Boulevard within the roadway will be adjusted to grade. If necessary, coordination activities between the City and affected utility service provider will take place.

1.3.4 Project Construction

Project construction will take place from February to October 2016, approximately forty weeks. The project will take place in two phases: 1) concrete and flatwork 2) paving and striping. The phasing will allow for increased use by pedestrians and the disabled while the bicycling improvements are made.

There will be no site preparation activities, such as demolition or vegetation and tree removal, needed for this project.

Additionally, there will be no cut and fill activities because all work will be taking place on the existing roadway. There will be excavation in order to replace segments of the sidewalk, which could be a maximum of one foot deep.

All off haul and disposal of waste material will be disposed of in a manner that ensures the City's construction and demolition requirements are fulfilled.

There will be drainage improvements, as the drain inlets will be adjusted at conflict points with the new ADA compliant curb ramps.

During the time of construction, there are plans for lane closure but access to connected roadways and homes will be maintained during construction. There is currently no designated staging area for the necessary equipment; however, if the equipment needs to be stored the contractor will be allowed to close an outside lane during construction for staging purposes. Additionally, parking will be restricted during the installation of the bike lanes on the west side of Mace Boulevard. Construction activities in the area of the recreational trail to the north of Blue Oak Place will include pavement rehabilitation and striping, which will not impact access to the trail or the trail itself.

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

03-YOL-City of Davis	STPL 5238 (061)
Dist.-Co.-Rte. (or Local Agency) P.M./P.M. E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.
PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)	
<p>The City of Davis (City), in conjunction with the California Department of Transportation (Caltrans), is proposing to rehabilitate and upgrade an approximately one-half mile stretch of Mace Boulevard between Cowell Boulevard and Blue Oak Place to improve safety for non-motorized users with the goal of increasing pedestrian and bicycle usage. The entire Mace Boulevard corridor between Cowell Boulevard and Blue Oak Place will be rehabilitated. Key activities will include repair of broken sidewalks, roadway resurfacing and restriping, and construction of Americans with Disabilities Act (ADA) compliant curb ramps at all intersections.</p>	
CEQA COMPLIANCE (for State Projects only)	
Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):	
<ul style="list-style-type: none"> • If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law. • There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time. • There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances. • This project does not damage a scenic resource within an officially designated state scenic highway. • This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List"). • This project does not cause a substantial adverse change in the significance of a historical resource. 	
CALTRANS CEQA DETERMINATION (Check one)	
<input type="checkbox"/> Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)	
Based on an examination of this proposal, supporting information, and the above statements, the project is:	
<input type="checkbox"/> Categorically Exempt Class _____, (PRC 21084; 14 CCR 15300 et seq.)	
<input type="checkbox"/> Categorically Exempt General Rule exemption. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b](3).)]	
_____	_____
Print Name: Environmental Branch Chief	Print Name: Project Manager/DLA Engineer
_____	_____
Signature	Date
_____	_____
Signature	Date
NEPA COMPLIANCE	
In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:	
<ul style="list-style-type: none"> • does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and • has considered unusual circumstances pursuant to 23 CFR 771.117(b). 	
CALTRANS NEPA DETERMINATION (Check one)	
<input checked="" type="checkbox"/> 23 USC 326: The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated June 07, 2013, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:	
<input checked="" type="checkbox"/> 23 CFR 771.117(c): activity (c)(3) <input type="checkbox"/> 23 CFR 771.117(d): activity (d)() <input type="checkbox"/> Activity _____ listed in Appendix A of the MOU between FHWA and the State	
<input type="checkbox"/> 23 USC 327: Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under 23 USC 327.	
Susan D. Bauer	Felicia Haslem
Print Name: Environmental Branch Chief	Print Name: Project Manager/DLA Engineer
<i>Susan D. Bauer</i>	<i>Darlene Wulff</i>
Signature	Signature
3-21-16	3/21/16
Date	Date
Date of Categorical Exclusion Checklist completion: 3/18/16 Date of ECR or equivalent : N/A	

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

03-YOL-City of Davis

STPL 5238 (061)

Dist.-Co.-Rte. (or Local Agency)

P.M./P.M.

E.A/Project No.

Federal-Aid Project No. (Local Project)/Project No.

Continued from page 1:

Mace Boulevard and Cowell Boulevard Intersection: The intersection of Mace Boulevard and Cowell Boulevard will be modified to improve pedestrian and bicycle safety. Specific activities include removal of free-right turn lanes, creation of free-right bicycle channels, installation of bike boxes, and extension of pedestrian refuge islands.

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Signal Control at San Marino Drive: The intersection of Mace Boulevard and San Marino Drive has been identified as a key crossing point. To increase safety at this crossing, the proposed project would install a high-intensity activated crosswalk signal (HAWK signal) at San Marino Drive. The HAWK signal would be activated by pedestrians or bicyclists.

Purpose and Need:

- The primary purpose of the Mace Boulevard Complete Street Project is to increase bicycling and walking to Pioneer Elementary School. Additionally, the project aims to rehabilitate the street deterioration which has occurred and encourage non-motorized transportation along the corridor and between neighborhoods.

Utilities and Right of Way:

- There will be no relocation of utilities, however, maintenance holes on Mace Boulevard within the roadway will be adjusted to grade. No right of way acquisition and all work will occur on the existing roadway.

Air Quality and Noise:

- The contractor will be required to be knowledgeable of, and in compliance with, any local noise ordinances and air quality standards since the proposed project may result in the generation of short-term construction-related air emissions, including fugitive dust and exhaust emissions from construction equipment. Fugitive dust, sometimes referred to as windblown dust or PM10, will be the primary short-term construction impact, which may be generated during excavation, grading and hauling activities. However, both fugitive dust and construction equipment exhaust emissions will be temporary and transitory in nature. Standard BMPs to contain fugitive dust should effectively reduce and control emission impacts during construction. The contractor is required to comply with all pertinent rules, regulations, ordinances, and statutes of the local air district.

Hazardous Waste:

- Lead Based Paint may be encountered during demolition, and notification and compliance with Title 8, California Code of Regulations, Section 1532.1 will be required for LBP. It is recommended that contract requirements include a project-specific Lead Compliance Plan including Lead Awareness Training. The contractor should be knowledgeable of and comply with all pertinent rules, regulations, ordinances, and statutes for the removal, storage, and disposal of hazardous waste or hazardous material.
- National Emission Standards for Hazardous Air Pollutants (NESHAPs) are stationary source standards for hazardous air pollutants. Hazardous air pollutants (HAPs) are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental effects. NESHAPs are found in 40 CFR Part 61 and 40 CFR Part 63. The NESHAPs are delegated to the states but both EPA and the states implement and enforce these standards.

Permits:

The local agency will be responsible for obtaining all required permits from regulatory agencies and forwarding copies of approved permits to Caltrans, Office of Environmental Management, District 3.