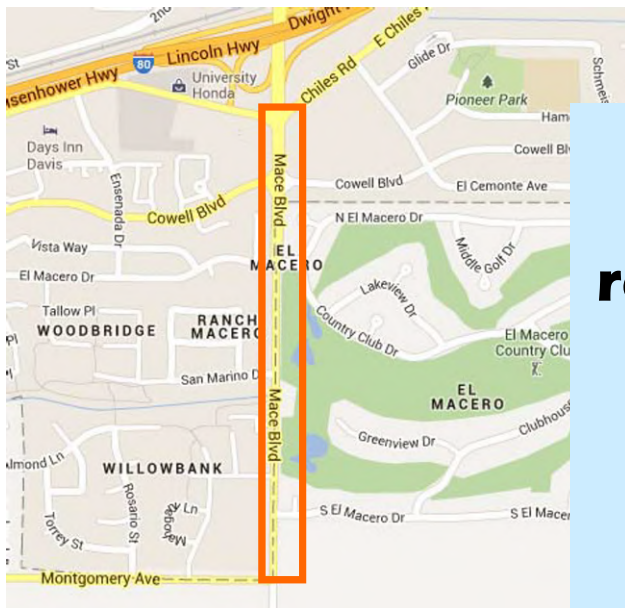


# Mace Blvd. Corridor Improvements

## Open House

*When:* **Thursday, June 20<sup>th</sup>  
7:00pm – 8:30pm**

*Where:* **Pioneer  
Elementary School,  
Multi-Purpose Room**



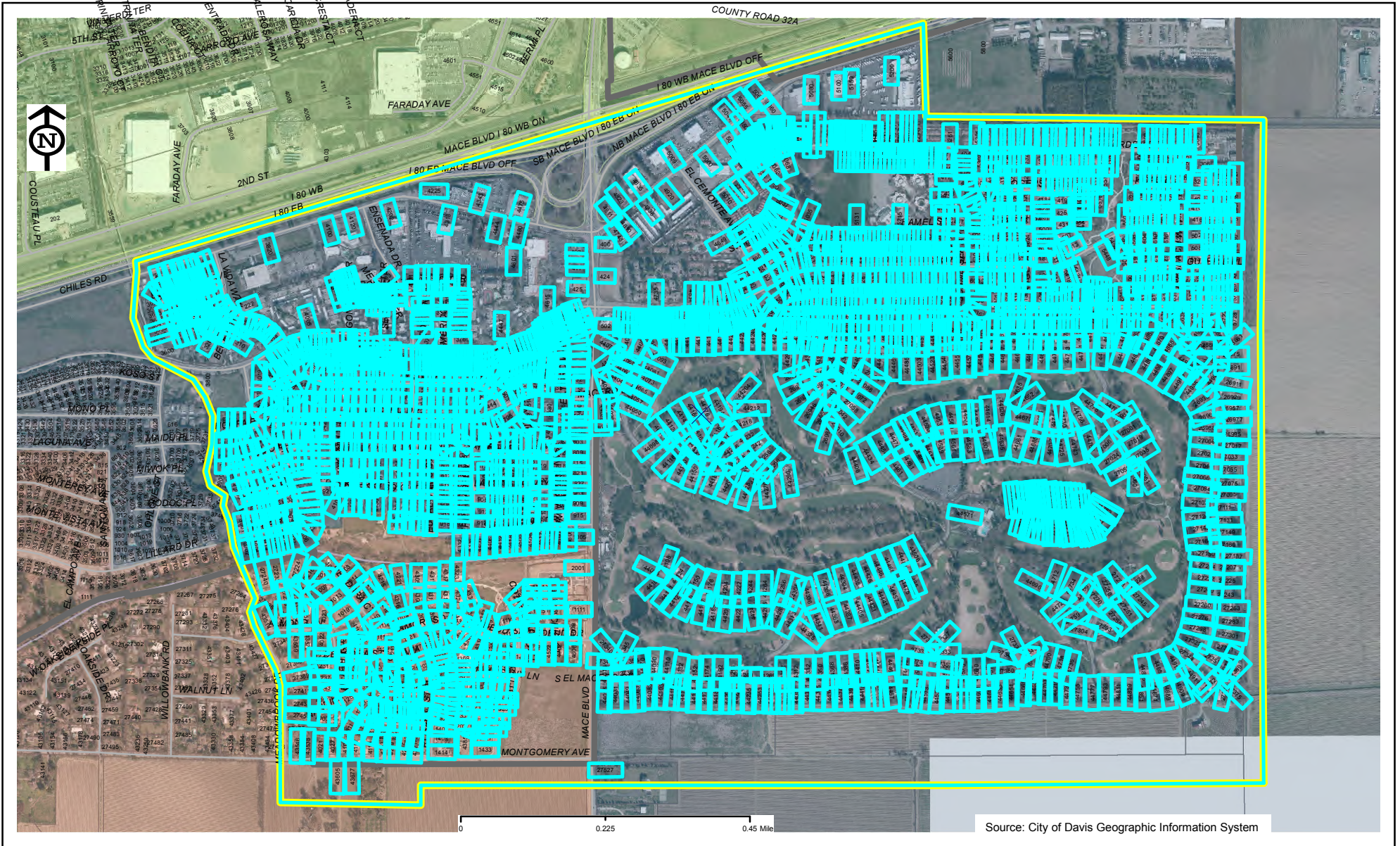
**The City is proposing to seek grant funding to resurface Mace Boulevard from Chiles Road to Montgomery Avenue. The grant will also fund improvements to increase the safety and comfort of all users, including schoolchildren, bicyclists, and pedestrians.**

***Come learn about the proposed changes and share your thoughts!***



Contact Brian Abbanat, Transportation Planner  
at: [babbbanat@cityofdavis.org](mailto:babbbanat@cityofdavis.org) or 757-5610 x7301.

# Mace Blvd Flyer Distribution Boundary



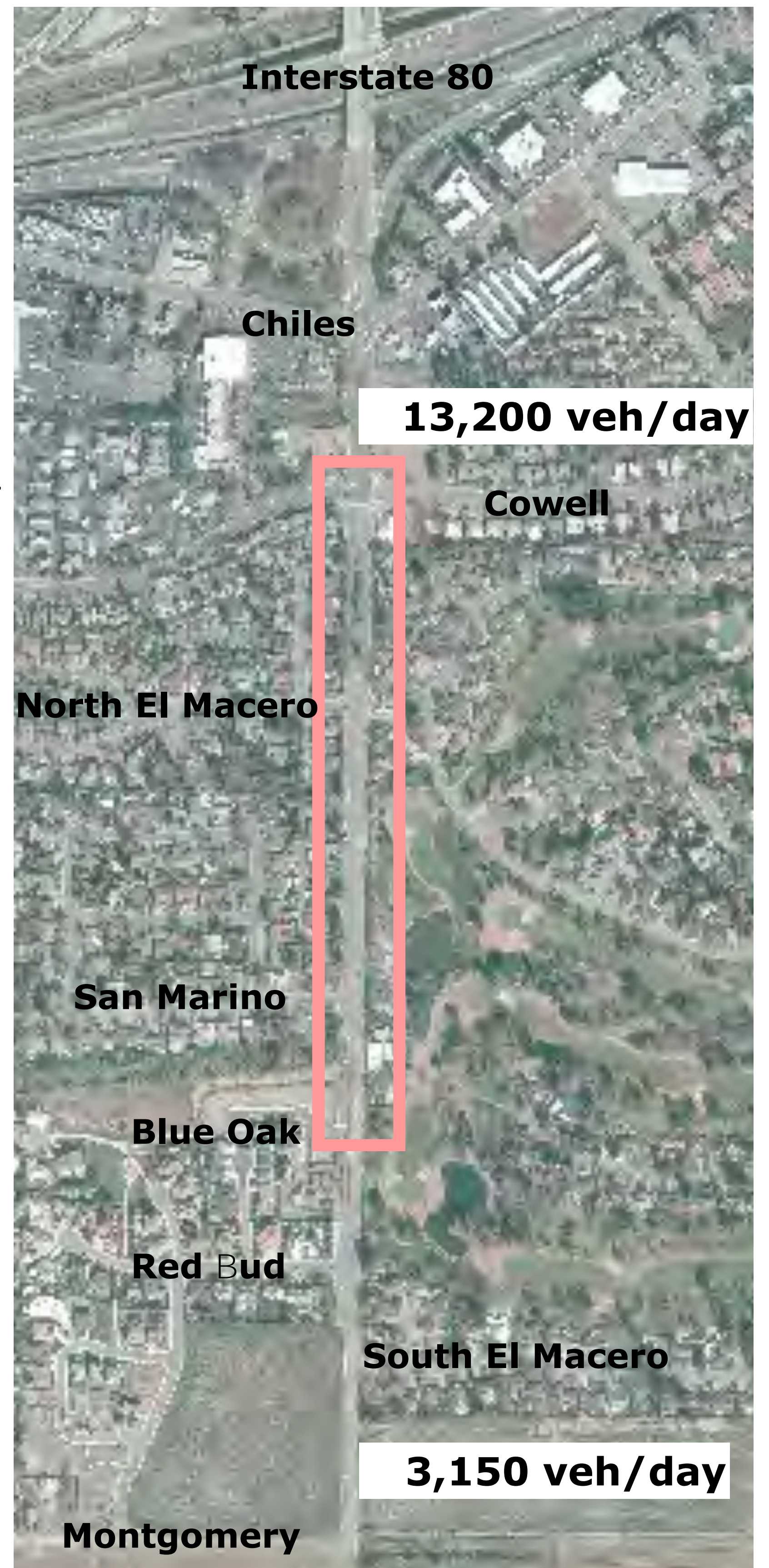


# Background

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



**4-lane arterial capacity = >32,000**

**2-lane arterial capacity = >15,000**

## 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.



# The Corridor Now

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.





# Purpose & Need

## 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.



Potholes and cracking on Mace Blvd.

## 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.



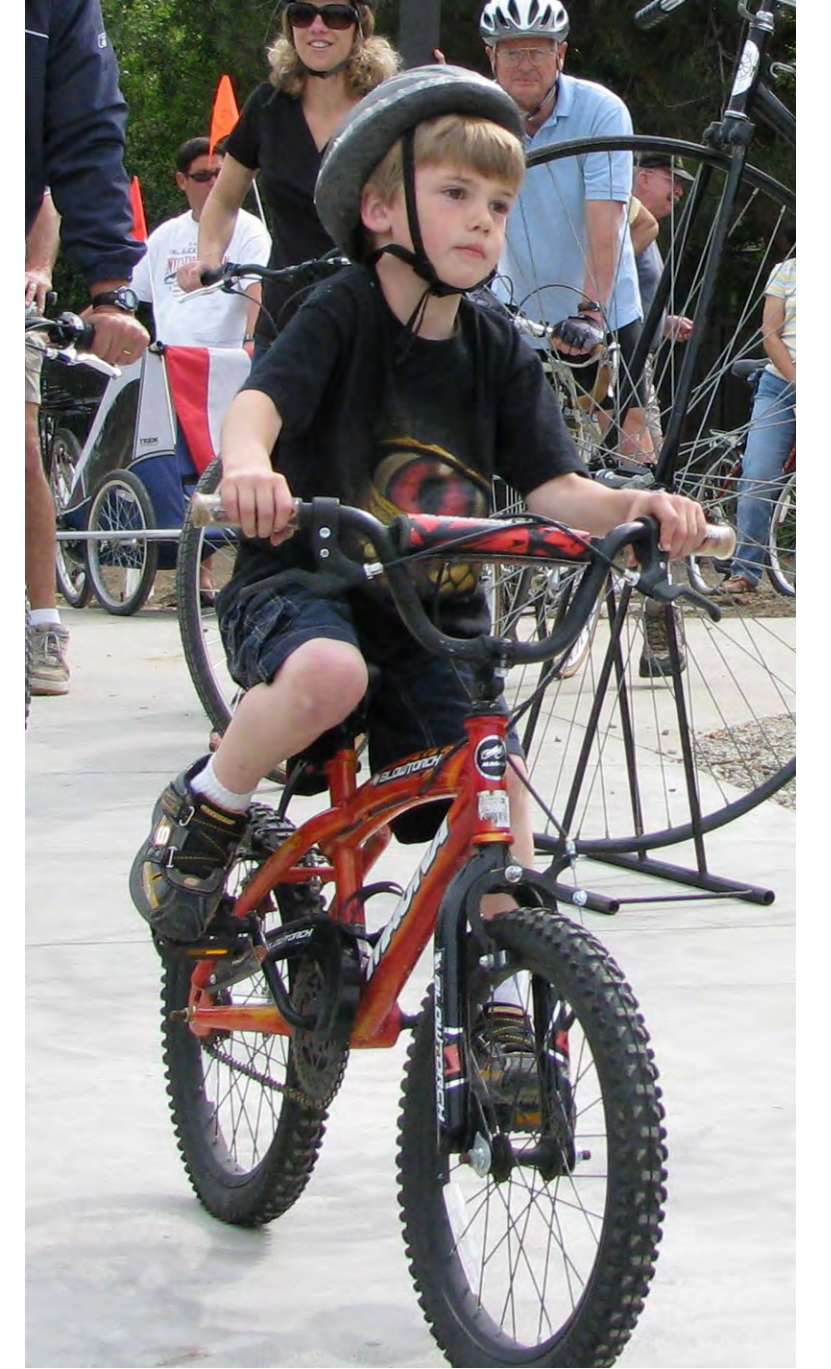
Agricultural Truck and Cyclist at Intersection of Mace & N. El Macero



# Purpose & Need

## Safe Routes to School Audits

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.

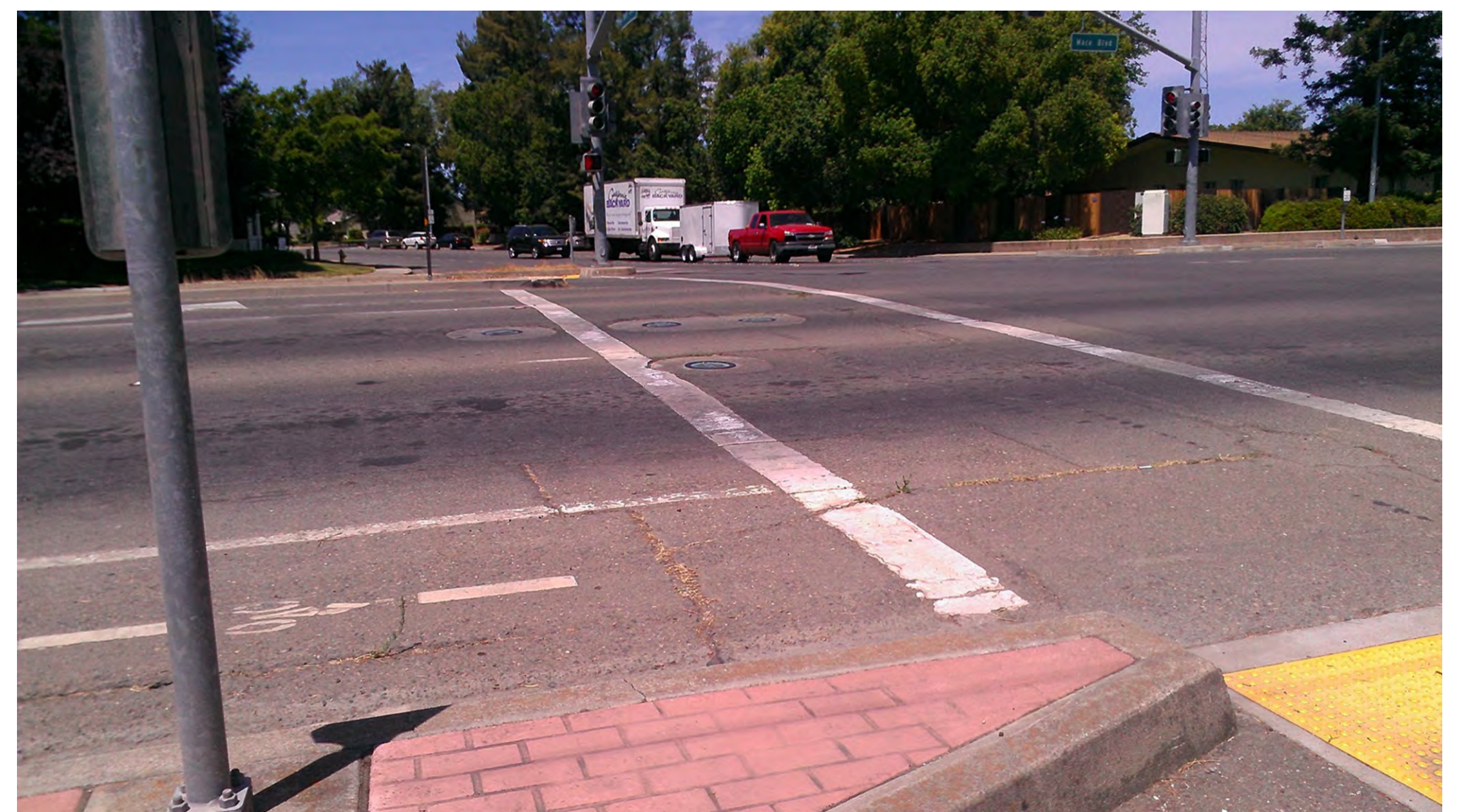


### **Pioneer Elementary has the highest rate of students driven to school in the City (81%).**

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.



Intersection of Cowell & Mace



Intersection of San Marino & Mace

#### **Elsewhere:**

There are few places that feel safe to cross Mace Blvd. south of El Macero Drive.



# Potential Changes

## Entire Corridor

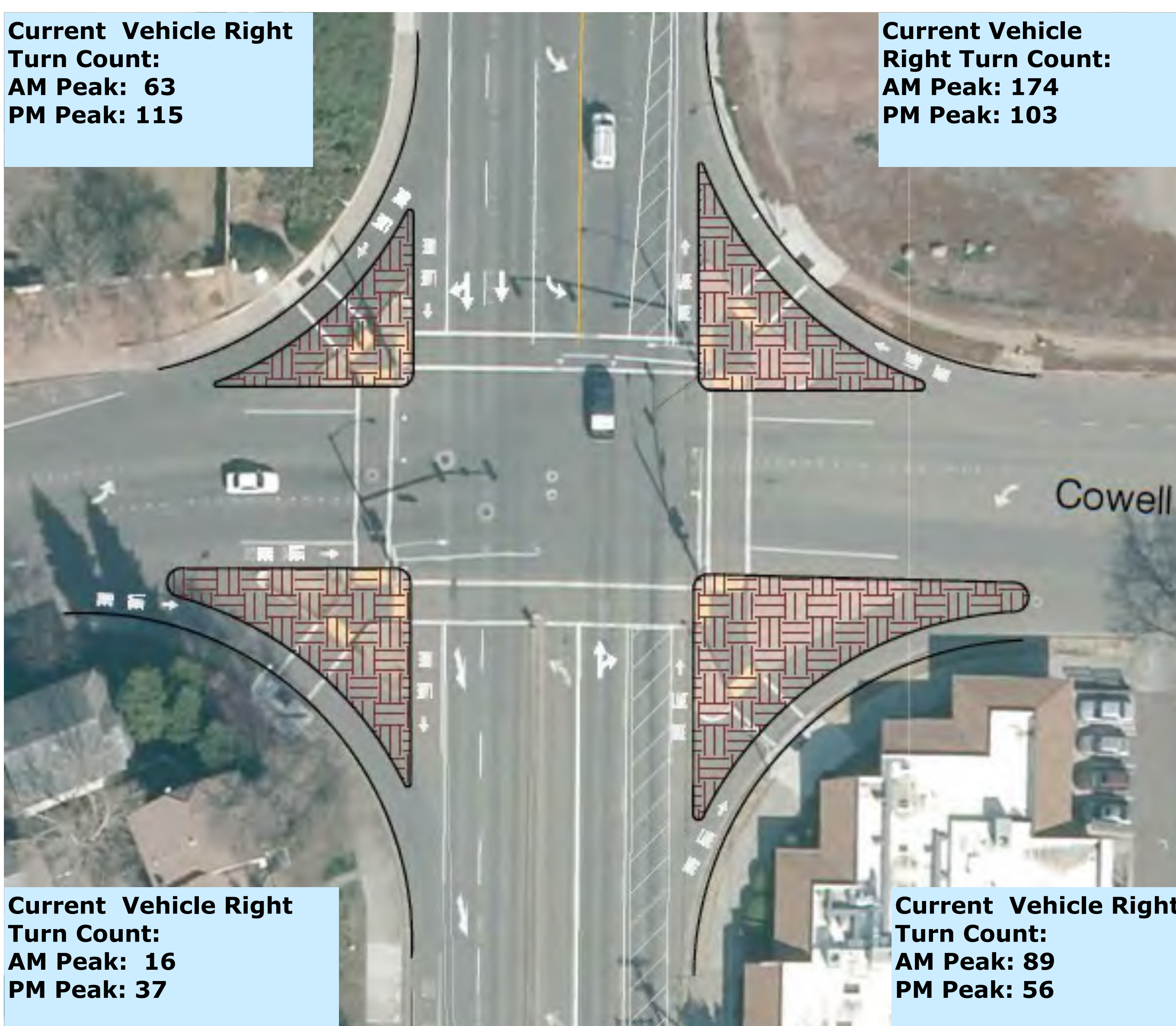
- ◆ Resurface pavement.
- ◆ Repair broken sidewalk and make ramps accessible where needed.

## 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.



# Potential Changes

## Cowell to San Marino



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

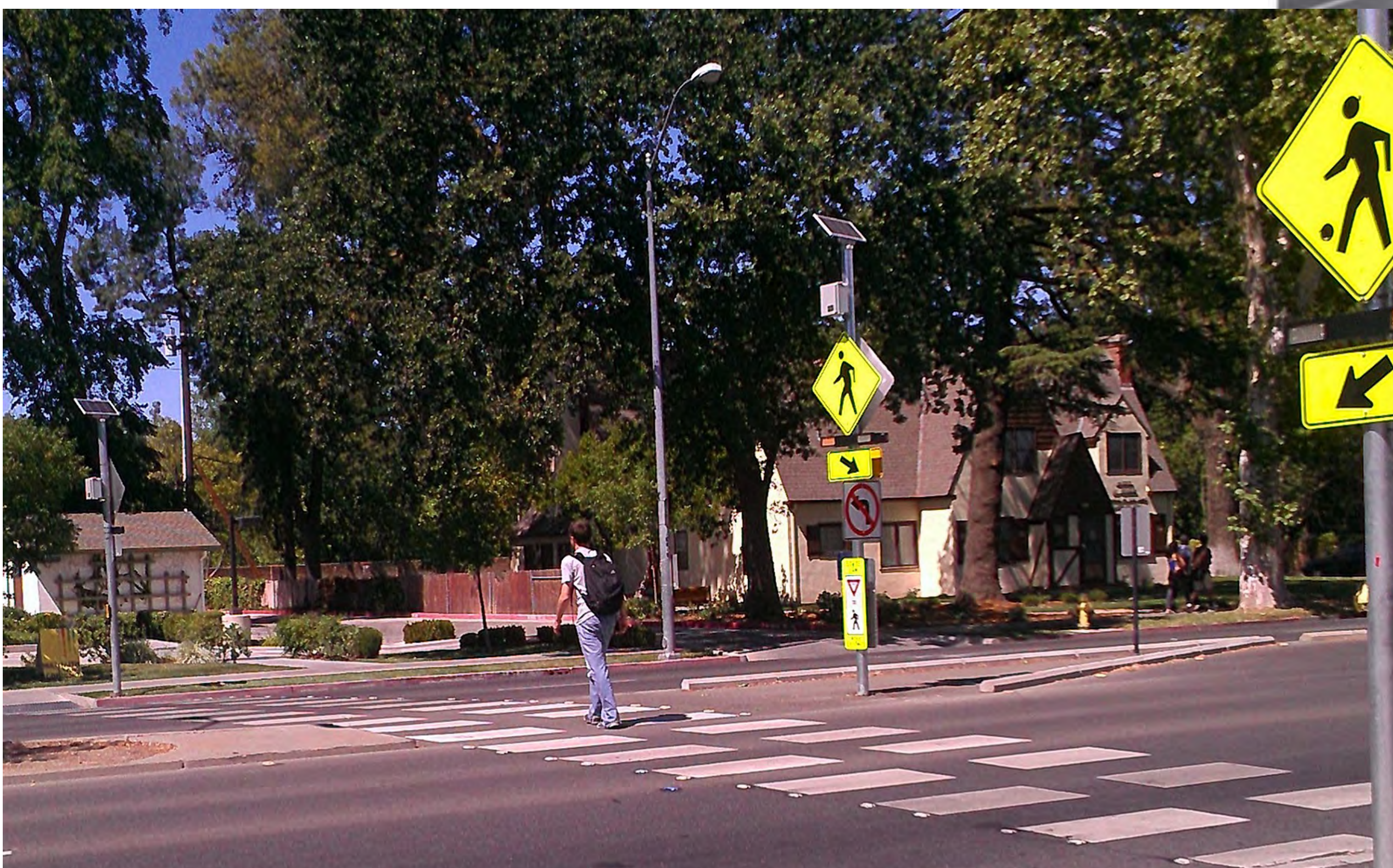
- ◆ Reconfigure from four to two vehicle lanes (2-lane capacity = 15,350 vehicles/day. North end of Mace daily traffic = less than 13,200 vehicles/day)
- ◆ Two-way cycle track on East side.
- ◆ Protected, buffered, double-striped bike lane on West side.

## 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: 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