STAFF REPORT

July 12, 2016

TO: Bicycling, Transportation, and Street Safety Commission (BTSSC)

FROM: Brian Abbanat, Transportation Planner

SUBJECT: Mace Blvd Improvements 65% Project Design Update (CIP 8257)

Recommendation

Support Mace Blvd Improvements 65% project design.

Background and Analysis

This project is located on Mace Blvd between Cowell Blvd to the north and Red Bud Drive to the south. In December 2013, it was awarded $1,912,000 by the Sacramento Area Council of Governments (SACOG) through their biennial Regional Funding Programs, the Regional-Local Program, specifically. A portion of that funding was advanced to for design work presented in this item.

The original project objectives were to:

1. Rehabilitate the street. PCI score varies from 16 to 45 as of 2013 and deteriorates at a rate of 2-3 points per year.
2. Increase non-motorized transportation along the corridor and between the neighborhoods east and west of Mace Blvd, particularly increasing levels of bicycling to Pioneer Elementary School.

Major scope of work items included in the application included:

1. Resurface and restripe, entire corridor. Reconstruct where needed.
2. Improve Mace/Cowell intersection for bicycles and pedestrians (e.g. remove free right turns/extend pedestrian refuge islands, install bike boxes).
3. Two-way protected, buffered cycle track on east side.
4. Reconfigure lanes from four to two plus turn lanes.
5. Buffered bike lane on west side.
6. Install signal control (RRFB or HAWK) at San Marino.

In April 2015, the BTSSC reviewed design concepts for the Mace Blvd Improvements project, which largely reflected the original scope of work. The following revisions were made, based on feedback from the BTSSC, Bike Davis (formerly Davis Bicycles!), and review by City Council liaisons to the BTSSC:

1. Designed “protected intersection” at Mace/Cowell intersection using lessons learned from the J/Covell intersection including 1) eliminating on-street bike lanes through the intersection, and 2) tightening intersection turning radii. This reduces bike/ped crossing distances compared with the J/Covell intersection while slowing right-turn vehicle speeds.
2. Abandoned two-way protected, buffered cycle track on east side in favor of single-direction protected bike lanes consistent with vehicle travel direction. Three-foot wide concrete curbs will

be constructed rather than striping and vertical bollards originally assumed. Between El Macero Drive and San Marino Drive on the west side, the buffered bike lane will be located between the on-street parking and street curb.

3. A two-way protected cycle track was added between San Marino Drive and Red Bud Drive, was added to the project.

Project revisions raised the estimated cost from $2,160,000 to $2,327,000. The additional $167,000 will need to be covered by local funds.

Project Delivery:

Most of the project is funded by State Transportation Improvement Program (STIP) funds, which were re-programmed to federal fiscal year 2020 along with many other projects statewide due to the STIP funding crisis. Staff hopes STIP funding conditions will improve and, per past practice, SACOG will offer funding advancements for delivery prior to year 2020. Completing design now makes the project "shovel ready", placing the City in a favorable position for any opportunities to advance delivery.

Attachment

- Mace Blvd Improvements 65% Geometric Approval Drawing