

## STAFF REPORT

**DATE:** September 8, 2022

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

**FROM:** Dianna Jensen, Acting PWET Director/City Engineer  
Melissa Marshall, Principal Civil Engineer

**SUBJECT:** Mace Boulevard 65% Redesign Plans for Phase 1a

---

### **Recommendations**

1. Receive and provide comments on the 65% redesign plans for Phase 1a of Mace Boulevard from Cowell Boulevard to Montgomery Avenue.

### **Fiscal Impact**

While the recommended actions in and of themselves do not have any fiscal impact, the below table show the 65% cost estimate for construction of Phase 1a with the added soft costs. We have estimated the soft cost a bit higher than normal due to the complexity of the construction area and need for a high level of monitoring of traffic control. Construction contingency is estimated higher than normal due to the price fluctuations the City has encountered over the past year with construction projects and because this design is at a 65% design level and additional design changes may be needed.

		Cost
Estimated Construction of Phase 1a		\$1,205,000
Soft Cost	% of Construction	Cost
Engineering & Design support during construction	3%	\$36,150
Staff Time to Support Design	5%	\$60,250
Materials Testing	3%	\$36,150
Construction Contingency	20%	\$241,000
Municipal Arts Fund	1%	\$12,050
Construction Administration and Inspection	7%	\$84,350
Project Closeout	1%	\$12,050
Subtotal of Soft Cost	40%	\$482,000
Grand Total		\$1,687,000

### **Council Goal**

This action supports Council Goal 4.2.H - Address ongoing traffic conflicts on Mace Boulevard among motorists, bicyclists and pedestrians, working in collaboration with Yolo County and is a Council Focus Item described as: Mace Blvd Corridor - Finalize

technical discussions with Yolo County, hold a community meeting and bring recommended plans for action to the Council.

Goals for improving the traffic conflicts on the Mace Blvd Corridor:

1. Reduce the delay for residents along the corridor; and
2. Accommodate people riding bicycles of all ages and abilities; and
3. Discourage rerouting of freeway traffic with navigation applications; and
4. Accommodate emergency response and farm vehicles

### **Commission Actions**

There are no other commissions that will be reviewing this item. Comments from the BTSSC on this item will be considered in the design moving forward.

### **Background and Analysis**

#### *Background:*

The background for this project, including why we are re-analyzing the corridor, is documented in the April 23, 2019 staff report to City Council which can be viewed here: <http://documents.cityofdavis.org/Media/Default/Documents/PDF/CityCouncil/CouncilMeetings/Agendas/20190423/06-Design-Revisions-Mace-Blvd-Corridor.pdf>

The direction from Council at the April meeting was to revisit the corridor with a new consultant and come up with a revised design that was better than the “before project” condition and an improvement on the current design. Staff held community meetings to gather input on July 10, 2019 and October 24, 2019.

Staff returned to City Council on November 19, 2019 to provide direction on corridor improvement alternatives proposed by staff, authorize the City Manager to enter into a design contract with Fehr & Peers (F&P) to further development these alternatives, hold a Community Open House for the 30% conceptual design, and return to Council with staff and community comments and recommendations moving forward.

Staff held the Open House Community meeting to discuss the 30% conceptual design on July 15, 2020. While there was input from the Community during the event, most of the comments came in by email to a dedicated email address we had set up for the purpose of gathering input. Yolo County also provided their additional comments at this time on some design elements they thought were missing in the 30% design. City staff and County staff began meeting on a fairly regular basis to discuss additional alternatives to address the County’s concerns, though there was delay during this time due to COVID related issues. We also met with Solano County staff several times as one of the concepts is a pilot traffic light at Tremont and Mace.

On January 22, 2022, another Community Meeting was held to discuss the updated conceptual designs and these concepts were discussed again at the BTSSC meeting in February of 2022, which are summarized below.

#### **Phase 1a will include:**

1. Two full-width southbound traffic lanes between Cowell Blvd. and N El Macero Dr. (with a one-way, Class 4 protected bike lane and modified median) for the

benefit of public safety and farm vehicles. This includes reducing the width of the median and adding some additional landscaping.

2. Modifications to the striping between San Marino Ave. and N. El Macero Dr. to accommodate two northbound travel lanes along the full length of the roadway while maintaining the bike buffers.
3. Modifications to the protected intersection at Cowell/Mace, including accommodation for truck-turning radii and modifications to the signal timing and operations.
4. Reduction or reconfiguration of the islands at San Marino Ave. and replacement of the flashing red beacon with less obtrusive device.
5. Modifications to on-street parking on the west side of Mace Blvd. south of N. El Macero Dr. to San Marino Ave. to accommodate access/wheelchairs at more regular intervals.
6. Two full-width northbound traffic lanes between N El Macero Dr. and Cowell Blvd.

Phase 1b (to occur after Phase 1a is complete) will include:

1. Pilot project metering traffic light simulation at Tremont Rd. and Mace Blvd. (and 30 days later at Montgomery Ave and Mace Blvd.), with details approved by and full participation in planning by city and county (including development of “decision” metrics for which of the two locations piloted will be evaluated). City will pay the costs. City and county will each independently determine whether or not to commit to a permanent project based upon factors, such as traffic improvement, impact of the signal on residents and businesses and any unintended consequences.

Phase 2 will include:

1. Adding two northbound travel lanes from Redbud Dr. to San Marino Ave. after determination of successful traffic light pilot and City/County agreement for permanent metering light.
2. Consideration of a traditional four-way light at San Marino and Mace including pedestrian push buttons and camera activated recognition of cars and bikes for activating the green light. This is typical of other intersections in Davis.
3. Continued consideration of additional right turn lane northbound at Cowell Blvd. in the future.
4. Other project modifications not covered in the above and as described in the exhibits.

On March 15, 2022, the Mace redesign concepts were presented to City Council. The City Council approved the redesign concepts of Mace Boulevard from Cowell to

Montgomery Avenue and gave direction to move forward with design. City Council also authorized the City Manager to approve a Task Order with the City's on-call consultant Fehr & Peers, in an amount not to exceed \$500,000.

Since these concepts were presented, F&P has met with City Staff regularly and have developed 65% design plans for Phase 1a, which incorporate the comments and concerns from the public identified in the concepts above. These plans are included as an attachment and will be presented by F&P. For reference, the comments received from the Community in January 2022 are also attached.

Staff and the designer will move forward to complete design in Winter of 2022/23 and will plan construction beginning Spring of 2023. The City and County have initiated regular meetings for work on Phase 1b so that this can be implemented once Phase 1a construction is complete.

One additional element that has been added to the design for Phase 1a is the reconstruction of the alley north of San Marino Drive between Mace Blvd and Santa Paula Way. With the construction of the protected bike lanes on Mace Blvd, the residents that live on west side of Mace Blvd have been using the alley to park vehicles in the driveways off of the alley. This has resulted in multiple requests for asphalt maintenance in the alley. The condition of the alley asphalt is failed - it is delaminating, alligatored, and there are numerous potholes. Operations and maintenance crews can no longer make temporary repairs to improve the condition. Therefore, it is beneficial to add this segment to the scope of work. In addition, Public Works Utilities and Operations has committed to contributing funding toward this rehabilitation effort. Staff plans to bid this work as an alternate bid item, which means the work can be awarded if there is adequate resources to do so.

**Attachment(s)**

1. 65% Design Plans
2. Comments from the Community
3. March 15, 2022 Mace Redesign Concepts City Council Staff Report
4. March 15, 2022 Mace Redesign City Council Presentation

## Nancy Stephenson

---

**From:** Peter Shahrokh <eatanelephant@gmail.com>  
**Sent:** Thursday, January 20, 2022 7:04 PM  
**To:** Mace Comments 2022  
**Subject:** Mace Project

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

CAUTION: External email. Please verify sender before opening attachments or clicking on links.

Can we not be so punitive with the high 6" square curbs? Rounded curbs which don't damage tires still fulfill their purpose of guiding motorists.

Peter Shahrokh  
New Willowbank

## Nancy Stephenson

---

**From:** O'Keefe, Suzanne <sokeefe@csus.edu>  
**Sent:** Thursday, January 20, 2022 7:16 PM  
**To:** Mace Comments 2022  
**Subject:** Project Area #3

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

I believe many of the problems with the Mace Mess can be fixed by restoring the corridor to its original configuration with 2 lanes of traffic plus turn lanes available in all directions.

The redesigned islands still need to be reduced in all ways. It makes no sense to have the big island on the southeast corner of Mace and Cowell considered only in Phase 2, as the existing islands may be destroyed, rebuilt smooth, and then hopefully destroyed again for the final Phase 2 improvements. Removal of the islands in Phase 1, that create the split bike lanes, would allow restoration of the ability for cars to turn right toward Pioneer Elementary, allowing local traffic to continue flowing. Preventing cars from having a wider lane to turn right on red at all corners with the current configuration, leads vehicles to believe they can turn right as soon as the light turns green, yet this is exactly when bikes begin moving into the intersection. The bikes are so far from the cars, the cars don't realize the bikes are moving. My kids and I have almost been hit by cars turning right at least 5 times crossing Mace on Cowell over the past two years. We never had this problem when we had channelized turn lanes. This is the way my teens travel to and from school each day, and the new Mace intersection is the part of their trip that I fear the most.

Do not waste money on any aesthetic changes. Do not remove cobble to replace it with something else. Remove cobble to have it disappear forever. Make the intersections look like familiar intersections so cars and bikes know what to do, even their first trip through. Remove all the islands and barriers and add green striping.

Suzanne O'Keefe  
Professor of Economics  
Graduate Coordinator  
California State University, Sacramento  
[sokeefe@csus.edu](mailto:sokeefe@csus.edu)

## Nancy Stephenson

---

**From:** Beth Kaffka <blkaffka@gmail.com>  
**Sent:** Thursday, January 20, 2022 7:40 PM  
**To:** Mace Comments 2022  
**Cc:** Stephen Kaffka  
**Subject:** Mace and San Marino intersection

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

To Whom it May Concern:

My name is Beth Kaffka. My husband Stephen and I have lived at 4600 San Marino Drive since 1992. We have been directly impacted in negative ways by the Mace Blvd. project and are grateful to the city for reconsidering this project. We would like to see the following changes:

1. A stoplight that is responsive to traffic so that the agricultural traffic on Mace after peak traffic hours can move through the intersection of Mace and San Marino without stopping. This will significantly reduce noise, air pollution and greenhouse gas emissions from all vehicles, most especially heavy duty vehicles.
2. Reduction of the large red blinking lights which are inconsistent with the size of the crossing (very modest) and unsightly as well as intrusive for all those who have blinking red lights shining into their window day and night.
3. We support the addition of traffic slowing lights at Tremont and Mace. Another possible site for such a light would be at the corner of Tremont and Old Davis Road.
4. Trees added to the median between San Marino and El Macero. This is standard throughout Davis, will reduce noise and heat, and absorb carbon.
5. We also believe the bike lanes to be dangerous---all the experienced bikers we know avoid those bike lanes both because of the debris and the danger of collision with the concrete barriers. Its astonishing that we have created bike paths for our children that experienced riders avoid.

Thank you for your efforts to rectify the issues with the Mace Project that have negatively impacted so many of us here in the neighborhoods bordering the project.

Beth and Steve Kaffka

## Nancy Stephenson

---

**From:** J.J. Surbeck <jjs110@cox.net>  
**Sent:** Thursday, January 20, 2022 8:17 PM  
**To:** Mace Comments 2022  
**Subject:** Mace update/upgrade

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Ladies and gentlemen,

Thank you very much for a well-structured and clear presentation tonight. I understand that you don't have the staff to respond to every e-mail, but after sending half a dozen letters in the last two years that elicited no response, I was starting to feel discouraged and - to tell you the truth - somewhat cynical. You have restored my faith tonight that you are actually paying attention to some of the views expressed by the residents. Thank you for that.

Now, allow me to add a few comments.

Starting with the very last observation made by Dianne to the effect that setting up smart lights which would most of the time leave the light on Mace on green, she is of course correct that this risks inviting more speed and more traffic. Bu there are ways to mitigate that. Again, the model is E.Covel: continuous flow of green lights WITH speed reduced to 35 m/h or lower, interrupted by red lights only when adjacent traffic shows up or pedestrians press the button to cross. If needed, large bumps could be added to discourage speeders, not to mention installing speed cameras at a few strategic locations to discourage speeders even more. With such a structure in place, drivers trying to circumvent traffic on I-80 would quickly realize that taking Mace is a losing proposition... and we'll never see them again. Note that Siri (when you use the Maps App on your iPhone) now announces the presence of radars! That can only help to deter speeders.

Slow traffic is in general very quiet. The only problem then becomes sources of noise such as diesel trucks and discourteous drivers blasting their music at all times of day and night, but that's another topic for another time.

Next, I would like to go back to the island on the north-west corner of San Marino and Mace. Adrian's explanation that it was needed to give drivers turning right on San Marino a clear line of sight of bicycles coming south on the bike lane strikes as a little extreme. If that was such an important issue, why don't we have such islands at every right-hand corner of every intersection in every town? To my knowledge, this is one of the very few places where this rationale has been used to put such a massive island and thus waste space needed for more parking, without diminishing the line of sight. To wit: there is no such island kitty-corner at Mace and the entrance of the Villas compound, whereas the line of sight is the same for cars turning right vis-à-vis bicycles going north on the east-side bike lane (granted: there are no cars parked there). At all similar intersections everywhere, the problem is the same: cars turning right have the responsibility to make sure they don't turn when there is a bicycle, any more than they don't when there is a pedestrian. Conversely, bicycles must be careful of this obvious danger and give a hand signal that they're going straight. Finally, given the very small numbers of bicycles that actually use that lane on Mace every day, it seems strange that so much money should be wasted on building this oversized island. I suggest you do away with the idea of an island there altogether and limit parking space to one or two more cars, leaving enough room for drivers to see bicycles going straight.

My last point has to do with the bike lanes. Everybody I have talked to about the Mace Mess is scratching their respective heads trying to understand the rationale of building these encased lanes which, as several speakers pointed



out, are hated by the bicyclists themselves: too narrow to pass a slow poke, too messy to be safe at times, too dangerous since one wrong move sends you flying over the sidewalk... Who is the genius who came up with that? Where else in the world do you see bike lanes ensconced between two sidewalks? I have never seen that anywhere else. It's a distinction that we should discard asap. There was an excellent letter to the editor published a few days ago in the Enterprise (reproduced below) where the author suggests obvious solutions. I would add one more: fill these lanes up with concrete. Bicyclists will thank you since they will feel much more safe not having to share the road with cars while not infringing on pedestrian traffic either since the latter will be parallel to them.

Thank you again. Looking forward to the transformation of Mace into a user- and local residents-friendly avenue.

J.J. Surbeck

---

## Letter: Mace Blvd. draft concept

[by Letters to the Editor](#)

January 15, 2022

The proposed Mace Boulevard redesign does not protect children living in my neighborhood who bicycle to Pioneer. It doesn't accommodate how people currently use the Mace bike path. And it doesn't take advantage of the way bike use mitigates traffic congestion.

The redesign of Mace should include a multi-use path on the west side.

It's wrong to expect children to cross Mace without adequate protection. Kids riding from the Putah Creek Bike Path or Redbud neighborhood are directed to cross three lanes of traffic at the Mace-and-San Marino intersection on a new green-painted bike crossing — because the path on the west side of Mace does not continue north to Cowell. (Students crossing at El Macero face a daunting five lanes!)

Our children should be able to ride north on a multi-use path to Cowell so they can safely cross Mace with a guard.

Many people in my neighborhood bike the “wrong” way up Mace to go to school and pick up takeout or grocery items. We ride both north and south in the bike path on the west side of Mace because it's safe, fast, and we live on the west side of Mace. Would you cross Mace twice and sit through long traffic lights to go a block or two? Or would you just go the “wrong” way up the bike path?

There are two solvable problems with the west side path: 1. It's 6 to 8 inches below the sidewalk and too narrow for two-way bike travel (fill it in so it's level with the sidewalk.) 2. It has arrows falsely implying that the path is one way (paint them out.)

Every bike used for school or errands is one more car off the road. The Mace redesign does not provide safe crossings for our children and it favors vehicles without considering how biking mitigates traffic congestion. We need a multi-use path on the west side of Mace Boulevard.

**Kris McLeod**

Davis

## Nancy Stephenson

---

**From:** Cynthia Hesper / Wayne Wiebe <hespewiebe@att.net>  
**Sent:** Saturday, January 22, 2022 3:05 PM  
**To:** Mace Comments 2022  
**Subject:** Mace Mess

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Hello,

I am glad to hear the city is finally addressing the Mace Mess. However, I hope you reconsider the revised plan and provide for a right-turn lane for those coming from the east on Cowell and turning north onto Mace.

We live on Marden Drive - have lived here for over 8 years. I have driven through this intersection to take our two boys back and forth to Harper, DaVinci and Davis High several times daily for years as well as running normal errands in town. I have only seen a biker turn north onto Mace ONCE in the entire time we have lived here. There is NO NEED for a bike turn lane on the NE corner of Mace/Cowell.

There is, however, a need for a right turn CAR lane. Traffic backs up on Cowell all the way to El Cemonte at times and occasionally past El Cemonte trapping us in our neighborhood with no way to get out. There is only one way out of our neighborhood - Cowell. If we can't get out, we are stuck. What if there is a natural disaster?

Why can't we have car turning lanes similar to the intersection of Covell and F? That intersection meets the needs of both bikers and drivers.

In summary, there is a great need for a right turn lane for CARS on the NE corner of Mace/Cowell, but essentially no need for a right turn bike lane. Please revise the plan to give us our car turning lane back as we exit our neighborhood.

Thank you,  
Cindy Hesper

## Nancy Stephenson

---

**From:** Bev Ransom <bev.kayaking@gmail.com>  
**Sent:** Sunday, January 23, 2022 3:28 PM  
**To:** Mace Comments 2022  
**Subject:** Phase 1b pilot metering lights

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Hi!

Sounds great to see what happens if you use metering traffic lights at Tremont Rd and Montgomery Avenue, BUT, I would seriously question if 30 days is long enough for the test? It's probably good for those who travel the same route every day, but isn't it likely that there are many people who use it a lot, but not every weekday? Since you're going to the trouble to set up the pilot traffic lights, why not give it 45 - 60 days to really see what happens? Give people time to see if they want to make adjustments to their patterns.

There was a test period on 14th Street in front of the library not too long ago. It was very confusing, but it was gone so quickly. I believe that it would have been much better to let drivers get past their first few experiences of confusion to then see how it really works.

Kudos for all the efforts to make this intersection work for everyone. I'm confident that this will influence careful decision making for everyone going forward!

Bev Ransom

## Nancy Stephenson

---

**From:** Dianna Jensen  
**Sent:** Monday, January 24, 2022 10:54 AM  
**To:** Mace Comments 2022  
**Subject:** FW: Please keep cyclists safe on Mace Blvd. with this redesign

---

**From:** Barbara Archer  
**Sent:** Monday, January 24, 2022 9:31 AM  
**To:** Dianna Jensen <DJensen@cityofdavis.org>  
**Subject:** FW: Please keep cyclists safe on Mace Blvd. with this redesign

FYI

---

**From:** Barbara Archer  
**Sent:** Monday, January 24, 2022 9:31 AM  
**To:** Mick Klasson <[klassonm@sbcglobal.net](mailto:klassonm@sbcglobal.net)>  
**Subject:** RE: Please keep cyclists safe on Mace Blvd. with this redesign

Dear Mr. Klasson,

Thank you for writing to the City Council with your feedback on the Mace design.

All Councilmembers received your email, and I am acknowledging it on their behalf and will also send on to the project team.

There was a community meeting on this topic last week and the presentation and meeting recording are posted on the project webpage at:

<https://www.cityofdavis.org/city-hall/improvement-projects/mace-blvd-improvements>

Best regards,

Barbara

**BARBARA ARCHER** (she/her/hers)  
*Communications & Customer Service Manager*

**MOBILE:** 530-400-3418 | City Manager's Office  
**OFFICE:** 530-747-5884 | 23 Russell Blvd  
[barcher@cityofdavis.org](mailto:barcher@cityofdavis.org) | Davis, CA 95616

[CITYOFDAVIS.ORG](http://CITYOFDAVIS.ORG)    



---

**From:** Mick Klasson <[klassonm@sbcglobal.net](mailto:klassonm@sbcglobal.net)>  
**Sent:** Thursday, January 20, 2022 5:06 PM  
**To:** City Council Members <[CityCouncilMembers@cityofdavis.org](mailto:CityCouncilMembers@cityofdavis.org)>  
**Subject:** Please keep cyclists safe on Mace Blvd. with this redesign

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Dear Councilmembers: please consider:

1. staying with the 2-way bike lane on the west side of Mace all the way north to Cowell Blvd., for the safety of elementary school students.
2. Constructing protected intersections for cyclists and pedestrians at Mace/EI Macero and at Mace/San Marino. This can be done without sacrificing capacity on Mace. Mountable corners can accommodate large trucks while deterring high-speed turns by smaller vehicles.

Thank you for considering my comments, and thank you for working for a solution for neighbors and all residents.

---

Mick Klasson  
Davis

## Nancy Stephenson

---

**From:** Evan Lyon <evanmlyon@gmail.com>  
**Sent:** Monday, January 24, 2022 1:15 PM  
**To:** Mace Comments 2022  
**Subject:** Please Add Me to Email List

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Hello -

Can I please be added to the email list for the Mace Boulevard improvement project?

Thank you,

**Evan**

TTL Automotive Enterprises, INC.

## Nancy Stephenson

---

**From:** Peter Shahrokh <eatanelephant@gmail.com>  
**Sent:** Monday, January 24, 2022 4:18 PM  
**To:** Mace Comments 2022  
**Subject:** Mace Project

CAUTION: External email. Please verify sender before opening attachments or clicking on links.

Why can't green paint be utilized to designate bike lanes as it is used in other parts of Davis. The curbs presently in place are very entrapping and dangerous.

Why haven't the pedestrian walks on the west side of Mace been upgraded so they are smooth and safe?

Is there going to be consideration of restoring the lane channels on Cowell and Mace under Phase II? If so, it doesn't make sense to remove the cobblestone surfaces now.

Peter and Narriman Shahrokh  
New Willowbank

## Nancy Stephenson

---

**From:** Michael Creedon <mrgritvle@gmail.com>  
**Sent:** Tuesday, January 25, 2022 10:34 AM  
**To:** Mace Comments 2022  
**Subject:** Mace Blvd

CAUTION: External email. Please verify sender before opening attachments or clicking on links.

Sir / Ma'am,

I urge you to redesign Mace Blvd. there are times when traffic becomes so bad that a 2-minute trip to Nugget becomes a 20 minute sit in traffic - all because of drivers trying to get to I-80.

The situation is quite bad. It's getting worse. I, and many others, are deeply unhappy that the city has created this mess. Please fix it.

Regards,

Mike Creedon  
Blue Oak PI resident



## Nancy Stephenson

---

**From:** J. H. Edmund Lee <frankdcat@mac.com>  
**Sent:** Tuesday, January 25, 2022 7:34 PM  
**To:** Mace Comments 2022  
**Subject:** Mace

CAUTION: External email. Please verify sender before opening attachments or clicking on links.

Hi,

I live in South Davis west of Mace and use the San Marino intersection regularly.

The current Mace Blvd design works just fine and I notice more children riding to school at Pioneer than before the current design was constructed. This is good. It is also much safer for me to use the Mace-San Marino intersection than before, when the 2 lanes each going south and north resulted in long delays waiting for a safe time to cross the street in a car, bike or on foot.

The redesign being proposed will make that particular intersection difficult to negotiate again. You can bet the children will no longer feel safe riding on Mace to school as well.

Almost all of the complaints about traffic are caused by late afternoon out of town traffic using Mace as a bypass for I-80, particularly on Friday afternoon. Adding more lanes will just encourage even more bypass traffic, adding smog and noise to the neighborhood.

I have lived in this area for over 20 years, and I will tell you that before smartphone mapping software guiding traffic we never had problems with traffic congestion on Mace no matter the time of day or week. All of the problematic traffic is people using my neighborhood as a traffic bypass: fix that instead of proposing changes that make life more difficult for me and my neighbors' children 95% of the time, instead of trying to fix the 5% of the time there is traffic congestion - particularly with a proposal that will not actually fix the problem since there will just be even more traffic using Mace if it has more car lanes than now.

Ed

J. H. Edmund Lee  
frankdcat@mac.com

## Nancy Stephenson

---

**From:** Kristine MCLEOD <krismcleod@sbcglobal.net>  
**Sent:** Tuesday, January 25, 2022 9:32 PM  
**To:** Mace Comments 2022  
**Subject:** Mace redesign comment

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

The proposed Mace Blvd redesign does not protect children living in my neighborhood who bicycle to Pioneer. It doesn't accommodate how people currently use the Mace bike path. And it doesn't take advantage of the way bike use mitigates traffic congestion.

The redesign of Mace should include a multi-use path on the west side.

It's wrong to expect children to cross Mace without adequate protection. Kids riding from the Putah Creek Bike Path or from Redbud neighborhoods are directed to cross three lanes of traffic at the Mace and San Marino intersection on a new green-painted bike crossing—because the path on the west side of Mace does not continue to Cowell. (Students crossing at El Macero face a daunting five lanes!)

Our children should be able to continue riding north on a multi-use path to Cowell so they can safely cross Mace with a guard.

Many people in my neighborhood bike the “wrong” way up Mace to go to school and pick up takeout or grocery items at Nugget. We ride both north and south in the bike path on the west side of Mace because it's safe, fast, and we live on the west side of Mace. Would you cross Mace twice and sit through long traffic lights to go a block or two? Or would you just go the “wrong” way up the bike path?

There are two solvable problems with the west side path: it's too narrow for two-way bike travel because it's 6-8 inches below the sidewalk (fill it in level with the sidewalk) and it has arrows falsely implying that the path is one way (paint them out.)

Every bike used for school or errands is one more car off the road. The Mace redesign does not provide safe crossings for our children and it favors vehicles without considering how biking mitigates traffic congestion. We need a multi-use path on the west side of Mace Blvd.

Kris Aro McLeod  
827 Santa Paula Way, Davis

<https://www.krisaromcleod.com/>

## Nancy Stephenson

---

**From:** JANICE BAZINET <janbazinet@comcast.net>  
**Sent:** Wednesday, January 26, 2022 8:58 AM  
**To:** Mace Comments 2022  
**Subject:** Mace Mess

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Dear Davis City Council Members:

I am a long-time resident of El Macero, and really wish I could wave a magic wand and make all the rocks and cement disappear from Mace Blvd. I would keep only the new traffic lights -- and would also like to see a stop light at the Tremont Rd. intersection to discourage Highway US80 drivers from taking that alternate route.

But I have another really serious concern. As a result of the Camp Fire which destroyed the city of Paradise, so many residents lost their lives because there were few exit paths to leave town. In contrast, during the recent huge fire near Boulder, CO, 1,000 homes were destroyed very quickly but everyone was able to escape. The reason was that the development had many ways for people to leave the area quickly.

El Macero has about 400 homes, and there are only two exits, both at Mace Blvd. If Davis were to experience a deadly wildfire, especially during rush hour time, I shudder to think what could happen.

So I beg you to consider this aspect of the situation. Davis will only grow larger in the coming years. Please make the safety of people the first objective in your plans for streets in the area.

Thank you for your consideration.

Jan Bazinet

## Nancy Stephenson

---

**From:** Jean Jackman <jeanjackman@gmail.com>  
**Sent:** Wednesday, January 26, 2022 10:27 AM  
**To:** Mace Comments 2022  
**Subject:** prioritize bicycles

CAUTION: External email. Please verify sender before opening attachments or clicking on links.

Dear Davis City Council members, County Supervisors and staff working on the Mace mess.

We are suppose to be a model biking town and yet I see so many things done to discourage biking. Unsafe conditions. PLEASE, listen to the people who are better at analyzing this situation than I am like John Hess who comments to you and Kris McLeod, who I do not know but his letter to the editor with the idea of putting a multi-use path on the west side of Mace makes sense to me.

As a very senior citizen, I bike MORE not less and many others would if they could feel safe. We need protected bike lanes. We need traffic fixes with the ideas of bikes first. We need to encourage kids to bike so they are so used to it, they keep doing it as a lifelong habit. That does happen if the infrastructure is right. I have an adult kid who doesn't own a car because he lives in Portland, Oregon and can bike to work safely. Keeps him healthy. There are so many payoffs to biking. When he was doing a Post Doc at Harvard, they paid him to bike. He now runs a brain research lab at Oregon Health and Science University and they pay employees to bike.

What does Davis do for bikers? At least prioritize the road fixes for bikers, not for the WAZE crowd looking to shorten their commute.

Hopefully,

Jean Jackman

## Nancy Stephenson

---

**From:** errecarte@aol.com  
**Sent:** Wednesday, January 26, 2022 2:05 PM  
**To:** Mace Comments 2022  
**Subject:** Fwd: Proposed changes

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

-----Original Message-----

**From:** errecarte@aol.com  
**To:** macecomments2022@cityofdavis.com <macecomments2022@cityofdavis.com>  
**Sent:** Wed, Jan 26, 2022 1:44 pm  
**Subject:** Proposed changes

To all concerned -

We watched the Zoom meeting in its entirety last week and had previously downloaded the proposed plans to look at carefully. We are extremely glad that the effort to improve/restore Mace on the part of the city and county is being pursued.

Many of us who live in the South Davis community and use Mace almost daily still wonder how we became the guinea pigs for this costly, ill-conceived and poorly designed project. If I understand correctly, it was based on "too few" children bicycling to Pioneer. At the very first Mace mess meeting with city officials at the Mace firehouse it was asked if there were statistics available indicating historic dangers, accidents or injuries on the Mace corridor. The answer was no. For decades kids have made their way to Pioneer quite safely on bikes, or been driven there by parents by choice. How many walk to school? Perhaps there are now more out-of-neighborhood children going there who must be dropped off by parents or car pools. We don't know. And yet this bizarre project was imposed on a major thoroughfare for the community with little warning. (Yes, we understand the impact of navigation apps but now exacerbated by the lane restrictions.)

The new plan is certainly an improvement over the existing situation. Restored lanes are appreciated for emergency and farm vehicles, as well as better flow. We wish that in place of the buffer curbs there were painted bike lanes as most of Davis has. As pointed out, the west side bike lanes are often full of debris and some cyclists do not like riding in confined lanes. Many of us have seen cars in the bike lanes. We would like the right turn lanes restored at Mace and Cowell but that doesn't seem to be a consideration except on northbound Mace at a future time. We sympathize with the Boutins who have concerns regarding idling cars and their access to Mace from their driveway. We, too, have witnessed the recklessness of rerouted drivers trying to speed up their access to I-80 via Mace.

We do appreciate the changes being proposed and would like as much restoration to original Mace as possible. This project seems to have been a "solution" without a major problem to solve and has obviously resulted in quality of life issues for those of us who depend on Mace Blvd.

Many thanks for these efforts -

Kathy Errecarte

Nancy Stephenson

---

From: Gary Hopkins <glhopkins001@gmail.com>  
Sent: Wednesday, January 26, 2022 3:27 PM  
To: Mace Comments 2022  
Subject: Mace Mess

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Looks like the Mace Mess is about to get worse. Ways and all the other map programs give shortcuts based on the time it takes vehicles to get from point A to point B. By adding lanes to Mace you will be making traffic move faster which in turn will have the map programs put more people into the shortcut. You will just have faster moving people in two lanes trying to beat each other to I-80. Bicycling and pedestrian traffic will be less safe trying to get through this traffic.

The bicycle lane on the west side of Mace should be a two lane, either direction path for the children going to Pioneer school. It also will need to be checked on a regular basis to keep the lawn waste that people throw into it cleaned up. It is already impassable many times of the year.

Bicycle paths should be painted on the road for bicyclists to get from bike lanes to turning lanes. Bicycle lanes should be extended North on Mace over I-80. The entrance to the I-80 bicycle path is on top of the overpass. Bicycles regularly traverse this area and have to fight with traffic to I-80. Walkers also have problems in this area.

The best thing you can do with your plans is to put in the metering lights and see if you can slow up the traffic coming into the Mace area. If you can't, you are just wasting your money making a bigger parking area for the i-80 shortcut cars. The only way to make this problem go away is to make the shortcut slower than I-80.

Don't solve the problem by making it worse. If you build it THEY will come.

Gary Hopkins  
4310 El Macero Drive

Nancy Stephenson

---

From: John F.Hess <johnfhess@comcast.net>  
Sent: Wednesday, January 26, 2022 7:18 PM  
To: Mace Comments 2022  
Subject: Mac Mess comments

CAUTION: External email. Please verify sender before opening attachments or clicking on links.

Hi folks,

I'd like to register my disapproval for the recently released "fix" for the "Mace Mess".

I am of the opinion, and City provided data support that contention that the Mace Mess relates mostly to non-local traffic using AI/apps/Waze to navigate around I80 congestion. (I refer to graphs of Wednesday, Thursday and Friday north bound traffic on Mace being hundreds of cars per hour see: <https://www.cityofdavis.org/city-hall/improvement-projects/mace-blvd-improvements/mace-boulevard-traffic-data>). I understand that non-local traffic cannot be banned from public roads, but the "fix" for this congestion should NOT include accommodation for more vehicle capacity that will simply induce more traffic.

I think that decreasing bicycling facilities and increasing motor vehicle lanes is exactly the opposite of what will reduce Mace traffic. Making the congestion worse in the short term will result in changes in the app recommendation such that traffic avoids Tremont and Mace.

I think that anything that decreases bicycling by school children, adults, seniors, is bad for the health of the individual, bad for the health of the city, bad for the health of the nearby residents (increased air pollution) and worst of all, bad for the reputation of a town that was built and thrived for decades on the "aura" of small town feel. No one ever moved to Davis because he or she like the big wide roads and fast traffic.

The Mace "fix" is big wide roads, more motor vehicles, and less "Davis" than the citizens of Davis expect.

John F. Hess  
Davis, CA

From: Bill Hartman <c180bill@yahoo.com>  
Sent: Friday, January 28, 2022 2:52 PM  
To: Mace Comments 2022  
Subject: Mace Blvd. Modifications: my comments

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

## City of Davis Mace Blvd Traffic Slowing Project

### "Area 1" (Tremont) Traffic Signal

- The new Yolo County Dog Park is a big hit and has made a big change in the traffic flow at this intersection, especially at commute times. Has this traffic change been incorporated?
- Is Seasonal Ag traffic considered? (Area Migrant Housing, machinery, field worker commutes, etc.)
- Backups: Currently Tremont traffic backs up impressively at times. During commute times there is often ~10 vehicles waiting at the stop. We have observed traffic backed up passed the Tremont Church for an hour at a time.
- The Tremont backups store a lot of vehicles as-is. A signal light will merely release these stored vehicles in uniform slugs that will arrive at the city limits the same as they do now. (i.e. no benefit, a lot of energy waste)
- Stop sign violations: Are observed at all times, and are almost continuous during commute peaks. Signal violations will also occur, but at higher speeds.
- Large truck and Ag Equipment are present on all legs, and SB right turns of these are seriously impeded by the EB Ques. A signal will make this worse as there will be Ques on all legs.
- Flooding: any rain floods the east side of the NB lane for days. A SB Que at a signal will require NB cars to go through the roadway pond instead of swerving into the SB traffic lane as done now.
  - The SB lanes are restricted to the pavement; Yolo County filled the drain feature there last year, forcing the pond to the pavement edge. Vehicles are frequently stuck there in the mud.
- Solano County: Tremont Road is not in Yolo County, yet there is no mention of Solano County being involved in the changes to this intersection.
- Warrants: Traffic signals are justified using "warrants" (science) for at least the last 80 years. Many public agencies have a version, and the MUTCD covers the topic. Have any warrants been developed for these proposed signals?



BTW: Area x Redbud Drive: The north end of the 2-foot-wide concrete curb that defines the SB right turn lane is hit way more than the other curb ends, especially at night. The double-yellow median line tends to guide traffic to the right too early. Stripping layout can be important. (I have not hit it, but I have seen a number of cars do so.)

Respectfully,  
Bill Hartman  
5302190664

From: Darell Dickey <darelldd@gmail.com>  
Sent: Saturday, January 29, 2022 5:54 PM  
To: Mace Comments 2022  
Subject: The "fix" for Mace (south).

CAUTION: External email. Please verify sender before opening attachments or clicking on links.

Re. Fixing Mace.

The currently proposed "fix" for Mace (south) will accomplish many things.

1. It will be politically expedient and appease the loud, disgruntled objectors.
2. It will encourage more driving and more cut-through traffic as it better accommodates and prioritizes extra cars.
2. It will discourage more walking and bicycle riding as the crossings become wider, the vehicle speeds become higher, and the extra travel lanes are again filled to (the extra) capacity.
3. It will provide the opposite of many City Council goals. Especially the first one dealing with safety, health, equity and community.
4. It will provide the same gratuitous, clumsy infrastructure for people outside of cars. These superficial amenities sound good on paper but dissuade people from wanting to conveniently and comfortably ride a bike here.

Mace needs to be made attractive, safe and convenient for those who are not in cars. Especially for our children who are just trying to get to school safely. But also for the benefit of everyone who lives on and near Mace. Instead the proposed plan is to make driving through the area more convenient while we try to solve the congestion created by inviting more people to choose this time-saving, freeway-bypass route.

Data available on the City web pages shows an over-abundance of motor vehicles joining Mace from south of the City during the most congested times. This supports the hypothesis that Waze-directed traffic is the main cause of this congestion. Yet during the last public meeting our county supervisor stated, "I honestly don't know" in answer to his own question about what is causing the Mace pre-weekend car congestion. How can such important, expensive, permanent decisions be made for a "fix" that has an explicitly unknown cause? Especially a "fix" that works against so many of our city priorities and the original purpose of this redesign.

I am disappointed to find how uncomfortable and inconvenient it is to ride a bicycle in the area of Mace Blvd. Especially after millions of dollars were spent with the intent to significantly improve this area for our kids walking and riding to school. And today there is a plan to spend millions of dollars more to increase the car capacity by increasing the size of the Mace Moat in order to appease the loudest objectors. Who is now speaking for our school kids?

Lately I have heard many officials stating that this redesign is "not only about moving more cars". But if the proposed design had some other obvious intent, this denial would not need to be regularly mentioned, and advocates for car-free travel and safer streets would have been consulted in the planning. There is no question that we need better non-car infrastructure in this area. And there is no question that the currently-proposed design is car-dominant. After giving it a good faith (though clumsy) try the first time, let's do what we can to get it right this second and final time.

Darell Dickey

Nancy Stephenson

---

From: Tom M Glaser <tmglaser@ucdavis.edu>  
Sent: Sunday, January 30, 2022 7:38 PM  
To: Mace Comments 2022  
Subject: Mace bike path thoughts

Follow Up Flag: Follow up  
Flag Status: Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Dear Davis City Council --

I write to offer my views on the Mace redesign, as a South Davis resident who uses the Mace bike path frequently.

Please make the bike path two-way on the west side, throughout its length, from Blue Oak (or Redbud) to Cowell. Most riders come from the west side -- and, realistically, no one crosses traffic twice, waiting for long lights, just to continue north for two blocks. There is plenty of room for dual bike lanes on the west side -- especially if you incorporate the sidewalk into the plan, raising the bike path to the same level, and joining them -- as outlined by Kris McLeod in her Jan 23 letter to the Enterprise.

Otherwise, I think your ideas to address current Mace traffic problems are good, including test-metering lights at Tremont and Montgomery streets -- hopefully, they will work to restore normal (residential) traffic flow through this area.

Sincerely  
Tom Glaser  
1408 Rosario  
Davis, CA 95618  
(530) 902-3634

**\*\*CONFIDENTIALITY NOTICE\*\*** This e-mail communication and any attachments are for the sole use of the intended recipient and may contain information that is confidential and privileged under state and federal privacy laws. If you received this e-mail in error, be aware that any unauthorized use, disclosure, copying, or distribution is strictly prohibited. If you received this e-mail in error, please contact the sender immediately and destroy/delete all copies of this message.

Nancy Stephenson

---

From: Choi Family <lam.choi.wedding@gmail.com>  
Sent: Sunday, January 30, 2022 11:49 PM  
To: Mace Comments 2022  
Subject: Mace Corridor

Follow Up Flag: Follow up  
Flag Status: Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Hello,

I have lived on Blue Oak Place for 8 years and am directly affected by the changes to the Mace Corridor. Since the lanes were reduced to 1, I cannot exit Mace Blvd. in the northbound direction without being met with bumper to bumper traffic on many evenings during rush hour. A 7-minute drive to pick up my children from preschool turns into 20 minutes or more. Please return the 2 lanes on the east side of Mace Blvd., not just starting at El Macero Blvd.

I am also in support of adding a light on Tremont in hopes of discouraging drivers from trying to "short cut" through Davis to save a few minute off their I-80 east traffic.

As someone who bikes often, I do appreciate the City's intention of creating safe biking lanes for the neighborhood, especially young children attending Pioneer. To avoid bicyclists riding in the opposite direction from traffic to avoid crossing the street unnecessarily, and to better utilize the limited space, I would suggest widening the sidewalks (ie: make the street level bike lane the same level with the sidewalk) on both sides of the street going in both directions, similar to the design of 5th street from around Pena to Pole Line. Rather than the wide concrete divider, add a fence to separate the street and bike/pedestrians lanes, also similar to 5th Street. This will result is better utilized street space and will allow for adding back the 2nd lane(s).

I would also request that the City remove the turning rock dividers located on the corners, at San Marino and El Macero. They force bikes to turn in very narrow lanes, which can be difficult for younger/newer riders, and don't allow enough room for wider bikes to turn without being forced into the street (such as recumbent bikes, cargo bikes, bikes with trailers, bikes with tag-a-longs, etc).

I hope that the second time around results in a better thought out design that adequately addresses the issues with the current design.

Thank you for your consideration.

Nancy Stephenson

---

From: John Swann <jwdswann@gmail.com>  
Sent: Sunday, January 30, 2022 11:52 PM  
To: Mace Comments 2022  
Cc: DBC mailing list  
Subject: Mace infrastructure comments

Follow Up Flag: Follow up  
Flag Status: Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

To: Davis City Council

The elephant in the room regarding the current Mace Blvd infrastructure is the fact that the “protected” bike lanes are, in fact, an extremely serious safety hazard for bicycles.

Bicyclists may “feel” safer being physically separated from automobiles but that is an illusion. The concrete separators are dangerous. If a cyclist’s front wheel ever touches one the separators he or she will almost certainly fall.

This is because of the physics of how a bike is able to stay upright. In 2016 several scientific articles were written about how this works. Most notably Scientific American published an article entitled “The Bicycle Problem That Nearly Broke Mathematics”. Davis’ own Mont Hubbard, former president of Bike Davis, is quoted in the article.

Bicycle steering is inherently self-correcting. But that only works if nothing interferes with the front wheel. This is relevant for the infrastructure on Mace because the infrastructure consists of concrete barriers on either side of the bicycle. If the front wheel touches a vertical piece of concrete running in the direction of travel, that will interfere with the bike’s ability to stay upright. I know this instinctively. I raced in a bunch of criteriums in the 70’s and, though it never happened to me personally, I was aware of riders who crashed after being squeezed into a curb running parallel to their direction of travel.

In addition to the danger of your wheel touching a barrier, the situation would be every bit as bad if a pedal came into contact with the concrete.

When someone falls off their bike sideways the elbow, hip and knees are most at risk. Falling hard on your elbow can result in a broken collar bone. This may be the most common “serious” injury for competitive cyclists. If you’re moving fast such a fall can result in “road rash”, i.e., a bad scrape. Except for a broken collar bone these are relatively minor injuries provided you just hit the pavement and nothing else.

For the “protected” infrastructure of Mace Blvd. the situation is completely different. Imagine someone is riding in the “protected” bike lane and his pedal comes down on the top of the concrete barrier to his right. He or she will fall to their left (it’s hard for me to even think about it). Instead of landing on flat pavement, they will land on the right angle corner of concrete on the left side of the “trench”. The injury sustained will, almost certainly, be MUCH worse than if he or she simply landed on a flat surface.

To be clear, this infrastructure is extremely dangerous for cyclists.

To make matters worse, a cyclist traveling north in the “protected” bi-directional bike lane comes to an intersection where the bike lane becomes a south bound only lane. In order to make it to Nugget to buy groceries that person must cross to the east side of Mace, continue north a few more blocks and then cross Mace AGAIN to get back to the west side of the road. Most people will not do that. They will simply continue north going the wrong way in the “protected” bike lane and hope that they don’t meet another cyclist headed south.

But if that person does happen to encounter another southbound cyclist, the potential for the crash scenario described above is greatly increased.

There's absolutely no question that this "protected" bike infrastructure should be removed for the safety of cyclists. Throughout the rest of Davis buffered bike lanes are being installed. These lanes are separated by two thick lines of paint with diagonal stripes between the lines. Buffered lanes give both the cyclist and motorist a sense of separation even though it's only a visual signal.

The great thing about paint is that if you don't get it right it can be easily changed. Just grind off the old paint and give it another go. With concrete you're stuck with infrastructure that was expensive to install and expensive to remove. It's a waste of taxpayer's money. It's embarrassing. I completely understand why this would be hard to confront. Just because it's hard, doesn't mean that it shouldn't be done.

Other than removing the barriers, there are 2 other possible solutions that could work:

- Fill in the "trench" so that the bike lane is effectively raised up. Of course, there would be ramps on either end of the segment. This would make the bike lane a wee bit wider as it would include the width of the barriers. My sense is that dropping off of a raised "platform" is far less dangerous than hitting a curb that is higher than you are.
- Chamfer (bevel) the inside edges of the "trench" so that the front wheel of the bike will ride up on the concrete barrier instead of running into a vertical wall.

The advantage of both these approaches is that the cyclists are still physically separated from automobiles.

John Swann

Nancy Stephenson

---

From: Kati Rose <ktjrose@hotmail.com>  
Sent: Monday, January 31, 2022 3:42 AM  
To: Mace Comments 2022  
Cc: Del Donovan  
Subject: Mace Blvd Updates/Homeowners at 4560 Blue Oak Pl.

Follow Up Flag: Follow up  
Flag Status: Flagged

CAUTION: External email. Please verify sender before opening attachments or clicking on links.

Dear City of Davis,

Again, do not ignore your most vulnerable residents of this area: youth, elderly, pedestrian, and cyclists all in favor of more vehicles, congestion, and non-residents of this neighborhood by proposing adding 2 lanes northbound and southbound on Mace Blvd. between Cowell and Montgomery, and by reducing bike lane size/width with Feers proposals.

As homeowners at 4560 Blue Oak Pl., our home backs up to Mace Blvd. between Redbud and San Marino. My partner Del Donovan and myself, Kati Rose, have lived here since Feb. 2017, and prior at Meadowridge Apartments facing the Mace/Cowell intersection, and can verify this corridor does NOT QUALIFY for needing two lanes in both south nor north bound directions for local residential vehicular travelers on Mace between Cowell and Montgomery. I, Kati Rose, was a previous Pioneer Elementary parent and a prior Pioneer Elem. Active4Me Coordinator advocating for the safety of all vulnerable community members, school aged children, parents, and pedestrians for safer egress in this corridor. My family and I appreciate the current slower vehicular infrastructure supporting a residential area.

Currently during the pandemic I am homeschooling 2 kids. Throughout these years as parent, resident, Pioneer Elementary Active4Me coordinator, homeowner and neighbor, I and my family have had a front row seat to this location, its needs and complexities.

Speaking prior at Pioneer Elementary auditorium community meeting years back (prior to Covid), I was the Pioneer Elem. Active4Me Coordinator and advocate for safety of all school aged children, cyclists, and pedestrians using this corridor. At this meeting, I had the distinct horror of being massively booed, screamed at, with further individuals aggressive attempts at intimidation and verbal abuse, by many community members at that forum (against the current infrastructure now in place) that are currently the loudest promoters of the phrase "Mace Mess", and the current "MM" petition. The undue and immense animosity, hate, and shameful display of disrespect I experienced from fellow adult community members and residents of El Macero country club and non-parents was extremely disturbing, stressful, and shocking.

Covid hit, and then I quit as Active4 Me coordinator. I did not have the energy to constantly deal with these community members with nothing better to do than fight, demean, bad mouth and harangue fellow community members such as myself with such a hateful and nasty agenda for attention and their current purpose. Parents such as myself have taken a back seat and stayed in the back ground hopefully emailing and writing letters to the City members pleading them to ignore this voiciferous contentious outspoken group that has an overwhelming presence on media platforms such as nextdoor.

That being said, since there are areas for changes, I urge the City members to ignore this contentious group's efforts returning two lanes both north and south on Mace.

PLEASE PLEASE KEEP SINGLE LANES in both north and south bound directions on Mace Blvd between Cowell and Montgomery.

1) \*Adding in 2 lanes with merge features continues to create and increase vehicular speeds (trap) and is a hazard.\*

2) Traffic backs up on north bound Mace ONLY when I-80 freeway is impacted. The problem is I-80. \*\*

\*\*Other streets, residential or business areas of Davis, and other cities and towns have the same complaints where auto drivers use local, residential, and country streets and roads to bypass a crowded, jammed, impacted, and slowed freeway such as I-80.

3) Local residential traffic at all times of day and night does NOT back up and easily uses the current infrastructure, as is. 13 of our house windows (except for 3), face Mace Blvd. and El Macero Country club landscaper/maintenance building on Mace Blvd. We have a front row seat.

4) \*Any dual merge lanes from two lanes down to one are situations to increase speeding, hazards, and collisions. This feature does NOT slow traffic:

a) such as current southbound Mace between Cowell and El Macero (north entrance), and

b) proposed return of merge that increases/ induces speed vehicle races and collision hazard at Feers design southbound Mace between El Macero and San Marino. \*\*\*

\*\*\*Prior to current construction, this is a location of dual lanes on heading south on Mace immediately merging after El Macero (north entrance). I in my F350 and a tomato truck were both headed southbound after Cowell to El Macero, in our individual lanes, we came to the El Macero north intersection (truck driver was further behind me by aprox 50 ft. I had arrived first, stopped, then went through the intersection. While I was in the southbound Mace lane, the tomato truck driver preceded to run the stop sign and speed up at the merge, pushing me into on coming traffic as he was in the west merge lane, thus creating a scary scenario and safety hazard. I was in an F350 he saw my face clearly, and this was during harvest tomato season prior to current infrastructure. \*\*\*

5) Repeating here: DO NOT ADD dual lanes Northbound or Southbound Mace Blvd., remove your unsafe speed trap faulty merge lanes (current and proposed), increase your safety for all vulnerable and slower cyclists and pedestrians by slowing vehicular traffic,

6) maintaining width for designated separate lanes between and for cyclists, e-bikes, and pedestrians.

Other areas for consideration:

7) The cement curbs facing inside bike lanes and sidewalks facing in to bike lanes could be gently sloped (instead of sharp) to prevent injury and allow smoother travel for cyclists, pedestrians, disabled community, etc.

8) Bike lanes kept straight as possible-- not leading into cement curbs or design features, such as:

a) current: southbound Mace/El Macero (north), and

b) Feers proposed Mace/Cowell intersections and

c) PLEASE keep vulnerable pedestrians/cyclists distanced away from current vehicular and semi-truck traffic as absolutely necessary.

9) Intersection at Mace and Cowell has no safe travel access to El Macero shopping center, and is a cyclist's/pedestrian, vehicle nightmare.

For example:

a) The traffic signal has no clear designated separate bike signal from vehicular traffic signal, where vehicles attempting a right hand turn increases collisions with cyclists headed west and straight as well as into pedestrians; as light signal is for all 3 modes at same time for Cowell west bound intersection.

b) When school aged cyclists traveling east-west bound on Cowell, pedestrians crossing through at the same time as a green light for autos attempting to make concurrent right hand turns.



c) Needed: A NO right turn signal, AND "Bikes Only" signals such as on Russell and Sycamore intersection.

10) Additional Signage Needed on Mace corridor:

A) NO U-TURN Signs at following intersections and into "T" street entrances on Mace Blvd.:

- 1) El Macero (North entrance) all 4 directions
- 2) San Marino
- 3) Blue Oak PI
- 4) Redbud
- 5) El Macero (south entrance)
- 6) Montgomery

B) NOT A THROUGH STREET:

- 1) Blue Oak PI
- 2) San Marino

11) Please HIRE A SENIOR TRAFFIC ENGINEER before going further, including these studies, breaking ground, and doing any more construction. We went through almost a year of construction with delays, unknown issues, and poor timing-- all prior at the start of school year and ag harvest season with seasonal drivers of semi-truck trailers, multiple construction crews of unsafe signage and blockages for all local residents. We don't need this again, and keep it minor.

12) We Kati Rose, Del Donovan, and our 2 kids, do not want return of prior infrastructure configuration of dual vehicular lanes, mass construction, nor lessening the width of bike lanes in favor of vehicles and more traffic congestion and unhealthy air.

13) Adding dual lanes north bound on Mace will just proceed to "fill up all lanes" whenever I-80 becomes impacted: eves on Mondays, Fridays, Thursdays with 3-day weekends, and accidents or other mystery slowing or blocking east bound I-80 traffic...

14) Suggest Yolo/Solano County work with CalTrans on their east bound Dixon sign (prior to Pedrick exit states how long in minutes to all Davis exits). Dixon Cal-Trans sign with times easily encourages drivers to divert off freeway to side streets, thereby reducing CalTrans traffic 80 vehicle load. Work with Cal Trans to turn off this feature during Fiers traffic studies to determine CalTrans sign traffic diversion effects.

15) Add Yolo County metered stop lights at Tremont/Mace, and Montgomery/Mace intersections.

16) INCREASE YOLO Sheriff, Davis PD, CHP presence on high traffic/I-80 diversion to local roads instances to monitor vehicular safety in this corridor. Please: ticket, ticket, ticket the crazies in autos passing and rushing into on coming traffic, jumping bike lane curbs and sidewalks, doing figure 8's, u-turns mid-street, mid-intersection, risking safety of surrounding residences and property, and speeding!!

Please excuse any and all errors, mistakes, redundancies, in grammar, etc., they were all mine.

Thank you for the current infrastructure, and for your time and consideration in this matter.

Sincerely,

Kati Rose, Del Donovan, & family  
4560 Blue Oak PI., Davis CA 95618

Sent from my iPhone

Nancy Stephenson

---

From: Andy J. Furillo <ajfurillo@gmail.com>  
Sent: Monday, January 31, 2022 7:47 AM  
To: Mace Comments 2022; Lucas Frerichs; Josh Chapman; jim.provenza@yolocounty.org; Bicycling Transportation and Street Safety Commission  
Cc: Anthony Palmere; Alan Hirsch; Mollie Cr D'Agostino  
Subject: Andy Furillo letter on Mace Blvd project  
Attachments: Mace project comment letter\_Furillo.docx

Follow Up Flag: Follow up  
Flag Status: Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Hi,

I am Vice Chair of the Unitrans Advisory Committee, a member of the Yolo County Transportation District's Citizens Advisory Committee, and part of Yolo Mobility, an organization supporting more convenient, sustainable, and equitable transportation throughout our county. A resident of East Davis, I frequently use Mace Blvd to get where they need to go -- primarily by bus and bike -- and hope to see a project design that facilitates safer and more reliable connectivity for our community. Please see my attached comments on the proposed project, which cover all three project areas.

Thank you.

Best,  
Andy Furillo

Lucas Frerichs, Davis Vice Mayor  
Josh Chapman, Davis City Councilmember  
Jim Provenza, Yolo County Supervisor  
Davis Bicycling, Transportation, and Street Safety Commission Members

### **Re: Proposal to Widen Mace Boulevard**

Mace Blvd is a vital corridor for people in Davis who ride transit, bike, and/or drive, and as a frequent user of this corridor I agree with elected officials and concerned residents that the current delays and unreliable travel times affecting all motorized modes at peak hours are unacceptable. However, the city should exude confidence that the original investment to improve bike infrastructure and calm traffic on this street – and all the hard work staff put into it – has paid off. While limited travel options on the high-demand intercity transportation corridor that passes through Davis, insufficient transit serving the South Davis neighborhoods near Mace, and a dangerous highway interchange near the project area have stood in the way of perfect results, Mace in South Davis is undoubtedly now a safer and more functional street than it would be if it were still in its former state – as well as than Mace north of I-80, which experiences similarly arduous congestion but lacks protected bike infrastructure.

As efforts proceed to further enhance Mace and address the challenges described above, I share the city's goals of improving access for residents, protecting people who bike and walk, reducing use of Davis service streets by people traveling through town, shortening response times to emergencies, and helping our area's agricultural industry thrive. But I am concerned that the proposed redesign of Mace released earlier this month will not facilitate progress towards any of these mutual goals. Further, the proposed project would set a dangerous precedent unbecoming of our platinum-rated biking community: that spending taxpayer dollars to maximize automobile capacity trumps protecting people's access, health, safety, or quality of life.

My recommended modifications to the proposal are as follows:

- Conduct the pilots of new metering traffic signals south of Davis and make any measures that prove to effectively mitigate cut-through intercity traffic permanent *before* making any major changes to Mace in Davis
- Expand local and intercity transit in South Davis and adjacent rural areas to benefit local residents, and construct a dedicated northbound transit lane on Mace if needed to keep service reliable.
- Improve the utility of Mace's protected bike lanes by extending them north, over I-80

### **Traffic calming on County Road 104 and Tremont Rd**

I support the proposal to conduct pilot demonstrations of traffic signals at County Road 104 (the extension of Mace Blvd south of Davis)'s intersections with Montgomery Ave and Tremont Rd. There is no precedent for using a signal at a single intersection to slow down car traffic in leading industry guidance including the [MUTCD](#) – which indicates *reducing* vehicle delay (and, accordingly, increasing automobile throughput and VMT) as the primary justification for installing an intersection signal – or [NACTO's Urban Street Design Guide](#). Thus, more information is needed to determine whether such a strategy can work.

However, these pilot demonstrations should be fully conducted, analyzed, and acted on before Davis makes any significant changes to Mace in town. If the signals succeed in reducing cut-through traffic on Mace and the delays this traffic causes for residents, our community should not be stuck with excessive, taxpayer-funded vehicle capacity that not only risks inducing car travel that undermines any benefits of the signals, but also would increase car crashes on the street by 40 percent, according to [an FHWA study](#) backed up by [observations of street racing](#) on other four-lane arterial roads in Davis.

I further caution that, even if the proposed signals reduce cut-through driving on Mace specifically, without a broader modal shift in regional Northern California travel this problem will not be fixed, but rather just transferred to other county roads and Davis streets. Mace is already just [one of several notorious alternatives](#) for I-80 drivers, and with traffic impacts [observed as far away as Woodland](#) there are likely numerous other roads that are vulnerable.

As there are no proposed near-term projects that will facilitate significant modal shift, Davis should consider working with county governments and the agriculture industry to re-design county roads in a manner friendlier for intended users like farmers and cyclists, but unappealing to highway drivers. The section of County Road 104 between Davis's city limit and Grasslands Regional Park (near the Tremont Rd intersection) – where addition of bike lanes is a [priority](#) of Yolo County's Bicycle Transportation Plan – would be an ideal candidate for such a rural road redesign.

### **Better transit service for South Davis**

Transit service in South Davis is already sparse – there is no bus line on Mace in the project area, and the nearby Davis Migrant Center was [recently closed](#) in part due to access issues. Yolobus's recent [elimination](#) of South Davis's express bus connection to Sacramento made service even more skeletal. The result: people in South Davis have to [drive more than their counterparts](#) who live not just in other parts of our city, but throughout most of the Sacramento region.

Improved transit services for South Davis – which, in contrast to new vehicle travel lanes, would serve solely Davis transportation needs – could be delivered in a variety of ways. These include new fixed-route Yolobus or Unitrans service, or on-demand microtransit options like those that have become popular in other low-density parts of the region and are expanding in Yolo County. Service priorities should include the following:

- A restored one-seat bus connection to Sacramento, and/or an improved transfer facility where South Davis residents can safely and conveniently transfer between local and intercity services
- A connection to Pioneer Elementary School for students, faculty, and staff
- Service south of Davis to the Migrant Center and intermediate destinations, including the Putah Creek South Fork Preserve and Grasslands Regional Park.
- Programs that effectively hire, train, protect, and compensate bus operators, ensuring South Davis services and other Davis transit options are stable and reliable.

Davis has the financial resources to expand South Davis transit right now. As federal COVID relief funds will cover existing Unitrans operations for the next several years, state transportation

funding needed for this purpose before the pandemic [can be re-invested](#) in other endeavors. State law [requires](#) the city to address unmet transit needs to the extent reasonable before spending these funds on any local road projects – including modifications to Mace – and I believe that the transit priorities described above constitute such unmet needs.

These new transit services would not require any new roadway capacity should the proposed intersection signals south of Davis effectively mitigate cut-through traffic. Should the signals not succeed in keeping intercity drivers out, a dedicated northbound transit lane on Mace would be the most effective way to guarantee reliable connectivity for South Davis residents and emergency vehicles. As congestion is not a problem on southbound Mace, the existing wide travel lane can effectively serve local traffic, large agricultural vehicles, and future transit service, so in no circumstance should the city narrow this lane to add a second travel lane for cars.

### **A local and regional bike connection**

While the existing protected bike lanes on Mace offer safe, convenient, and pleasant transportation, they have a serious shortcoming: they abruptly stop at Cowell Blvd. A person biking north of this location must share a lane with cars between Cowell and Chiles Rd, then navigate highway ramps while crossing a bridge with a [history of deadly crashes](#).

This is the perfect time to extend the protected bike lanes north over I-80. Modifications to the Mace bridge over the highway would help provide a reliable connection for the buses and drivers eligible to use the proposed Yolo 80 managed lanes, so new bike infrastructure can be integrated into that project's design. New protected bike lanes on the Mace bridge can also facilitate access to – and reduce the level of traffic generated by – the Davis Innovation and Sustainability Campus project, and provide a safe connection to the regional Davis-Sacramento bike route as e-bikes explode in popularity.

I appreciate your consideration and the opportunity to weigh in.

Best,

Andy Furillo, Unitrans Advisory Committee Vice Chair; Yolo County Transportation District Citizens Advisory Committee Member

Nancy Stephenson

---

From: Don Johnston <rvflyer@me.com>  
Sent: Monday, January 31, 2022 7:49 AM  
To: Mace Comments 2022  
Subject: Mace Infrastructure Redesign

Follow Up Flag: Follow up  
Flag Status: Flagged

CAUTION: External email. Please verify sender before opening attachments or clicking on links.

To: Davis City Council

As a resident of South Davis, a driver, and an avid supporter of cycling, I submit these comments regarding the redesign of the failed Mace infrastructure project.

I begin by stating unequivocally that I do not find that the redesign as presented resolves many of the problems that exist due to the project implementation and I do not support the redesign. I believe that it is throwing good money after bad and serves neither drivers nor cyclists well. Regarding the original project, I had predicted that the tased curbs at San Marino, El Macero Dr., or Cowell Blvd. would result in a cyclist crashing with possible injuries resulting. In fact, within three months a woman returning from Nugget Market hit one of those raised curb on the right hand turn at San Marino and was hospitalized for injuries sustained. The redesign only partially addresses the problems that raised curbs and divided bike lanes causes. I firmly believe that the raised curbs creating divided bike lanes must be removed. The redesign does not remove them.

The Mace project created "bike trenches" that are dangerous to cyclists in several ways. 1) the trench removes the option of escaping the lane if a danger arises. On multiple occasions I have encountered wrong way cyclists in the lane, which presents a potential hazard. As a commuter cyclist to work in Sacramento I once witnessed and attended to injuries of two cyclist who collide head on with no means of safely veering from each other's path due to a barrier on one side. Last week, my wife and son encountered a group of 6 or 7 young cyclists going the wrong way in the northbound trench on Mace. There was no option but to stop and lift their bikes over the curb. 2) With curbs on both sides of lane, the likelihood of striking a tire on a raised curb increases greatly and forces a cyclist to the center, making passing slower traffic both more difficult and more dangerous. Most road cyclist, who ride a much faster speeds than casual and commuter cyclist, will opt to ride legally in the traffic lanes in stead. This not being understood by many drivers who do not appreciate cyclists increases the likelihood of conflicts and potential auto vs cyclist collisions. Further, the raised curbs reduced traffic lanes and between San Marino and Redbud, leave no shoulder at all for a road cyclist to use. 3) At the first public meetings following the outcry of citizens, I commented that the trenches (bike lanes) would be difficult to keep clean of debris. The reply was that the city had contracted with a service to sweep them and they would be clean. That NEVER happened. I have multiple picture over the years since implementation of large piles of pine needles, cones and branches in the bike lane. They are seldom swept. This debris, especially when wet, presents a fall hazard in to cyclist and tased curbs with 90 degrees edges await the cyclist. It is a clear danger that the city cannot maintain. In addition, the raised concrete dividers exacerbate the problem. When it is windy, the curbs create vortices that actually help deposit wind carried debris in the lanes, thereby increasing the amount of debris deposited. Prior to the curbs being installed, the debris collected at the edge of the street against the sidewalk and a cyclist could easily veer left a bit to avoid it, more reason to remove the raised curbs dividing the bike lanes.

Davis has once again, in its rage against drivers, found a way to delay and inconvenience citizens in vehicle from getting from A to B easily and efficiently. When the sweeping right lanes were removed, the infrastructure left no option for a right turn than to wait for traffic to move with the light. A safe right on red is now only available to the first car in line. All other wait thought the light cycle. On many occasions both my wife and I have had to sit idling through 2 or even 3 cycles, car idling, which only adds to increased exhaust and pollution. It also adds to frustration. My wife and I have an inside joke whenever we are in another city and find ourselves at a stop light with poor traffic timing, idling, unable to proceed even though there is no opposing traffic. We look at each other an say, "Looks like they

must have contracted Davis traffic engineers". But, it is not really funny. Many of the modification to Mace Blvd served only to impede traffic unnecessarily, especially removing a right turn option and having no other alternative than to wait. The redesign does not address this. I know there is plenty of road width to have both a dedicated left and right turn lane at Mace and Cowell. It would however, require removal of more of the raised infrastructure on the right. But there could still be plenty of space for safe movement of pedestrians and cyclists in the design. This would allow right turning traffic to cue unimpeded, stop, and proceed when safe while traffic going through the intersection waited for the green light.

My recommendation is that all raised infrastructure used to create bike lanes be removed. The city has been quite successful creating clear, safe to use lanes and separation from traffic with something much less expensive and easy to maintain: PAINT! Some have suggested filling the bike lane with more concrete to create raised bike lanes that at least do not have the curb hazard. That would remove one danger but reduces other options and I do not find desirable.

My recommendation is to remove all raised concrete bike dividers and paint the bike lane infrastructure consistent with bike lanes in the rest of Davis. Add dedicated right turn lanes at Mace and Cowell. This would also make it possible to restore the additional lanes on Mace without narrowing the center divider with trees, which would save one major expense and leave an aesthetically desirable feature in place. In conclusion, I do not support the Mace redesign as presented and would like to see it go back to the drawing board to address issues that remain unresolved. This project will, otherwise, end no better than the one that created the Mess.

Respectfully submitted,

Don and Diane Johnston

El Cemente Ave., Davis  
(530) 902-8096  
rvflyer@me.com

Nancy Stephenson

---

From: Abolghasem Edalati <aedalati@yahoo.com>  
Sent: Monday, January 31, 2022 8:26 AM  
To: Mace Comments 2022  
Cc: Jim Provenza; Chapman@cityofdavis.org; richard.reed@yolocounty.org; Barbara Archer;  
Lucas Frerichs  
Subject: Subject\_Mace project phase 2

Follow Up Flag: Follow up  
Flag Status: Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

For The Attention of Dear Respected Review Members' Committee,

Please pay attention to the following issues:

1. In the new design, City will restore 2<sup>nd</sup> lane between Cowell and El Macero Southbound, but the 2nd lane does not continue between El Macero and San Marino. This means all sudden 2 lanes merge to 1 lane and the West side of Mace will face congested vehicles. Has the City studied or anticipated the impact of traffic in the West side between El Macero and San Marino in new design? **Please DO NOT CREATE ANOTHER ISSUE (TRAFFIC) IN WEST SIDE AND ADD 2ND LINE IN WEST SIDE TOO. Please make sure to examine the consequences of this action before happening.**

2. In the issue of traffic lights in San Marino, several callers in the meeting mentioned pollution and noise of vehicles in the middle of night or from vehicles when they are backed up in traffic. The callers also provided a good solution. Reducing 12 red signals to 1 signal on each side won't solve this problem. Everyone cares about the safety of pedestrians, vehicles. However, is the health of residents less important than the rest of people? The city little by little is killing Mace and surrounding residents by exposing residents to noise\pollution 24 hours/7 days a week. San Marino intersection is similar to any other intersection, and it is not more dangerous than any other intersection. This is a fact that only certain hours of the day the intersection is busy. From 7:00 am to 9:00 am that everyone either goes to school or work and from 2:00 pm to 3:00 pm when children are coming back from school. This is happening on normal days. On rainy/hot days, the majority will ride their own vehicle. And after 7:00 pm this intersection is basically a deserted area. There is no need to expose residents, especially our family to noise and pollution 24 hours. **SO PLEASE KEEP TRAFFIC LIGHT IN NEW DESIGN IN ANY PHASE TO REPLACE IT TO SMART\PROGRAMMABLE TRAFFIC LIGHT TO STAY GREEN CERTAIN HOURS OF DAY\NIGHT. Tomato season is right around the corner and our exposure to noise\pollution increases greatly and dramatically.**

On Jan 25th the congressman Garamandi had a virtual hall meeting and he mentioned that he has a \$100 million dollars fund for fixing highway 80 from Davis to West Sacramento. He also mentioned he provides federal government funds to local governments to improve their streets. City of Davis can use a small part of that money to fix\replace San Marino traffic light. The city heard residents' comments\concerns loud and clear in Jan 20<sup>th</sup> meeting about San Marino intersection. We do not see any more excuse to postpone this traffic light.

3. In the new design, the City still is blocking our parking area. We heard the engineer, Edrian's reasons for blocking it. We completely disagree with his reasoning. This corner is no different than any other intersection in Davis. Many houses in Davis are built at the corner and none of their parking areas are blocked by the city. **WE NEED TO KNOW WHAT EXACTLY CITY IS GOING TO DO IN FRONT OF MY HOME BEFORE CITY START IMPLEMENTING IT. PLEASE CONTACT ME BEFORE START OF WORK AND I FULLY EXPECT TO**



**HAVE PARKING AREA FOR EMERGENCY, AMBULANCE OR ANY OTHER VEHICLE IN FRONT OF MY HOME.**

Thank you

Respectfully, Ghasem Edalati and family, Resident of 915 Mace (located at the corner of Mace and San Marino)

Nancy Stephenson

---

From: Rich Rifkin <rich1417@yahoo.com>  
Sent: Monday, January 31, 2022 9:44 AM  
To: Mace Comments 2022; John Swann  
Cc: DBC mailing list  
Subject: Re: [DBC] Mace infrastructure comments

Follow Up Flag: Follow up  
Flag Status: Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Great letter, John. ...

For those who have not ridden lately on W. Covell -- where it was recently repaved and re-stripped near The Marketplace shopping center -- you ought to do so. The approximately 6-foot bike lane is "protected" from the travel lane with a 12" painted stripe and a larger (30"?) cross-hatched painted space. That keeps drivers and cyclists safely apart. But unlike with raised concrete curbs -- which lead to violent crashes and force drivers to make perilous hook turns -- the striping separation is a great solution to the problems the "fix" on Mace caused. I don't believe any solution is perfect: painted lines, even with great separation won't stop a drunk, drugged or texting driver from swerving into a bike lane.\* But I think the Covell solution -- which was first tried on B Street -- is the best possible and should serve as the model for every bike lane in Davis where there is sufficient room to employ it.

Slightly related aside: On Sunday I was returning to Davis northbound on Road 98, taking the curved right turn at Cactus Corner to Russell, where I joined the Howard Reese bike path between Russell and the Baptist Church. As I made my turn, a big pickup came up behind me. I saw it over my left shoulder and moved a bit to my right to let the driver by. What I had not realized was between the shoulder -- which was covered in debris and has cracked pavement -- and the turn lane there are flexible "safety" posts. Not realizing those hazards were there, I very nearly crashed hitting one. Those posts seem as stupid as the raised curbs that were put on Mace. They don't "protect" anyone. But if you need to swerve, the posts make riding near them terribly unsafe.

Rich

\*There is no reason to think that it is more likely, if Mace were properly painted, than it is on all the other bike lanes you and I ride on everyday in Davis for an errant driver to hit a cyclist in any striped bike lane.

On Monday, January 31, 2022, 12:11:13 AM PST, John Swann <jwdswann@gmail.com> wrote:

To: Davis City Council

The elephant in the room regarding the current Mace Blvd infrastructure is the fact that the "protected" bike lanes are, in fact, an extremely serious safety hazard for bicycles.

Bicyclists may “feel” safer being physically separated from automobiles but that is an illusion. The concrete separators are dangerous. If a cyclist’s front wheel ever touches one the separators he or she will almost certainly fall.

This is because of the physics of how a bike is able to stay upright. In 2016 several scientific articles were written about how this works. Most notably Scientific American published an article entitled “The Bicycle Problem That Nearly Broke Mathematics”. Davis’ own Mont Hubbard, former president of Bike Davis, is quoted in the article.

Bicycle steering is inherently self-correcting. But that only works if nothing interferes with the front wheel. This is relevant for the infrastructure on Mace because the infrastructure consists of concrete barriers on either side of the bicycle. If the front wheel touches a vertical piece of concrete running in the direction of travel, that will interfere with the bike’s ability to stay upright. I know this instinctively. I raced in a bunch of criteriums in the 70’s and, though it never happened to me personally, I was aware of riders who crashed after being squeezed into a curb running parallel to their direction of travel.

In addition to the danger of your wheel touching a barrier, the situation would be every bit as bad if a pedal came into contact with the concrete.

When someone falls off their bike sideways the elbow, hip and knees are most at risk. Falling hard on your elbow can result in a broken collar bone. This may be the most common “serious” injury for competitive cyclists. If you’re moving fast such a fall can result in “road rash”, i.e., a bad scrape. Except for a broken collar bone these are relatively minor injuries provided you just hit the pavement and nothing else.

For the “protected” infrastructure of Mace Blvd. the situation is completely different. Imagine someone is riding in the “protected” bike lane and his pedal comes down on the top of the concrete barrier to his right. He or she will fall to their left (it’s hard for me to even think about it). Instead of landing on flat pavement, they will land on the right angle corner of concrete on the left side of the “trench”. The injury sustained will, almost certainly, be MUCH worse than if he or she simply landed on a flat surface.

To be clear, this infrastructure is extremely dangerous for cyclists.

To make matters worse, a cyclist traveling north in the “protected” bi-directional bike lane comes to an intersection where the bike lane becomes a south bound only lane. In order to make it to Nugget to buy groceries that person must cross to the east side of Mace, continue north a few more blocks and then cross Mace AGAIN to get back to the west side of the road. Most people will not do that. They will simply continue north going the wrong way in the “protected” bike lane and hope that they don’t meet another cyclist headed south.

But if that person does happen to encounter another southbound cyclist, the potential for the crash scenario described above is greatly increased.

There’s absolutely no question that this “protected” bike infrastructure should be removed for the safety of cyclists. Throughout the rest of Davis buffered bike lanes are being installed. These lanes are separated by two thick lines of paint with diagonal stripes between the lines. Buffered lanes give both the cyclist and motorist a sense of separation even though it’s only a visual signal.

The great thing about paint is that if you don’t get it right it can be easily changed. Just grind off the old paint and give it another go. With concrete you’re stuck with infrastructure that was expensive to install and

expensive to remove. It's a waste of taxpayer's money. It's embarrassing. I completely understand why this would be hard to confront. Just because it's hard, doesn't mean that it shouldn't be done.

Other than removing the barriers, there are 2 other possible solutions that could work:

- Fill in the "trench" so that the bike lane is effectively raised up. Of course, there would be ramps on either end of the segment. This would make the bike lane a wee bit wider as it would include the width of the barriers. My sense is that dropping off of a raised "platform" is far less dangerous than hitting a curb that is higher than you are.
- Chamfer (bevel) the inside edges of the "trench" so that the front wheel of the bike will ride up on the concrete barrier instead of running into a vertical wall.

The advantage of both these approaches is that the cyclists are still physically separated from automobiles.

John Swann

---

DBC mailing list

[DBC@dbclist.org](mailto:DBC@dbclist.org)

<http://www.dbclist.org/mailman/listinfo/dbc>

Nancy Stephenson

---

From: Roger Chetelat <trchetelat@gmail.com>  
Sent: Monday, January 31, 2022 10:37 AM  
To: John Swann  
Cc: Mace Comments 2022; DBC mailing list  
Subject: Re: [DBC] Mace infrastructure comments

Follow Up Flag: Follow up  
Flag Status: Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

John,

I live on San Marino Dr. and regularly use the bike lanes on Mace in both directions.

I agree that the concrete curbs on the bike lanes are counter productive and hazardous.

And the bike lane on the West side of Mace should be bidirectional so that northbound cyclists can get to the shopping center without crossing Mace twice.

But I'm most worried about the return to four lanes of traffic on Mace. This will increase the danger to cyclists, especially children, crossing Mace, either at the San Marino or the El Macero drive intersections, by encouraging higher traffic speed and by preventing drivers from seeing someone in the crosswalk. For example, at the San Marino Dr intersection, drivers in the outer northbound lane on Mace may have their view of the crosswalk partially blocked when there is another vehicle to their left (i.e. in the inner lane). Mace should be limited to two lanes, not four, in this mostly residential area.

Roger Chetelat

On Sun, Jan 30, 2022 at 11:56 PM John Swann <[jwdswann@gmail.com](mailto:jwdswann@gmail.com)> wrote:

To: Davis City Council

The elephant in the room regarding the current Mace Blvd infrastructure is the fact that the “protected” bike lanes are, in fact, an extremely serious safety hazard for bicycles.

Bicyclists may “feel” safer being physically separated from automobiles but that is an illusion. The concrete separators are dangerous. If a cyclist’s front wheel ever touches one the separators he or she will almost certainly fall.

This is because of the physics of how a bike is able to stay upright. In 2016 several scientific articles were written about how this works. Most notably Scientific American published an article entitled “The Bicycle Problem That Nearly Broke Mathematics”. Davis’ own Mont Hubbard, former president of Bike Davis, is quoted in the article.

Bicycle steering is inherently self-correcting. But that only works if

nothing interferes with the front wheel. This is relevant for the infrastructure on Mace because the infrastructure consists of concrete barriers on either side of the bicycle. If the front wheel touches a vertical piece of concrete running in the direction of travel, that will interfere with the bike's ability to stay upright. I know this instinctively. I raced in a bunch of criteriums in the 70's and, though it never happened to me personally, I was aware of riders who crashed after being squeezed into a curb running parallel to their direction of travel.

In addition to the danger of your wheel touching a barrier, the situation would be every bit as bad if a pedal came into contact with the concrete.

When someone falls off their bike sideways the elbow, hip and knees are most at risk. Falling hard on your elbow can result in a broken collar bone. This may be the most common "serious" injury for competitive cyclists. If you're moving fast such a fall can result in "road rash", i.e., a bad scrape. Except for a broken collar bone these are relatively minor injuries provided you just hit the pavement and nothing else.

For the "protected" infrastructure of Mace Blvd. the situation is completely different. Imagine someone is riding in the "protected" bike lane and his pedal comes down on the top of the concrete barrier to his right. He or she will fall to their left (it's hard for me to even think about it). Instead of landing on flat pavement, they will land on the right angle corner of concrete on the left side of the "trench". The injury sustained will, almost certainly, be MUCH worse than if he or she simply landed on a flat surface.

To be clear, this infrastructure is extremely dangerous for cyclists.

To make matters worse, a cyclist traveling north in the "protected" bi-directional bike lane comes to an intersection where the bike lane becomes a south bound only lane. In order to make it to Nugget to buy groceries that person must cross to the east side of Mace, continue north a few more blocks and then cross Mace AGAIN to get back to the west side of the road. Most people will not do that. They will simply continue north going the wrong way in the "protected" bike lane and hope that they don't meet another cyclist headed south.

But if that person does happen to encounter another southbound cyclist, the potential for the crash scenario described above is greatly increased.

There's absolutely no question that this "protected" bike infrastructure should be removed for the safety of cyclists. Throughout the rest of Davis buffered bike lanes are being installed. These lanes are separated by two thick lines of paint with diagonal stripes between the lines. Buffered lanes give both the cyclist and motorist a sense of separation even though it's only a visual signal.

The great thing about paint is that if you don't get it right it can be easily changed. Just grind off the old paint and give it another go. With concrete you're stuck with infrastructure that was expensive to install and expensive to remove. It's a waste of taxpayer's money. It's embarrassing. I completely understand why this would be hard to confront. Just because it's

hard, doesn't mean that it shouldn't be done.

Other than removing the barriers, there are 2 other possible solutions that could work:

- Fill in the "trench" so that the bike lane is effectively raised up. Of course, there would be ramps on either end of the segment. This would make the bike lane a wee bit wider as it would include the width of the barriers. My sense is that dropping off of a raised "platform" is far less dangerous than hitting a curb that is higher than you are.
- Chamfer (bevel) the inside edges of the "trench" so that the front wheel of the bike will ride up on the concrete barrier instead of running into a vertical wall.

The advantage of both these approaches is that the cyclists are still physically separated from automobiles.

John Swann

---

DBC mailing list

[DBC@dbelist.org](mailto:DBC@dbelist.org)

<http://www.dbelist.org/mailman/listinfo/dbc>

Nancy Stephenson

---

From: David Takemoto-Weerts <twotired@gmail.com>  
Sent: Monday, January 31, 2022 12:29 PM  
To: John Swann  
Cc: Mace Comments 2022; DBC mailing list  
Subject: Re: [DBC] Mace infrastructure comments

Follow Up Flag: Follow up  
Flag Status: Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

I agree with John Swann's comments. In addition, I'd like to add the following. If you go to the PowerPoint presented at the Jan. 20 Mace Blvd. Modifications Community Meeting, scroll down to slide 19 depicting the Mace Blvd. & Cowell Blvd. intersection proposed "after" configuration.

[637783544766400000 \(cityofdavis.org\)](https://www.cityofdavis.org)

Picture yourself cycling northbound on Mace in the "protected" bike lane. When you arrive at the intersection you are forced into the "islands" where you may well have to contend with any number of fellow cyclists, pedestrians, leashed dogs, munchkins, etc. who may or may not give any indication of where and in what direction they're going. Then you cross Cowell to continue north on Mace and must deal with the temporary inhabitants of a second island in the archipelago! I'd much rather have a traditionally-striped bike lane, sans hazards, allowing me to go straight, right or left (the latter in a vehicular, not pedestrian manner).

Most of you know that cyclists are not required to use the cycletrack as we must the standard striped bike lane. So, you do have the alternative on Mace (and on similar roads) to "take the lane" and share it with motorists. However, at this location and others (eastbound Covell at L), I greatly prefer to have a sufficiently wide, striped bike lane.

David Takemoto-Weerts

Davis, CA

On Sun, Jan 30, 2022 at 11:53 PM John Swann <[jwdswann@gmail.com](mailto:jwdswann@gmail.com)> wrote:  
To: Davis City Council

The elephant in the room regarding the current Mace Blvd infrastructure is the fact that the "protected" bike lanes are, in fact, an extremely serious safety hazard for bicycles.

Bicyclists may "feel" safer being physically separated from automobiles but that is an illusion. The concrete separators are dangerous. If a cyclist's



front wheel ever touches one the separators he or she will almost certainly fall.

This is because of the physics of how a bike is able to stay upright. In 2016 several scientific articles were written about how this works. Most notably Scientific American published an article entitled “The Bicycle Problem That Nearly Broke Mathematics”. Davis’ own Mont Hubbard, former president of Bike Davis, is quoted in the article.

Bicycle steering is inherently self-correcting. But that only works if nothing interferes with the front wheel. This is relevant for the infrastructure on Mace because the infrastructure consists of concrete barriers on either side of the bicycle. If the front wheel touches a vertical piece of concrete running in the direction of travel, that will interfere with the bike’s ability to stay upright. I know this instinctively. I raced in a bunch of criteriums in the 70’s and, though it never happened to me personally, I was aware of riders who crashed after being squeezed into a curb running parallel to their direction of travel.

In addition to the danger of your wheel touching a barrier, the situation would be every bit as bad if a pedal came into contact with the concrete.

When someone falls off their bike sideways the elbow, hip and knees are most at risk. Falling hard on your elbow can result in a broken collar bone. This may be the most common “serious” injury for competitive cyclists. If you’re moving fast such a fall can result in “road rash”, i.e., a bad scrape. Except for a broken collar bone these are relatively minor injuries provided you just hit the pavement and nothing else.

For the “protected” infrastructure of Mace Blvd. the situation is completely different. Imagine someone is riding in the “protected” bike lane and his pedal comes down on the top of the concrete barrier to his right. He or she will fall to their left (it’s hard for me to even think about it). Instead of landing on flat pavement, they will land on the right angle corner of concrete on the left side of the “trench”. The injury sustained will, almost certainly, be MUCH worse than if he or she simply landed on a flat surface.

To be clear, this infrastructure is extremely dangerous for cyclists.

To make matters worse, a cyclist traveling north in the “protected” bi-directional bike lane comes to an intersection where the bike lane becomes a south bound only lane. In order to make it to Nugget to buy groceries that person must cross to the east side of Mace, continue north a few more blocks and then cross Mace AGAIN to get back to the west side of the road. Most people will not do that. They will simply continue north going the wrong way in the “protected” bike lane and hope that they don’t meet another cyclist headed south.

But if that person does happen to encounter another southbound cyclist, the potential for the crash scenario described above is greatly increased.

There’s absolutely no question that this “protected” bike infrastructure should be removed for the safety of cyclists. Throughout the rest of Davis

buffered bike lanes are being installed. These lanes are separated by two thick lines of paint with diagonal stripes between the lines. Buffered lanes give both the cyclist and motorist a sense of separation even though it's only a visual signal.

The great thing about paint is that if you don't get it right it can be easily changed. Just grind off the old paint and give it another go. With concrete you're stuck with infrastructure that was expensive to install and expensive to remove. It's a waste of taxpayer's money. It's embarrassing. I completely understand why this would be hard to confront. Just because it's hard, doesn't mean that it shouldn't be done.

Other than removing the barriers, there are 2 other possible solutions that could work:

- Fill in the "trench" so that the bike lane is effectively raised up. Of course, there would be ramps on either end of the segment. This would make the bike lane a wee bit wider as it would include the width of the barriers. My sense is that dropping off of a raised "platform" is far less dangerous than hitting a curb that is higher than you are.
- Chamfer (bevel) the inside edges of the "trench" so that the front wheel of the bike will ride up on the concrete barrier instead of running into a vertical wall.

The advantage of both these approaches is that the cyclists are still physically separated from automobiles.

John Swann

---

DBC mailing list

[DBC@dbclist.org](mailto:DBC@dbclist.org)

<http://www.dbclist.org/mailman/listinfo/dbc>

Nancy Stephenson

---

From: Peter Jacobsen <pjacobsen@bikedavis.us>  
Sent: Monday, January 31, 2022 6:01 PM  
To: Mace Comments 2022  
Cc: Bike Davis  
Subject: Bike Davis comments on Mace proposal  
Attachments: Bike Davis Comments on Mace Project 31-Jan-22.docx(1).pdf

Follow Up Flag: Follow up  
Flag Status: Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Thank you for the opportunity to review the proposed design. We have numerous comments and suggestions for improvements.

We would like to be part of the process.

Peter Jacobsen  
Director, Bike Davis

Bike Davis presents these comments in an effort to improve understanding of the Project's goals and the resulting Project.

### Costs and funding

1. It is inappropriate to present a proposed plan without presenting cost and funding mechanisms for the community to consider. Our wish book might be unlimited, but knowing that we would have to give up something else might change our wishes.
2. What is the cost breakdown of the proposed project? One construction engineer estimated that widening Mace (Phase 1a) would cost roughly \$1.7 to 2.3 million, plus the cost of the metering signals (Phase 1b) of roughly \$1 million.
3. Who is paying for this Project? From what fund?
4. What projects would be deferred for this Project?

### Process

1. Define the Project purpose. The 2018 project was intended to provide a safe route to Pioneer Elementary School (east of Mace) for students living on the west side. During the January 20, 2022 meeting the consultant clearly implied that the project's purpose was to accommodate more cars. The attending Councilmembers said the Project is about more than moving cars. The Project purpose should be to make South Mace an inviting street for all to use comfortably, and specifically for students to safely get to school. We need a separate project to remove freeway bypass traffic from Davis streets, including South Mace. That project should occur first.
2. During the January 2022 community meeting, Supervisor Provenza said that he did not know the source of the problem that the Project is meant to address. **Understanding the problem is key to solving it.** The traffic counts show a tripling or quadrupling of northbound traffic for two or three hours on Thursday and Friday afternoons, which can reasonably be interpreted as freeway bypass traffic. The southbound traffic remained unchanged. The problem to be solved is the freeway bypass traffic. The delays experienced on North and South Mace are the symptoms.
3. How were the alternatives defined? What alternatives were explored? How were these alternatives evaluated?
4. During the January 2022 community meeting, we learned that a steering committee was formed to discuss the Mace project. Who was on the steering committee? Who represented Pioneer students? Who represented residents riding bicycles? Who represented residents using golf carts to access the country club? When and how often did the committee meet? Bike Davis needs to be included in steering committees on street design.
5. Bike Davis was engaged with the Mace project from inception and provided detailed comments about the earlier draft documents. Were those comments evaluated?
  - a. In particular, the 30% design presented in July 2020 showed a 2-way protected bikeway on the West side of Mace, extending between San Marino and Cowell. Bike Davis had strongly advocated for that feature, which was supported by all project stakeholders. However that feature has been taken out of the current project in order to accommodate two southbound travel lanes between Cowell and El Macero Dr. Please explain why this decision was made and why a feature that was universally agreed upon was taken out.

6. What is the schedule for environmental documentation? How will the City comply with CEQA and NEPA?
7. Will Davis be returning the Safe Routes to School money used for the previous project? How will that refund be funded? What projects will be deferred?

### **Addressing the Mace delays at its root by keeping freeway traffic on the freeway**

Congestion on Mace Blvd is caused by congestion on I-80 and is part of a much larger system. Resolving that congestion requires system thinking. Adding more travel lanes on Mace will simply invite more freeway bypass traffic on this street and will not solve congestion. To address congestion on Mace, we need to improve flow of traffic on I-80, and we need to make bypass routes less attractive to freeway drivers. The bullets below present details on how to accomplish these goals:

1. Davis needs to evaluate the benefits to South Mace of closing of the “bubble” of the three extra eastbound lanes on I-80 near the SR-113 interchange. The abrupt drop of the three lanes after the interchange causes substantial friction and delay, which results in drivers seeking faster routes, including via Mace. Streamlining this section of freeway would include merging the on-ramps of both Old Davis and 113 into one lane each before entering I-80 and closing the associated extra lanes. In addition, the fourth lane between SR-113 off-ramp and on-ramp should be closed. The effect of these lane closures can be evaluated with a temporary implementation. If the streamlined freeway interchange reduces delays, we may not even need the Project. This alternative has many positive environmental benefits.
2. In addition, evaluate making Mace less attractive to freeway bypass traffic by closing the HOV lanes at the Mace I-80. The effectiveness of this strategy can be tested with a temporary implementation. It would have considerably less environmental impact and cost. Eliminating the unmetered carpool lanes for both SB-to-EB and NB-to-EB would both reduce travel time on the freeway and increase travel time on Mace, eliminating the relative time savings identified by Waze. It would be cost-effective to entice drivers to stay on the freeway, and not travel on Mace. If Caltrans objects to outright closure (even as a temporary implementation) then metering the on-ramps should be evaluated. Caltrans determined on-ramp metering would “[r]educe queuing and congestion on Mace Blvd.” Closing the unmetered carpool on-ramps would have an even greater impact.
3. Caltrans estimated the cost for metering the two carpool lanes at \$1 million, which is substantially less than the proposed Project and benefits many areas of the City impacted by the bypass traffic. Metering at the on-ramp(s) would be more favorably received by motorists than metering lights at Montgomery and Tremont, and require less police enforcement for compliance. This alternative has many positive environmental benefits. Note that six consultants wrote in November 19, 2019 memo, “agreed that there are benefits to the recommended solution of adding metering to the HOV lane and that we should pursue funding through SACOG and Caltrans.” Awaiting funding from SACOG and Caltrans appears penny wise and pound foolish. We need immediate relief. Note that closing the HOV on-ramps will be substantially less expensive and can be implemented quicker.
4. Metering the Richards eastbound on-ramp would also improve freeway travel times, and hence also reduce incentive for freeway traffic to bypass via Davis streets. It needs to be evaluated as part of the alternatives to this Project.

5. It appears that the alternative analysis undertaken for this Project failed to review historic traffic conditions. Satellite imagery shows Northbound South Mace was congested with four lanes (see Google Earth, Historical Imagery for Thursday, Aug 16, 2018), and hence widening South Mace should have been eliminated as a viable alternative.
6. The Project proposes metering lights at Montgomery and Tremont as Phase 1b. Metering, either upstream or downstream, must precede road widening. Road widening is expensive, disruptive, and permanent, with serious adverse impacts that cannot be mitigated. Metering is less expensive, and if successful, makes road widening unnecessary. The proposed reverse order is wasteful.

### **Two-way bikeways**

1. People will use the bikeways in two directions for bicycling, driving golf carts, and walking, whether the Project accommodates them or not. The proposed plan must make the bikeways as wide as physically possible, and not the absolute minimum.
2. Replacement separation curbing is 2' wide in some locations and 3' wide in others. This width is better used to widen bikeways from the absolute minimum. Use minimum width for the separation curbing, 2' for all replacement barriers and devote that space to the bikeway.
3. Make the westside bikeway two-way. The proposed project provides "green conflict zone markings" to direct students to cross Mace at San Marino, where they would cross one southbound lane and two northbound lanes without a crossing guard. At El Macero, the proposed project has students crossing two southbound lanes and two northbound lanes, without the protection (/s) of "green conflict zone markings" (e.g. paint). It seems likely that parents will not allow their children to cross Mace without a crossing guard, and hence the proposed Project will reduce the number of students independently traveling to Pioneer. In addition, people will use the bikeway in two directions whether Davis accommodates them or not. For residents living west of Mace, the alternative for going a block or two to access the local grocery store would be to cross Mace two times instead of zero. Note that with the proposed plan, the crossings will be more dangerous because of the additional lanes and induced speed. This added danger makes facilitating two-way use imperative.
4. For similar reasons, make the eastside bikeway two-way. A Pioneer student returning to their home on the eastside would be expected to cross first Cowell and then either El Macero or San Marino.

### **SPECIFIC DESIGN COMMENTS**

#### **Cowell Intersection: reduce curb radiuses to protect people walking, biking and rolling**

1. This intersection is used by school children, and indeed a crossing guard is stationed here. The previous 2018 Mace Project was a Safe Routes to School project and funded by that program. Please do not undo the safety improvements for the convenience of vehicle users. It is unethical to trade one person's health for another's convenience.
2. Force the southbound Mace right-hand lane to turn right onto Cowell. This change was in the July 2020 proposal. Traffic volumes beyond Cowell do not justify two lanes of traffic. (See comments in the following section.) In addition, this change will benefit people driving and turning right, as they will not have to wait for a green light while blocked by through traffic.

3. The large curb turn radii on all four corners will encourage drivers to make high-speed turns, endangering the children and other people crossing that street. NACTO specifically says, “[c]urb radii should be designed as tightly as possible to reduce pedestrian crossing distance without adversely affecting transit operation.”
4. The SW corner is called to be designed for a turning bus, however no scheduled bus makes this turn movement. The same corner radius is also used on SE and NE corners. While the NE corner is on a scheduled bus route, note that the receiving street has two lanes and a 6-foot-wide painted median (17’ extra), and even AASHTO (Green Book, p. 698) says that designs may assume that large vehicles can swing wide and encroach on other traffic lanes, and hence the curb radius needs to be shortened to reflect that opportunity.
5. On the NW corner, the proposed design includes an apron for delivery trucks. What articulated turning template is appropriate here? Do the merchants in the center receive merchandise using the largest semi-trailer, and should they? Note that the receiving street (Cowell) has a 3-foot-wide painted median and the radius should be designed acknowledging that a truck can use that space.
6. Before the 2018 project, Bike Davis members and local residents observed many near-misses where drivers make high-speed turns and almost hit people crossing the street. The design must tighten the curb radii much more than what is proposed, in order to encourage drivers to use safe speeds and to protect people crossing this intersection. Large radii curb returns must be avoided.

#### **Between Cowell and El Macero**

1. On the west side, the available space is dedicated to two 11’ vehicle lanes, or 22’ clearance. Adding a vehicle lane is not justifiable with the light traffic volume. Was 22’ a design constraint? The City Mace Project website says “[t]wo full-width southbound traffic lanes [...] for the benefit of public safety and farm vehicles.” Designating two vehicle lanes is not necessary for achieving either purpose. Two vehicle lanes do not improve “public safety” as they encourage higher speeds, and increase crashes and resulting injury severity, and hence endanger our school children, and people in the area. If “public safety” means emergency vehicle passage, this goal can be better met with a painted buffer. As for passage of oversize farm vehicles, the same clearance is possible with a painted buffer. A painted buffer improves passage for emergency vehicles, as private vehicles will not be in the way, and provides (the presumed) 22’ clear way for oversized farm vehicles. Stripe the right-hand lane as a buffer.
2. *Alternative 1:* The buffer area should be raised 2” or 3” to discourage private vehicle use.\* Farm vehicles centered in 22’ clear area will have their right-hand wheels in the raised buffer, addressing concerns about vertical interference. Install flexible posts 11’ from the right edge of the vehicle lane (e.g. 22’ clear).
3. *Alternative 2:* The buffer area should be raised 2” or 3” to discourage private vehicle use.\* Install concrete bikeway barrier as presented in the proposed Project design. Construct the bikeway to be flush with sidewalk elevation. Matching the elevation allows the entire width to be used by people walking and bicycling. That allows the bikeway to be wide enough for two-way operation at 11’ feet wide (3’ + 6’ + 2’) and allows 22’ clearance in the roadway.
4. The buffer area and bikeway should drain towards the travel lane, and a new gutter should be constructed to convey stormwater.\* (Note, there is no storm water inlet on the west side of Mace, between Cowell and El Macero Drive.)

5. Remove the south 125'± of the center median to allow room for a dedicated left-turn lane onto El Macero Drive.
6. Golf carts use the east side bikeways to access the Country Club and travel both directions in the bikeway. Will the newly narrowed bikeways be adequate for golf carts to share the bikeway with bicycle riders, or will golf cart use be prohibited?
7. The bikeway on the east side will be used as a two-way bicycle path, and the City of Davis needs to accommodate these uses.
8. Raising the eastside bikeway to be flush with the sidewalk and barrier creates a 13' bike path and enables better use of the limited room. Drainage will need to be addressed by constructing the proposed new curb with a gutter and by relocating the one drop inlet near Cowell to the proposed curb.

\* The cross-section does not show this nuance.



Figure 1 Bike Davis-proposed design, looking south



Figure 2 City-proposed design, looking south



### **El Macero Intersection**

1. With only one through southbound lane with this proposed alternative, the merge lane south of the intersection is unnecessary.
2. With this proposed alternative, the 400-foot-long barrier island is unnecessary.
3. Since the abutting first four properties to the west do not front onto Mace, the parking demand is light. Hence, a barrier will be required to prevent this area being used as a vehicle lane. This barrier won't impede agricultural equipment as there is 40' of clear width

### **Between El Macero and San Marino**

1. On the west side, there is plenty of width for a two-way protected bikeway. The State Design Information Bulletin 89 does not call for the separation curbing with the presence of on-street parking. Removing the existing concrete barrier and striping the street consistent with street standards allows room for a 15' two-way bikeway. Compared to the proposed design, the street standards call for a 10' maximum vehicle lane (+1' freed), 7' maximum parking (+1' freed), 3' painted separation, with centered flexible posts centered in 3' area (remove curbing) (no change), remove painted vehicle buffers (+5', +2' freed). These adjustments create a more comfortable bikeway than the existing. Note that this arrangement allows nearly twice the (presumed) 22' clearance for oversized agricultural equipment.
2. Creating a 15' wide two-way bikeway allows eliminating the cost of constructing the two unsightly islands while providing benefits to people bicycling: the 100-foot-long island at San Marino and the 400-foot-long island at El Macero.
3. Removing the separation barrier eases access for residents living on Mace.
4. Removing the separation barrier eases cleaning the bikeway.
5. *Alternative design.* Raising the westside bike path to be flush with the sidewalk and barrier creates a 12' bike path.
6. The bike path on the east side will be used as a two-way bicycle path and by golf carts, and the City of Davis needs to accommodate these uses.
7. Raising the eastside bike path to be flush with the sidewalk and barrier creates a 13' bike path and enables better use of the limited room. Drainage will need to be addressed by moving the two drop inlets to the barrier curb.

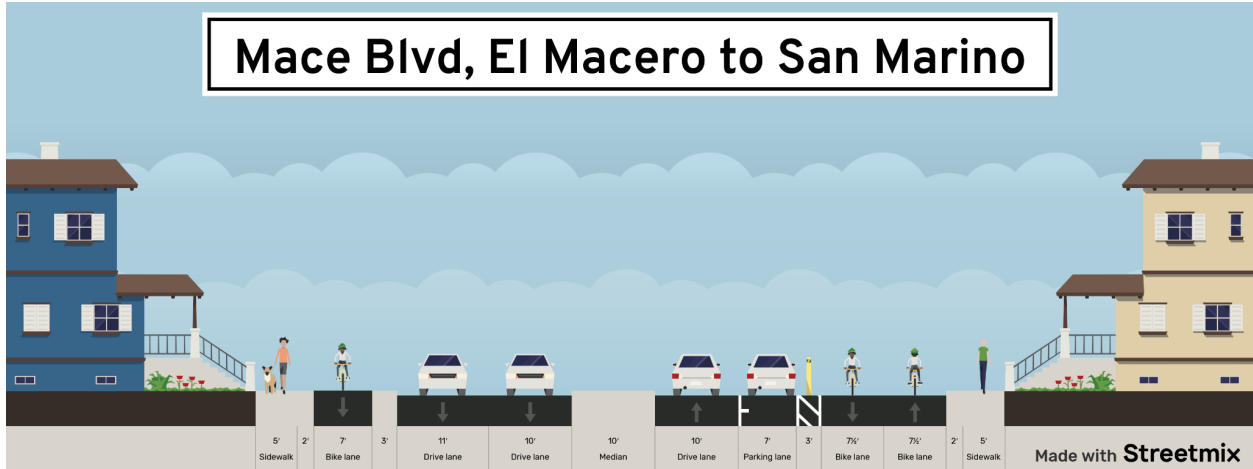


Figure 3 Bike Davis-proposed design, looking south

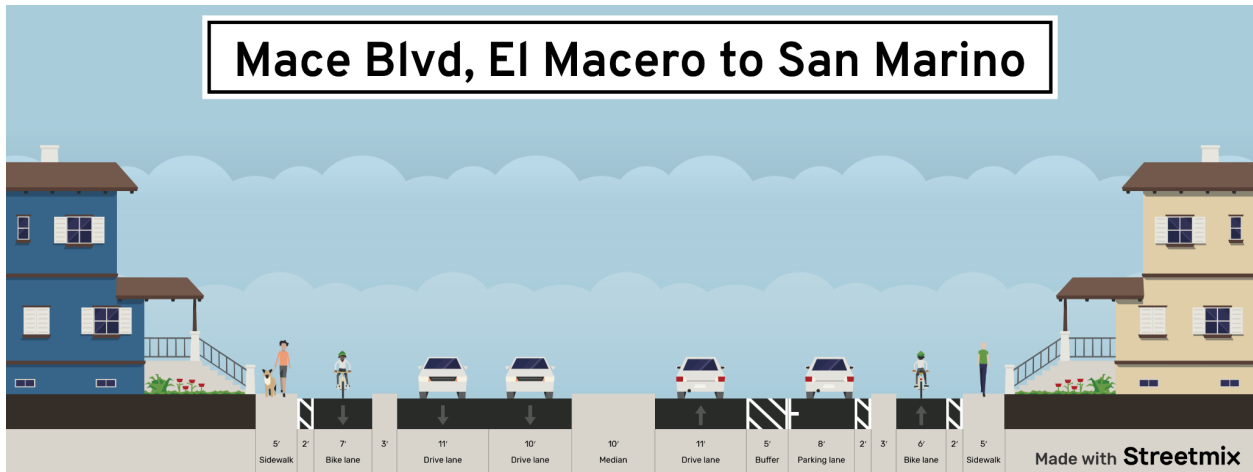


Figure 4 City-proposed design, looking south

#### Intersection of San Marino and Mace

1. At San Marino, converting the northbound left-turn pocket to a through-left lane delays residents seeking to turn onto San Marino and speeds up freeway bypass traffic. In addition, the second north-bound lane creates danger for people crossing Mace. For both reasons, converting the turn lane to a through lane is morally wrong. Keep the left-turn lane as a left-turn lane.
2. The proposed curb radius on the NW corner is too large. Curb radii should be designed as tightly as possible.
3. The right-hand northbound lane should be no larger than 10 feet, as per City street standards.
4. The large island on the NW corner can be greatly reduced in size with the two-way bikeway proposed herein, saving construction cost and hassle.

## **GENERAL COMMENTS**

1. What are the local air quality impacts of accommodating additional freeway bypass traffic through the neighborhood?
2. Explain how this project complies, in letter or spirit, with SB743? How does this project allow residents to “access their daily amenities with shorter trips,” if a person on a bike is expected to cross Mace twice to shop at Nugget Market on the NW corner of Cowell and Mace. Note the Enterprise published a letter 1/23/22 from a resident expressing concern over how the proposed project would make her access to the store more difficult and dangerous.

## STAFF REPORT

**DATE:** March 15, 2022

**TO:** City Council

**FROM:** Robert A. Clarke, Director of Public Works - Engineering & Transportation  
Dianna Jensen, City Engineer

**SUBJECT:** Mace Boulevard Redesign Concepts CIP No. 8257 and Authorization for Task Order with Fehr and Peers for Final Design

---

### **Recommendations**

1. Approve the redesign concepts of Mace Boulevard from Cowell to Montgomery Avenue and give direction to move forward with design.
2. Approve the resolution which authorizes the City Manager to approve a Task Order with the City's on-call consultant Fehr & Peers (F&P), in an amount not to exceed \$500,000.

### **Fiscal Impact**

The task order for F&P that was approved in October 2019 to begin the redesign study was in the amount of \$104,330. In January 2020, Council approved a task order in the amount of \$249,950 that was intended to include conceptual designs up to 30% and efforts to research if we needed to amend our environmental documents from the original project. These recommended actions will require a new task order. Since the scope of work at the time of this staff report has not been determined, a specific cost proposal has not yet been developed by F&P. However, it is estimated that it could range up to \$500,000 depending on the Council's decision on March 15. To facilitate moving the project effort forward most efficiently, staff is recommending Council authorize the City Manager to approve a task order amendment up to an amount not to exceed \$500,000. Should the Task Order fee exceed \$500,000, staff would return to Council for consideration. If approved, this amendment would bring the total amount of the redesign efforts to a potential of \$854,280.

The current adjusted budget for fiscal year 21/22 includes funding in the amount of \$1,131,100, of which \$934,000 is unencumbered and available, which is sufficient to support the recommendation. Additional funding to support construction efforts will be determined following Council action tonight and will be requested when we have an engineering cost estimate for the improvements.

### **Council Goal**

This action supports Council Goal 4.2.H - Address ongoing traffic conflicts on Mace Boulevard among motorists, bicyclists and pedestrians, working in collaboration with Yolo County and is a Council Focus Item described as: Mace Blvd Corridor - Finalize technical discussions with Yolo County, hold a community meeting and bring recommended plans for action to the Council.

### **Commission Actions**

This item was taken to the BTSSC on February 10, 2022. There were concerns raised about the addition of vehicle travel lanes and how this may affect both traffic congestion, by increasing the available space to “store” cars and therefore encourage more cut through traffic from I-80, and reduce safety for bicyclist. They did unanimously pass a motion to make an official recommendation to Council:

*“City Council should return this to a representative group of Davis residents and bicycle and transportation organizations to review recommendations and work done with additional clarification or recommendations to date and come forward to the City Council. Come back with some data for a basis of decision making. Include key performance indicators for success to be evaluated against each goal.”*

The four goals they are referring to were listed in the presentation given and are below:

1. Reduce the delay for residents along the corridor; and
2. Accommodate people riding bicycles of all ages and abilities; and
3. Discourage rerouting of freeway traffic with navigation applications; and
4. Accommodate emergency response and farm vehicles.

### **Background and Analysis**

The background for this project, including why we are re-analyzing the corridor, is documented in the April 23, 2019 staff report to City Council which can be viewed here: <http://documents.cityofdavis.org/Media/Default/Documents/PDF/CityCouncil/CouncilMeetings/Agendas/20190423/06-Design-Revisions-Mace-Blvd-Corridor.pdf>

The direction from Council at the April meeting was to revisit the corridor with a new consultant and come up with a revised design that was better than the “before project” condition and an improvement on the current design. Staff held community meetings to gather input on July 10, 2019 and October 24, 2019.

Staff returned to City Council on November 19, 2019 to seek direction on corridor improvement alternatives proposed by staff, authorize the City Manager to enter into a design contract with F&P to further development these alternatives, hold a Community Open House for the 30% conceptual design, and return to Council with staff and community comments and recommendations moving forward.

Staff held the Open House Community meeting to discuss the 30% conceptual design on July 15, 2020. While there was input from the Community during the event, most of the comments came in by email to a dedicated email address we had set up for the purpose of gathering input. Yolo County also provided their additional comments at this time on some design elements they thought were missing in the 30% design. City staff and County staff began a series of meetings to discuss additional alternatives to address the County’s concerns. City staff also met with Solano County staff several times as one of the concepts involves a pilot traffic light at Tremont and Mace, which is in Solano County.

On January 22, 2022, another Community Meeting was held to discuss the updated conceptual designs and the presentation from that event is provided as an attachment to this staff report. The concepts presented at this meeting cover the following:

Phase 1a will include:

1. Two full-width southbound traffic lanes between Cowell Blvd. and N El Macero Dr. (with a one-way, Class 4 protected bike lane and modified median) for the benefit of public safety response time and farm vehicle access. This includes reducing the width of the median and adding some additional landscaping; and
2. Modifications to the striping between San Marino Ave. and N. El Macero Dr. to accommodate two northbound travel lanes along the full length of the roadway while maintaining the bike buffers; and
3. Modifications to the protected intersection at Cowell/Mace, including accommodation for truck-turning radii and modifications to the signal timing and operations; and
4. Reduction or reconfiguration of the islands at San Marino Ave. and replacement of the flashing red beacon with less obtrusive device; and
5. Modifications to on-street parking on the west side of Mace Blvd. south of N. El Macero Dr. to San Marino Ave. to accommodate access/wheelchairs at more regular intervals; and
6. Two full-width northbound traffic lanes between N El Macero Dr. and Cowell Blvd.

Phase 1b (to occur after Phase 1a is complete) will include:

1. Pilot project metering traffic light simulation at Tremont Rd. and Mace Blvd. (and 30 days later at Montgomery Ave and Mace Blvd.), with details approved by and full participation in planning by city and county (including development of “decision” metrics for which of the two locations piloted will be evaluated). City will pay the costs. City and county will each independently determine whether or not to commit to a permanent project based upon factors, such as traffic improvement, impact of the signal on residents and businesses and any unintended consequences.

Phase 2 will include:

1. Adding two northbound travel lanes from Redbud Dr. to San Marino Ave. after determination of successful traffic light pilot and City/County agreement for permanent metering light; and
2. Continued consideration of additional right turn lane northbound at Cowell Blvd. in the future; and
3. Other project modifications not covered in the above and as described in the exhibits.

Exhibits depicting these proposed improvements are included in the Community Presentation shown as Attachment 1.

In order to gather community input on the proposed improvements, beyond what we heard at the Community meeting, staff created a dedicated email address to provide the community an accessible way to share their thoughts on the proposal. These community comments are included in Attachment 2. After considering the public input,

the staff recommendation is to move forward with the concepts as identified above in the defined phases and discussed in the presentation.

The January 20, 2022 Community meeting was recorded and is available on the Mace Boulevard project page located here: <https://www.cityofdavis.org/city-hall/improvement-projects/mace-blvd-improvements>.

Potential Cost

The table below shows the potential cost of each phase and individual scope elements. The costs are presented two ways; one is the cost to do each phase all at once, or what it would cost to do scope elements individually.

<b>Mace Blvd Redesign Funding</b>		Cost Estimate if done as stand-alone projects	Cost Estimate if done as one project
<b>Phase 1a</b>			
1	Two SB lanes between Covell and N. El Macero	\$700,000	
2	Two NB lanes between San Marino and N. El Macero Dr	\$200,000	
3	Intersection of Cowell and Mace	\$1,000,000	
4	San Marino intersection modifications	\$700,000	
5	On street parking modifications between San Marino and N. El Macero Dr.	\$100,000	
6	Two NB lanes between N. El Macero Dr and Cowell	\$500,000	
<b>total =</b>		<b>\$3,200,000</b>	<b>\$2,500,000</b>
<b>Phase 2</b>			
7	Traffic Signal at Mace and "Montgomery or Tremont"	\$1,000,000	\$1,100,000
8	two northbound travel lanes from Redbud Dr. to San Marino Ave	\$200,000	
<b>total =</b>		<b>\$1,200,000</b>	<b>\$1,100,000</b>
<b>Bid Alternative</b>			
8	2-way cycle track bid alternate	\$900,000	\$900,000
<b>Total Potential Project Cost =</b>		<b>\$5,300,000</b>	<b>\$4,500,000</b>

Additionally, a rough cost estimate for a 2-way cycle track as a bid alternative is shown as there were several public comments that requested this as an option. This will be discussed in more detail during the presentation for this item.

**Attachment(s)**

1. Resolution
2. January 20, 2022 Community Meeting Presentation
3. Comments from the Community



**RESOLUTION NO. 22-XXX, SERIES 2022**

**RESOLUTION AUTHORIZING THE CITY MANAGER TO APPROVE A TASK ORDER FOR FINAL DESIGN SERVICES TO THE ON-CALL AGREEMENT WITH FEHR AND PEERS ASSOCIATES, CIP NO. 8257**

WHEREAS, staff, via a competitive consultant selection process, selected Fehr and Peers as an on-call design consultant for engineering projects; and

WHEREAS, the Mace Blvd project, partially financed with Active Transportation grant funding from SACOG was completed in 2019; and

WHEREAS, citizens living along and near the Mace Blvd corridor communicated frustration with the traffic congestion along the corridor as the construction project was finalized; and

WHEREAS, the City Council agreed to evaluate the new improvements and determine if modifications could be made to improve traffic flow while maintaining bike and pedestrian safety benefits; and

WHEREAS, the first task order to Fehr and Peers, in the amount of \$104,330 was issued in October 2019 to begin the study of the redesign and an addition task order in the amount of \$249,950 was issued in January 2020 to take the preliminary concepts to a 30% design and evaluate the existing environmental documentation; and

WHEREAS, a community meeting held in July 2020 where the 30% design concepts were shared with the public resulted in additional feedback from citizens and Yolo County staff and further evaluation was pursued through multiple meetings with County staff; and

WHEREAS, a community meeting was held in January 2022 where the new modified concepts were shared and comments received; and

WHEREAS, staff presented the concepts and community input to the Bicycling, Transportation and Street Safety Commission in February 2022 and have included their recommendations in the staff report; and

WHEREAS, staff anticipates needing up to an additional \$500,000 for a new task order with Fehr and Peers to finalize the design.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Davis that the City Manager is authorized to issue a task order to Fehr and Peers in an amount not to exceed \$500,000 for CIP No. 8257, which brings the total redesign effort up to a potential of \$854,280; and

BE IT FURTHER RESOLVED that all terms, conditions, and covenants of said task order be, and the same are, hereby approved, ratified, and confirmed.

PASSED AND ADOPTED by the City Council of the City of Davis this 15th day of March 2022, by the following vote:

AYES:

NOES:

ABSENT:

Gloria Partida  
Mayor

ATTEST:

Zoe S. Mirabile, CMC  
City Clerk

# Mace Boulevard Redesign

Public Workshop  
January 20, 2022



# Agenda

- Opening remarks
- Goals
- Phasing discussion
- Preliminary design concepts
- Next steps
- Comments

# Meeting Engagement

1. Presentation
2. Questions and comments after presentation
3. A strict two minutes allowed per person

## How to Provide Questions and Comments

- On computer use raise hand tool
- On phone use \*9
- After meeting email  
[macecomments2022@cityofdavis.org](mailto:macecomments2022@cityofdavis.org)

# Opening Remarks

- Welcome – Davis City Manager Mike Webb
- Brief Recap – Davis City Council Members Lucas Frerichs, Josh Chapman
- County Collaboration – Yolo County Supervisor Jim Provenza

# Goals

- Reduce the delay for residents along the corridor
- Accommodate people riding bicycles of all ages and abilities
- Discourage rerouting of freeway traffic with navigation applications
- Accommodate emergency response and farm vehicles

# Phasing

## Phase 1a will include:

- Two full-width southbound traffic lanes between Cowell Blvd. and N El Macero Dr. (with a one-way, protected bike lane and modified median) for the benefit of public safety and farm vehicles. This includes reducing the width of the median and adding some additional landscaping.
- Two full-width northbound traffic lanes between N El Macero Dr. and Cowell Blvd.
- Modifications to the striping between San Marino Ave. and N. El Macero Dr. to accommodate two northbound travel lanes along the full length of the roadway while maintaining the bike buffers.



# Phasing

## **Phase 1a will also include:**

- Modifications to the protected intersection at Cowell/Mace, including accommodation for truck-turning radii and modifications to the signal timing and operations.
- Reduction or reconfiguration of the islands at San Marino Ave. and replacement of the flashing red beacon with less obtrusive device.
- Modifications to on-street parking on the west side of Mace Blvd. south of N. El Macero Dr. to San Marino Ave. to accommodate access/wheelchairs at more regular intervals.

# Phasing

## **Phase 1b (to occur after Phase 1a is complete) will include:**

- Pilot project metering traffic light simulation at Tremont Rd. and Mace Blvd. (and 30 days later at Montgomery Ave and Mace Blvd.), with details approved by and full participation in planning by city and county (including development of “decision” metrics for which of the two locations piloted will be evaluated). City will pay the costs. City and county will each independently determine whether or not to commit to a permanent project based upon factors, such as traffic improvement, impact of the signal on residents and businesses and any unintended consequences.

# Phasing

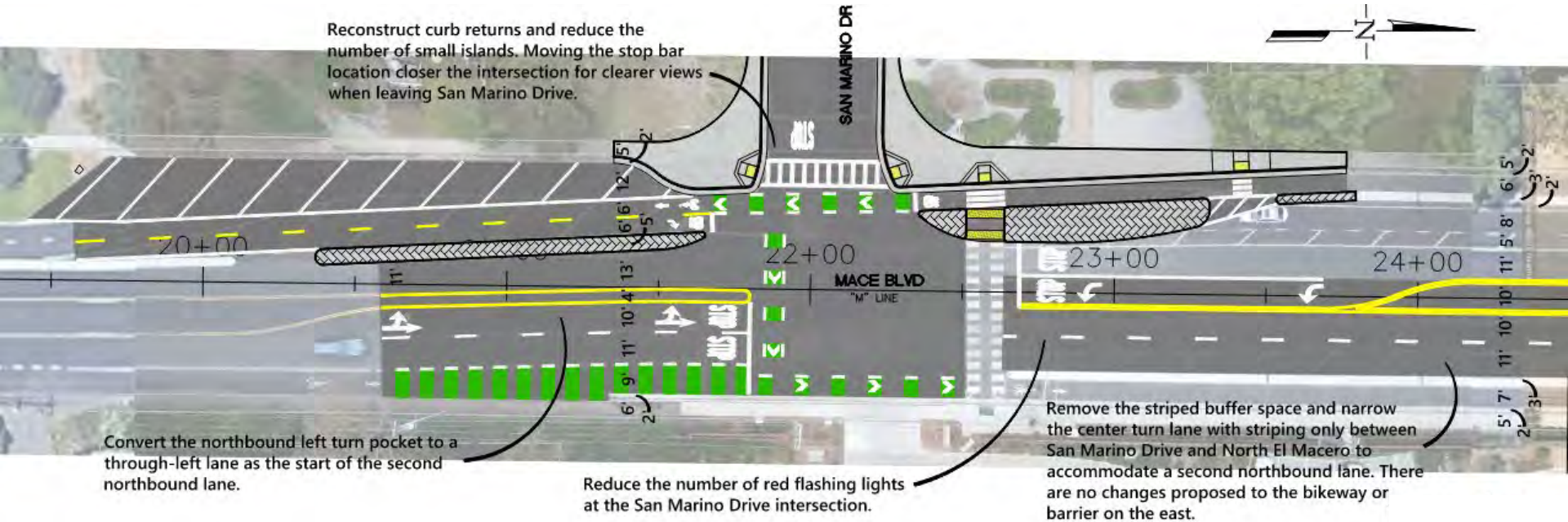
## **Phase 2 will include:**

- Adding two northbound travel lanes from Redbud Dr. to San Marino Ave. after determination of successful traffic light pilot and City/County agreement for permanent metering light.
- Continued consideration of additional right turn lane northbound at Cowell Blvd. in the future.
- Other project modifications not covered in the above and as described in the exhibits

# Project Area #2

## Phase 1a

### San Marino Drive to El Macero Drive



January 6, 2022



**BEFORE**

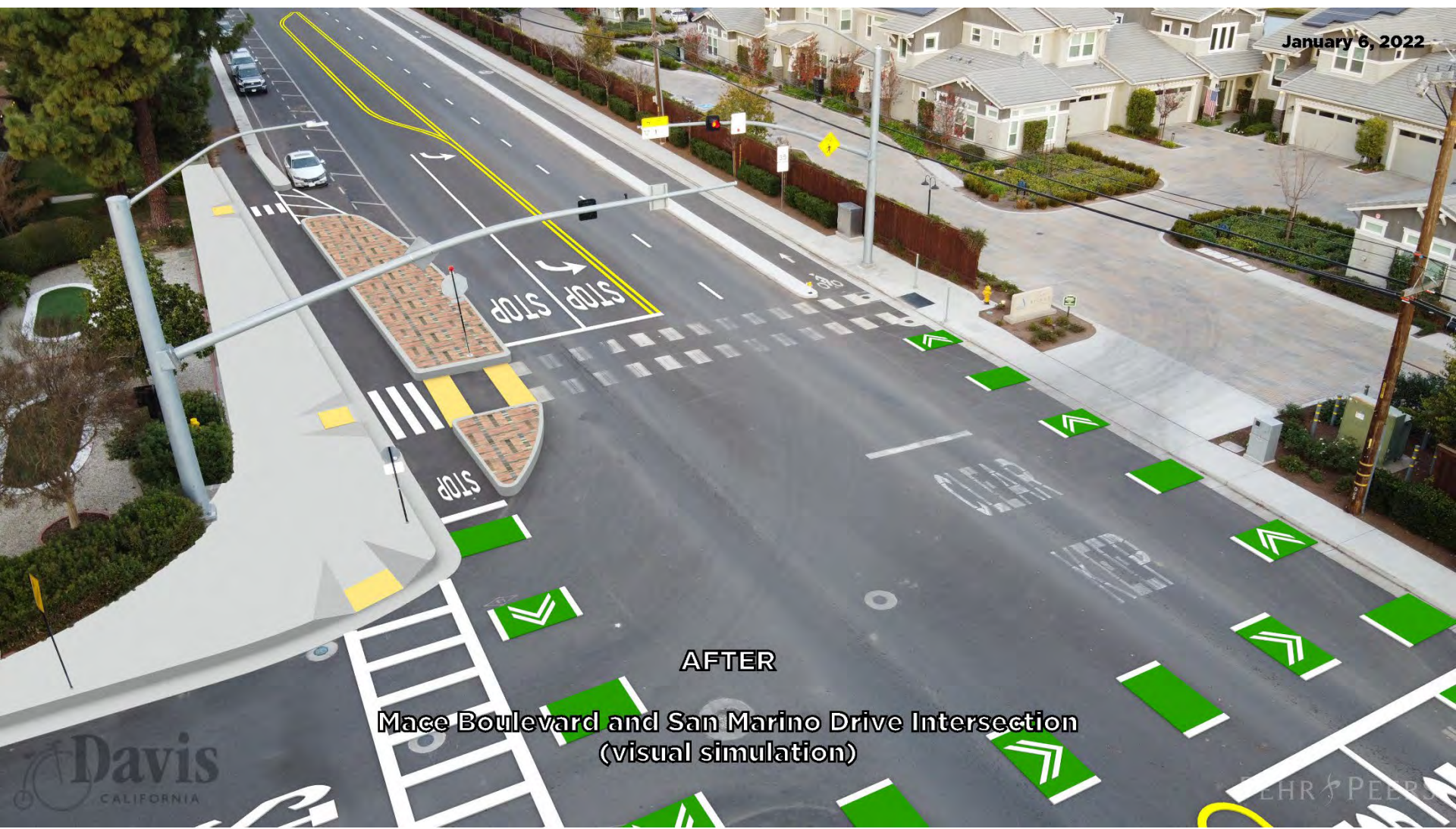
**Mace Boulevard and San Marino Drive Intersection  
(existing condition)**



FEHR & PEERS



January 6, 2022



AFTER

Mace Boulevard and San Marino Drive Intersection  
(visual simulation)



TEHR & PEERS

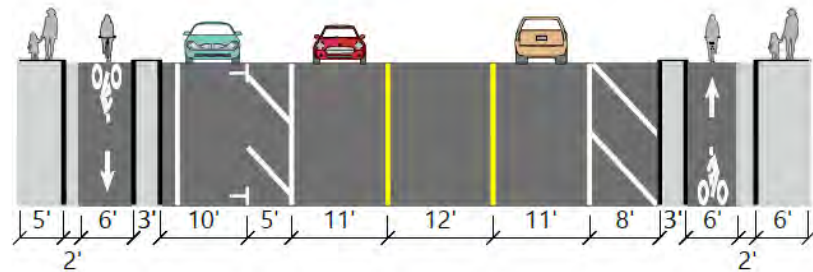


# Project Area #2

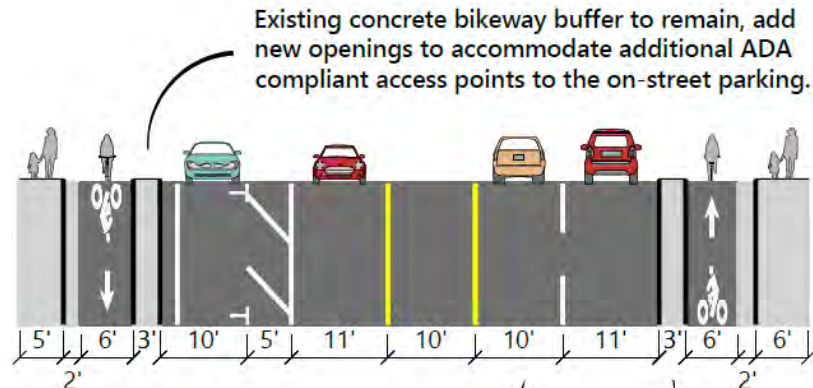
## Phase 1a

### San Marino Drive to El Macero Drive

#### EXISTING CONDITIONS PROJECT AREA #2



#### PROPOSED CONDITIONS PROJECT AREA #2



Existing concrete bikeway buffer to remain, add new openings to accommodate additional ADA compliant access points to the on-street parking.

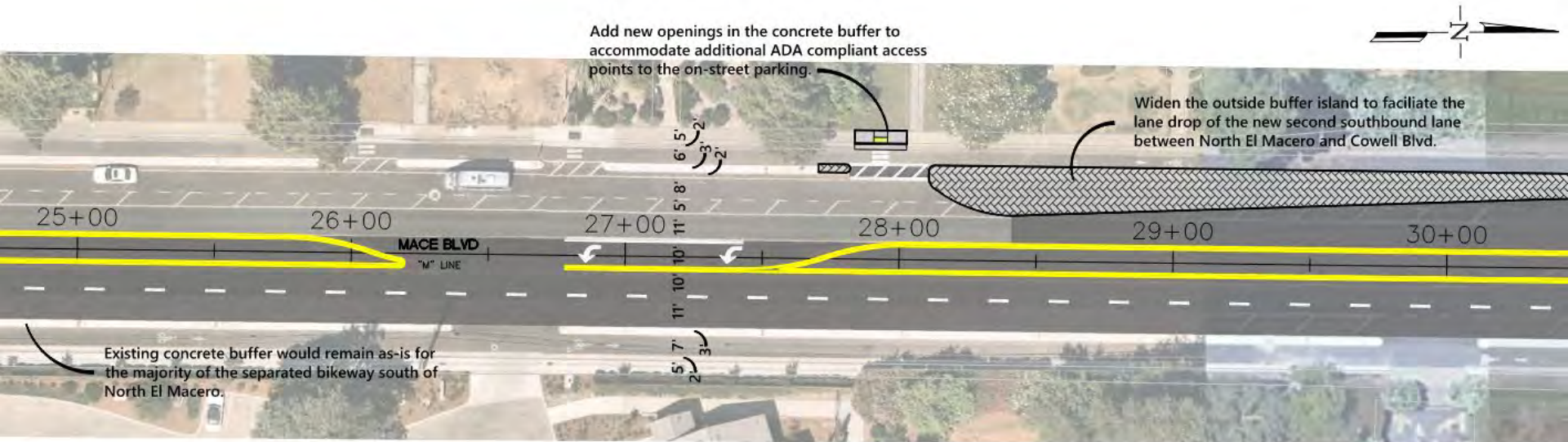
Remove the striped buffer and narrow the striped center turn lane to accommodate a second northbound lane.

Existing concrete bikeway buffer to remain.

# Project Area #2

## Phase 1a

### San Marino Drive to El Macero Drive



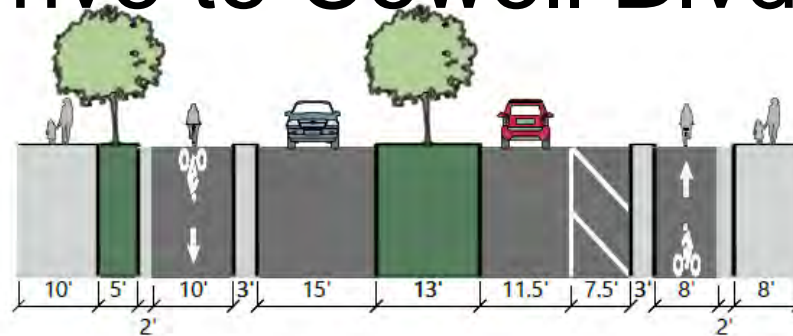


# Project Area #3

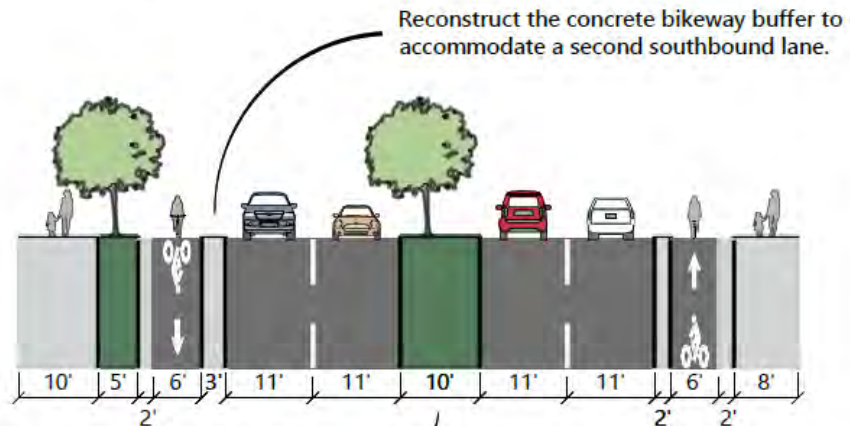
## Phase 1a

### El Macero Drive to Cowell Blvd.

EXISTING CONDITIONS  
PROJECT AREA #3



PROPOSED CONDITIONS  
PROJECT AREA #3



Reconstruct the concrete bikeway buffer to accommodate a second southbound lane.

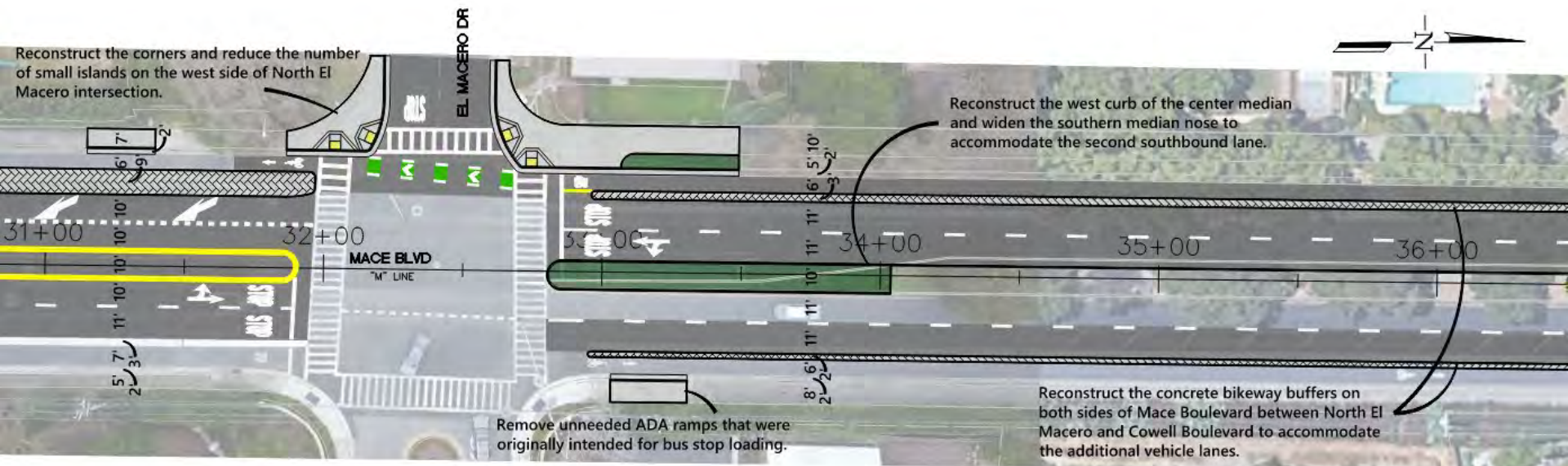
Reconstruct the west curb of the center median to accommodate a second southbound lane.

Reconstruct the concrete bikeway buffer to accommodate a second northbound lane.

# Project Area #3

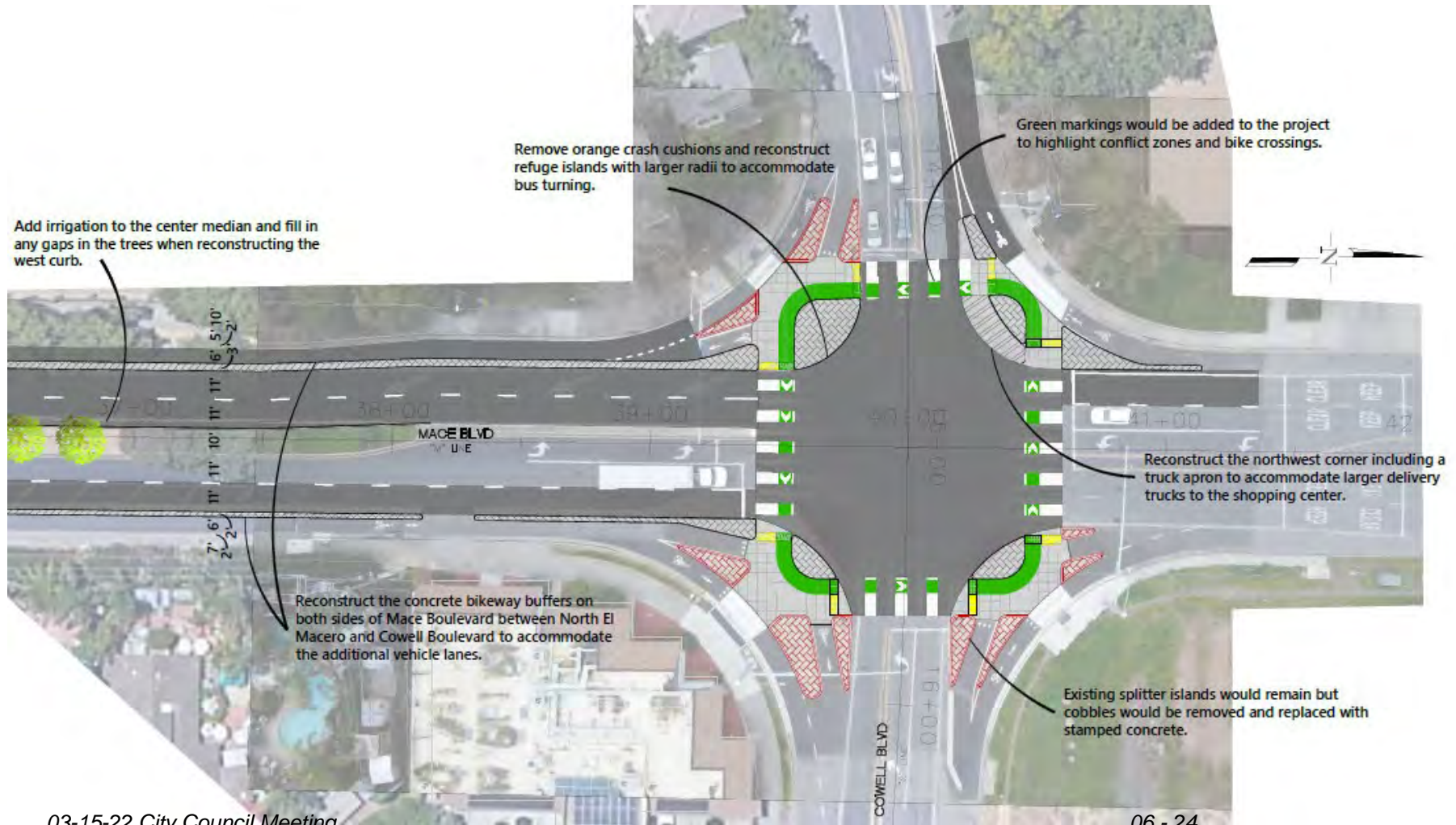
## Phase 1a

### El Macero Drive to Cowell Blvd.



# Project Area #3 – Phase 1a

## El Macero Drive to Cowell Blvd.



January 6, 2022



**BEFORE**

**Mace Boulevard and Cowell Boulevard Intersection  
(existing condition)**

January 6, 2022



**AFTER without stamped concrete**  
**Mace Boulevard and Cowell Boulevard Intersection**  
**(visual simulation)**

January 6, 2022



AFTER

Mace Boulevard and Cowell Boulevard Intersection  
(visual simulation)



# Project Area #1

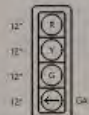
## Phase 1b

### Traffic Signal at Tremont Rd and CR 104

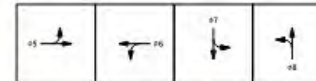
Tremont Road and County Road 104 (Mace Boulevard) is one of two options for a future traffic signal to be implemented after the results of a pilot project.

**REMOVAL NOTES:**

1. REMOVE EXISTING STOP SIGNS (W-1) AT MACE BOULEVARD / TREMONT ROAD.
2. REMOVE EXISTING STOP LEGEND AT MACE BOULEVARD / TREMONT ROAD.



**4-SECTION VEHICLE SIGNAL HEAD**  
TRD-24-100

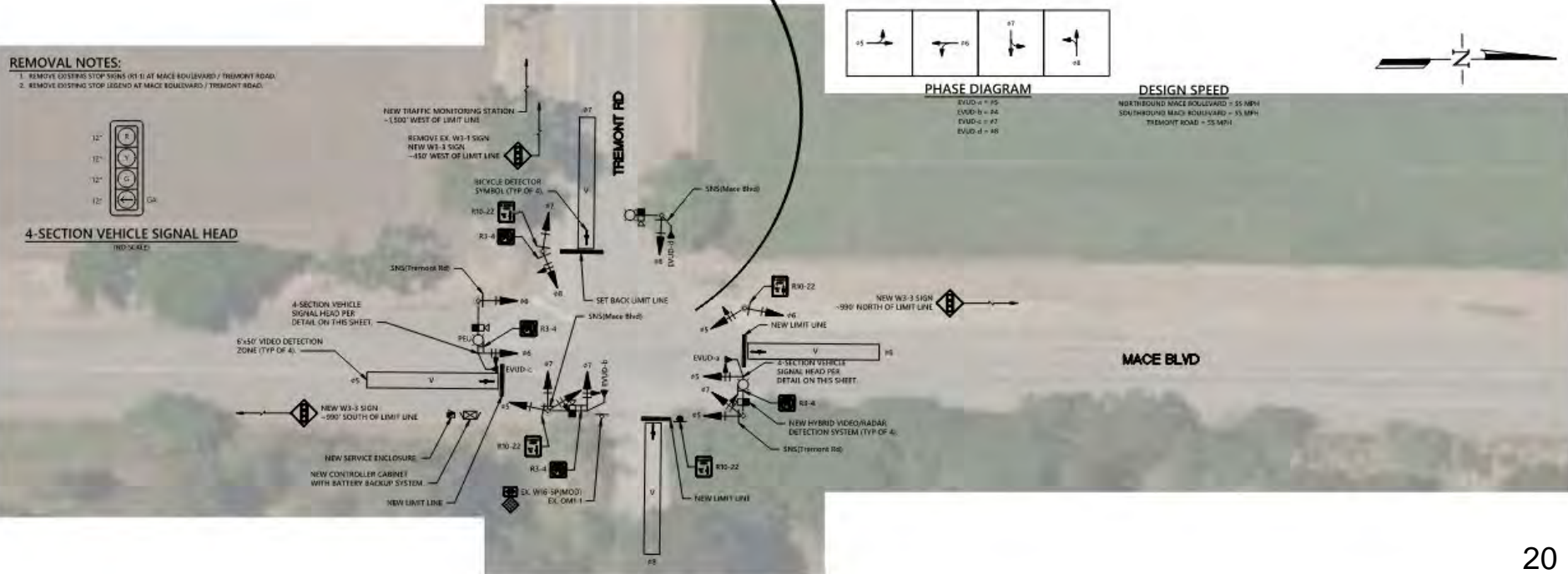
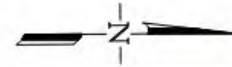


**PHASE DIAGRAM**

- EVUD-a = 05
- EVUD-b = 06
- EVUD-c = 07
- EVUD-d = 08

**DESIGN SPEED**

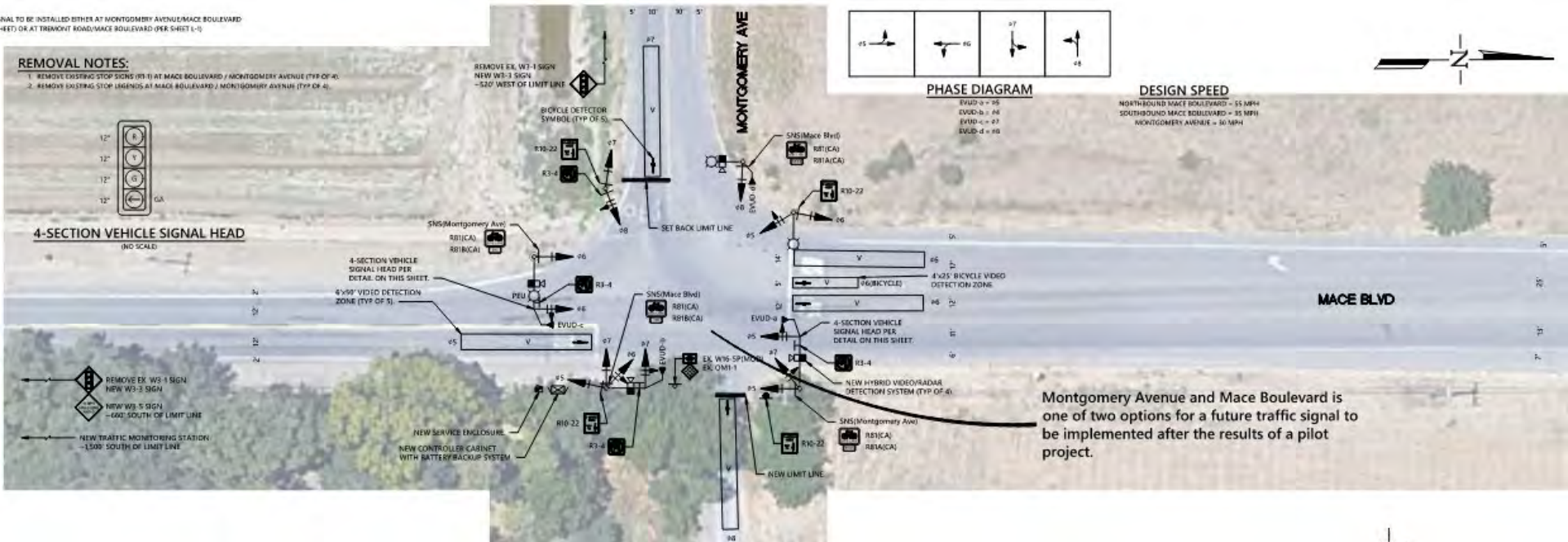
- NORTHBOUND MACE BOULEVARD = 55 MPH
- SOUTHBOUND MACE BOULEVARD = 35 MPH
- TREMONT ROAD = 55 MPH



# Project Area #1

## Phase 1b

### Traffic Signal at Montgomery Ave. and Mace Blvd.





# Next Steps

- City Council input and funding allocation
- Create construction drawings for Phase 1a
- Phase 1a construction
- Phase 1b traffic signal pilot project and evaluation
- Solicit community input on the pilot project
- Collaborate with Yolo County on signal options
- Phase 2 improvements as needed

# How To Provide Feedback for the Mace Project

- **Tonight, use the raise your hand feature in Zoom (or press \*9 on your phone) and wait to be unmuted for the opportunity to ask a question or make a comment, up to two minutes per speaker or**
- Use [macecomments2022@cityofdavis.org](mailto:macecomments2022@cityofdavis.org) to provide your comments.
- Comments will be accepted until 8:00 am January 31<sup>st</sup>
- If you would like to provide comments on the project, please begin by stating which Project Area you are providing ideas on:
  - Project Area #1 – Traffic Signal at Tremont Rd or Montgomery Ave
  - Project Area #2 – San Marino Drive to El Macero Drive
  - Project Area #3 – El Macero Drive to Cowell Blvd
- Comments will be compiled and attached to the staff report that will go to City Council
- Questions received will be compiled with the comments but not responded to individually. The staff report will provide information to cover these questions.

## Nancy Stephenson

---

**From:** Peter Shahrokh <eatanelephant@gmail.com>  
**Sent:** Thursday, January 20, 2022 7:04 PM  
**To:** Mace Comments 2022  
**Subject:** Mace Project

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

CAUTION: External email. Please verify sender before opening attachments or clicking on links.

Can we not be so punitive with the high 6" square curbs? Rounded curbs which don't damage tires still fulfill their purpose of guiding motorists.

Peter Shahrokh  
New Willowbank

## Nancy Stephenson

---

**From:** O'Keefe, Suzanne <sokeefe@csus.edu>  
**Sent:** Thursday, January 20, 2022 7:16 PM  
**To:** Mace Comments 2022  
**Subject:** Project Area #3

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

I believe many of the problems with the Mace Mess can be fixed by restoring the corridor to its original configuration with 2 lanes of traffic plus turn lanes available in all directions.

The redesigned islands still need to be reduced in all ways. It makes no sense to have the big island on the southeast corner of Mace and Cowell considered only in Phase 2, as the existing islands may be destroyed, rebuilt smooth, and then hopefully destroyed again for the final Phase 2 improvements. Removal of the islands in Phase 1, that create the split bike lanes, would allow restoration of the ability for cars to turn right toward Pioneer Elementary, allowing local traffic to continue flowing. Preventing cars from having a wider lane to turn right on red at all corners with the current configuration, leads vehicles to believe they can turn right as soon as the light turns green, yet this is exactly when bikes begin moving into the intersection. The bikes are so far from the cars, the cars don't realize the bikes are moving. My kids and I have almost been hit by cars turning right at least 5 times crossing Mace on Cowell over the past two years. We never had this problem when we had channelized turn lanes. This is the way my teens travel to and from school each day, and the new Mace intersection is the part of their trip that I fear the most.

Do not waste money on any aesthetic changes. Do not remove cobble to replace it with something else. Remove cobble to have it disappear forever. Make the intersections look like familiar intersections so cars and bikes know what to do, even their first trip through. Remove all the islands and barriers and add green striping.

Suzanne O'Keefe  
Professor of Economics  
Graduate Coordinator  
California State University, Sacramento  
[sokeefe@csus.edu](mailto:sokeefe@csus.edu)

## Nancy Stephenson

---

**From:** Beth Kaffka <blkaffka@gmail.com>  
**Sent:** Thursday, January 20, 2022 7:40 PM  
**To:** Mace Comments 2022  
**Cc:** Stephen Kaffka  
**Subject:** Mace and San Marino intersection

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

To Whom it May Concern:

My name is Beth Kaffka. My husband Stephen and I have lived at 4600 San Marino Drive since 1992. We have been directly impacted in negative ways by the Mace Blvd. project and are grateful to the city for reconsidering this project. We would like to see the following changes:

1. A stoplight that is responsive to traffic so that the agricultural traffic on Mace after peak traffic hours can move through the intersection of Mace and San Marino without stopping. This will significantly reduce noise, air pollution and greenhouse gas emissions from all vehicles, most especially heavy duty vehicles.
2. Reduction of the large red blinking lights which are inconsistent with the size of the crossing (very modest) and unsightly as well as intrusive for all those who have blinking red lights shining into their window day and night.
3. We support the addition of traffic slowing lights at Tremont and Mace. Another possible site for such a light would be at the corner of Tremont and Old Davis Road.
4. Trees added to the median between San Marino and El Macero. This is standard throughout Davis, will reduce noise and heat, and absorb carbon.
5. We also believe the bike lanes to be dangerous---all the experienced bikers we know avoid those bike lanes both because of the debris and the danger of collision with the concrete barriers. Its astonishing that we have created bike paths for our children that experienced riders avoid.

Thank you for your efforts to rectify the issues with the Mace Project that have negatively impacted so many of us here in the neighborhoods bordering the project.

Beth and Steve Kaffka

## Nancy Stephenson

---

**From:** J.J. Surbeck <jjs110@cox.net>  
**Sent:** Thursday, January 20, 2022 8:17 PM  
**To:** Mace Comments 2022  
**Subject:** Mace update/upgrade

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Ladies and gentlemen,

Thank you very much for a well-structured and clear presentation tonight. I understand that you don't have the staff to respond to every e-mail, but after sending half a dozen letters in the last two years that elicited no response, I was starting to feel discouraged and - to tell you the truth - somewhat cynical. You have restored my faith tonight that you are actually paying attention to some of the views expressed by the residents. Thank you for that.

Now, allow me to add a few comments.

Starting with the very last observation made by Dianne to the effect that setting up smart lights which would most of the time leave the light on Mace on green, she is of course correct that this risks inviting more speed and more traffic. Bu there are ways to mitigate that. Again, the model is E.Covel: continuous flow of green lights WITH speed reduced to 35 m/h or lower, interrupted by red lights only when adjacent traffic shows up or pedestrians press the button to cross. If needed, large bumps could be added to discourage speeders, not to mention installing speed cameras at a few strategic locations to discourage speeders even more. With such a structure in place, drivers trying to circumvent traffic on I-80 would quickly realize that taking Mace is a losing proposition... and we'll never see them again. Note that Siri (when you use the Maps App on your iPhone) now announces the presence of radars! That can only help to deter speeders.

Slow traffic is in general very quiet. The only problem then becomes sources of noise such as diesel trucks and discourteous drivers blasting their music at all times of day and night, but that's another topic for another time.

Next, I would like to go back to the island on the north-west corner of San Marino and Mace. Adrian's explanation that it was needed to give drivers turning right on San Marino a clear line of sight of bicycles coming south on the bike lane strikes as a little extreme. If that was such an important issue, why don't we have such islands at every right-hand corner of every intersection in every town? To my knowledge, this is one of the very few places where this rationale has been used to put such a massive island and thus waste space needed for more parking, without diminishing the line of sight. To wit: there is no such island kitty-corner at Mace and the entrance of the Villas compound, whereas the line of sight is the same for cars turning right vis-à-vis bicycles going north on the east-side bike lane (granted: there are no cars parked there). At all similar intersections everywhere, the problem is the same: cars turning right have the responsibility to make sure they don't turn when there is a bicycle, any more than they don't when there is a pedestrian. Conversely, bicycles must be careful of this obvious danger and give a hand signal that they're going straight. Finally, given the very small numbers of bicycles that actually use that lane on Mace every day, it seems strange that so much money should be wasted on building this oversized island. I suggest you do away with the idea of an island there altogether and limit parking space to one or two more cars, leaving enough room for drivers to see bicycles going straight.

My last point has to do with the bike lanes. Everybody I have talked to about the Mace Mess is scratching their respective heads trying to understand the rationale of building these encased lanes which, as several speakers pointed

out, are hated by the bicyclists themselves: too narrow to pass a slow poke, too messy to be safe at times, too dangerous since one wrong move sends you flying over the sidewalk... Who is the genius who came up with that? Where else in the world do you see bike lanes ensconced between two sidewalks? I have never seen that anywhere else. It's a distinction that we should discard asap. There was an excellent letter to the editor published a few days ago in the Enterprise (reproduced below) where the author suggests obvious solutions. I would add one more: fill these lanes up with concrete. Bicyclists will thank you since they will feel much more safe not having to share the road with cars while not infringing on pedestrian traffic either since the latter will be parallel to them.

Thank you again. Looking forward to the transformation of Mace into a user- and local residents-friendly avenue.

J.J. Surbeck

---

## Letter: Mace Blvd. draft concept

[by Letters to the Editor](#)

January 15, 2022

The proposed Mace Boulevard redesign does not protect children living in my neighborhood who bicycle to Pioneer. It doesn't accommodate how people currently use the Mace bike path. And it doesn't take advantage of the way bike use mitigates traffic congestion.

The redesign of Mace should include a multi-use path on the west side.

It's wrong to expect children to cross Mace without adequate protection. Kids riding from the Putah Creek Bike Path or Redbud neighborhood are directed to cross three lanes of traffic at the Mace-and-San Marino intersection on a new green-painted bike crossing — because the path on the west side of Mace does not continue north to Cowell. (Students crossing at El Macero face a daunting five lanes!)

Our children should be able to ride north on a multi-use path to Cowell so they can safely cross Mace with a guard.

Many people in my neighborhood bike the “wrong” way up Mace to go to school and pick up takeout or grocery items. We ride both north and south in the bike path on the west side of Mace because it's safe, fast, and we live on the west side of Mace. Would you cross Mace twice and sit through long traffic lights to go a block or two? Or would you just go the “wrong” way up the bike path?

There are two solvable problems with the west side path: 1. It's 6 to 8 inches below the sidewalk and too narrow for two-way bike travel (fill it in so it's level with the sidewalk.) 2. It has arrows falsely implying that the path is one way (paint them out.)

Every bike used for school or errands is one more car off the road. The Mace redesign does not provide safe crossings for our children and it favors vehicles without considering how biking mitigates traffic congestion. We need a multi-use path on the west side of Mace Boulevard.

**Kris McLeod**

Davis

## Nancy Stephenson

---

**From:** Cynthia Hesse / Wayne Wiebe <hespewiebe@att.net>  
**Sent:** Saturday, January 22, 2022 3:05 PM  
**To:** Mace Comments 2022  
**Subject:** Mace Mess

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Hello,

I am glad to hear the city is finally addressing the Mace Mess. However, I hope you reconsider the revised plan and provide for a right-turn lane for those coming from the east on Cowell and turning north onto Mace.

We live on Marden Drive - have lived here for over 8 years. I have driven through this intersection to take our two boys back and forth to Harper, DaVinci and Davis High several times daily for years as well as running normal errands in town. I have only seen a biker turn north onto Mace ONCE in the entire time we have lived here. There is NO NEED for a bike turn lane on the NE corner of Mace/Cowell.

There is, however, a need for a right turn CAR lane. Traffic backs up on Cowell all the way to El Cemonte at times and occasionally past El Cemonte trapping us in our neighborhood with no way to get out. There is only one way out of our neighborhood - Cowell. If we can't get out, we are stuck. What if there is a natural disaster?

Why can't we have car turning lanes similar to the intersection of Covell and F? That intersection meets the needs of both bikers and drivers.

In summary, there is a great need for a right turn lane for CARS on the NE corner of Mace/Cowell, but essentially no need for a right turn bike lane. Please revise the plan to give us our car turning lane back as we exit our neighborhood.

Thank you,  
Cindy Hesse



## Nancy Stephenson

---

**From:** Bev Ransom <bev.kayaking@gmail.com>  
**Sent:** Sunday, January 23, 2022 3:28 PM  
**To:** Mace Comments 2022  
**Subject:** Phase 1b pilot metering lights

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Hi!

Sounds great to see what happens if you use metering traffic lights at Tremont Rd and Montgomery Avenue, BUT, I would seriously question if 30 days is long enough for the test? It's probably good for those who travel the same route every day, but isn't it likely that there are many people who use it a lot, but not every weekday? Since you're going to the trouble to set up the pilot traffic lights, why not give it 45 - 60 days to really see what happens? Give people time to see if they want to make adjustments to their patterns.

There was a test period on 14th Street in front of the library not too long ago. It was very confusing, but it was gone so quickly. I believe that it would have been much better to let drivers get past their first few experiences of confusion to then see how it really works.

Kudos for all the efforts to make this intersection work for everyone. I'm confident that this will influence careful decision making for everyone going forward!

Bev Ransom

## Nancy Stephenson

---

**From:** Dianna Jensen  
**Sent:** Monday, January 24, 2022 10:54 AM  
**To:** Mace Comments 2022  
**Subject:** FW: Please keep cyclists safe on Mace Blvd. with this redesign

---

**From:** Barbara Archer  
**Sent:** Monday, January 24, 2022 9:31 AM  
**To:** Dianna Jensen <DJensen@cityofdavis.org>  
**Subject:** FW: Please keep cyclists safe on Mace Blvd. with this redesign

FYI

---

**From:** Barbara Archer  
**Sent:** Monday, January 24, 2022 9:31 AM  
**To:** Mick Klasson <[klassonm@sbcglobal.net](mailto:klassonm@sbcglobal.net)>  
**Subject:** RE: Please keep cyclists safe on Mace Blvd. with this redesign

Dear Mr. Klasson,

Thank you for writing to the City Council with your feedback on the Mace design.

All Councilmembers received your email, and I am acknowledging it on their behalf and will also send on to the project team.

There was a community meeting on this topic last week and the presentation and meeting recording are posted on the project webpage at:

<https://www.cityofdavis.org/city-hall/improvement-projects/mace-blvd-improvements>

Best regards,

Barbara

**BARBARA ARCHER** (she/her/hers)  
*Communications & Customer Service Manager*

**MOBILE:** 530-400-3418 | City Manager's Office  
**OFFICE:** 530-747-5884 | 23 Russell Blvd  
[barcher@cityofdavis.org](mailto:barcher@cityofdavis.org) | Davis, CA 95616

[CITYOFDAVIS.ORG](http://CITYOFDAVIS.ORG)    



---

**From:** Mick Klasson <[klassonm@sbcglobal.net](mailto:klassonm@sbcglobal.net)>  
**Sent:** Thursday, January 20, 2022 5:06 PM  
**To:** City Council Members <[CityCouncilMembers@cityofdavis.org](mailto:CityCouncilMembers@cityofdavis.org)>  
**Subject:** Please keep cyclists safe on Mace Blvd. with this redesign

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Dear Councilmembers: please consider:

1. staying with the 2-way bike lane on the west side of Mace all the way north to Cowell Blvd., for the safety of elementary school students.
2. Constructing protected intersections for cyclists and pedestrians at Mace/EI Macero and at Mace/San Marino. This can be done without sacrificing capacity on Mace. Mountable corners can accommodate large trucks while deterring high-speed turns by smaller vehicles.

Thank you for considering my comments, and thank you for working for a solution for neighbors and all residents.

---

Mick Klasson  
Davis

## Nancy Stephenson

---

**From:** Evan Lyon <evanmlyon@gmail.com>  
**Sent:** Monday, January 24, 2022 1:15 PM  
**To:** Mace Comments 2022  
**Subject:** Please Add Me to Email List

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Hello -

Can I please be added to the email list for the Mace Boulevard improvement project?

Thank you,

**Evan**

TTL Automotive Enterprises, INC.

## Nancy Stephenson

---

**From:** Peter Shahrokh <eatanelephant@gmail.com>  
**Sent:** Monday, January 24, 2022 4:18 PM  
**To:** Mace Comments 2022  
**Subject:** Mace Project

CAUTION: External email. Please verify sender before opening attachments or clicking on links.

Why can't green paint be utilized to designate bike lanes as it is used in other parts of Davis. The curbs presently in place are very entrapping and dangerous.

Why haven't the pedestrian walks on the west side of Mace been upgraded so they are smooth and safe?

Is there going to be consideration of restoring the lane channels on Cowell and Mace under Phase II? If so, it doesn't make sense to remove the cobblestone surfaces now.

Peter and Narriman Shahrokh  
New Willowbank

## Nancy Stephenson

---

**From:** Michael Creedon <mrgritvle@gmail.com>  
**Sent:** Tuesday, January 25, 2022 10:34 AM  
**To:** Mace Comments 2022  
**Subject:** Mace Blvd

CAUTION: External email. Please verify sender before opening attachments or clicking on links.

Sir / Ma'am,

I urge you to redesign Mace Blvd. there are times when traffic becomes so bad that a 2-minute trip to Nugget becomes a 20 minute sit in traffic - all because of drivers trying to get to I-80.

The situation is quite bad. It's getting worse. I, and many others, are deeply unhappy that the city has created this mess. Please fix it.

Regards,

Mike Creedon  
Blue Oak PI resident

## Nancy Stephenson

---

**From:** J. H. Edmund Lee <frankdcat@mac.com>  
**Sent:** Tuesday, January 25, 2022 7:34 PM  
**To:** Mace Comments 2022  
**Subject:** Mace

CAUTION: External email. Please verify sender before opening attachments or clicking on links.

Hi,

I live in South Davis west of Mace and use the San Marino intersection regularly.

The current Mace Blvd design works just fine and I notice more children riding to school at Pioneer than before the current design was constructed. This is good. It is also much safer for me to use the Mace-San Marino intersection than before, when the 2 lanes each going south and north resulted in long delays waiting for a safe time to cross the street in a car, bike or on foot.

The redesign being proposed will make that particular intersection difficult to negotiate again. You can bet the children will no longer feel safe riding on Mace to school as well.

Almost all of the complaints about traffic are caused by late afternoon out of town traffic using Mace as a bypass for I-80, particularly on Friday afternoon. Adding more lanes will just encourage even more bypass traffic, adding smog and noise to the neighborhood.

I have lived in this area for over 20 years, and I will tell you that before smartphone mapping software guiding traffic we never had problems with traffic congestion on Mace no matter the time of day or week. All of the problematic traffic is people using my neighborhood as a traffic bypass: fix that instead of proposing changes that make life more difficult for me and my neighbors' children 95% of the time, instead of trying to fix the 5% of the time there is traffic congestion - particularly with a proposal that will not actually fix the problem since there will just be even more traffic using Mace if it has more car lanes than now.

Ed

J. H. Edmund Lee  
frankdcat@mac.com

## Nancy Stephenson

---

**From:** Kristine MCLEOD <krismcleod@sbcglobal.net>  
**Sent:** Tuesday, January 25, 2022 9:32 PM  
**To:** Mace Comments 2022  
**Subject:** Mace redesign comment

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

The proposed Mace Blvd redesign does not protect children living in my neighborhood who bicycle to Pioneer. It doesn't accommodate how people currently use the Mace bike path. And it doesn't take advantage of the way bike use mitigates traffic congestion.

The redesign of Mace should include a multi-use path on the west side.

It's wrong to expect children to cross Mace without adequate protection. Kids riding from the Putah Creek Bike Path or from Redbud neighborhoods are directed to cross three lanes of traffic at the Mace and San Marino intersection on a new green-painted bike crossing—because the path on the west side of Mace does not continue to Cowell. (Students crossing at El Macero face a daunting five lanes!)

Our children should be able to continue riding north on a multi-use path to Cowell so they can safely cross Mace with a guard.

Many people in my neighborhood bike the “wrong” way up Mace to go to school and pick up takeout or grocery items at Nugget. We ride both north and south in the bike path on the west side of Mace because it's safe, fast, and we live on the west side of Mace. Would you cross Mace twice and sit through long traffic lights to go a block or two? Or would you just go the “wrong” way up the bike path?

There are two solvable problems with the west side path: it's too narrow for two-way bike travel because it's 6-8 inches below the sidewalk (fill it in level with the sidewalk) and it has arrows falsely implying that the path is one way (paint them out.)

Every bike used for school or errands is one more car off the road. The Mace redesign does not provide safe crossings for our children and it favors vehicles without considering how biking mitigates traffic congestion. We need a multi-use path on the west side of Mace Blvd.

Kris Aro McLeod  
827 Santa Paula Way, Davis

<https://www.krisaromcleod.com/>



## Nancy Stephenson

---

**From:** JANICE BAZINET <janbazinet@comcast.net>  
**Sent:** Wednesday, January 26, 2022 8:58 AM  
**To:** Mace Comments 2022  
**Subject:** Mace Mess

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Dear Davis City Council Members:

I am a long-time resident of El Macero, and really wish I could wave a magic wand and make all the rocks and cement disappear from Mace Blvd. I would keep only the new traffic lights -- and would also like to see a stop light at the Tremont Rd. intersection to discourage Highway US80 drivers from taking that alternate route.

But I have another really serious concern. As a result of the Camp Fire which destroyed the city of Paradise, so many residents lost their lives because there were few exit paths to leave town. In contrast, during the recent huge fire near Boulder, CO, 1,000 homes were destroyed very quickly but everyone was able to escape. The reason was that the development had many ways for people to leave the area quickly.

El Macero has about 400 homes, and there are only two exits, both at Mace Blvd. If Davis were to experience a deadly wildfire, especially during rush hour time, I shudder to think what could happen.

So I beg you to consider this aspect of the situation. Davis will only grow larger in the coming years. Please make the safety of people the first objective in your plans for streets in the area.

Thank you for your consideration.

Jan Bazinet

## Nancy Stephenson

---

**From:** Jean Jackman <jeanjackman@gmail.com>  
**Sent:** Wednesday, January 26, 2022 10:27 AM  
**To:** Mace Comments 2022  
**Subject:** prioritize bicycles

CAUTION: External email. Please verify sender before opening attachments or clicking on links.

Dear Davis City Council members, County Supervisors and staff working on the Mace mess.

We are suppose to be a model biking town and yet I see so many things done to discourage biking. Unsafe conditions. PLEASE, listen to the people who are better at analyzing this situation than I am like John Hess who comments to you and Kris McLeod, who I do not know but his letter to the editor with the idea of putting a multi-use path on the west side of Mace makes sense to me.

As a very senior citizen, I bike MORE not less and many others would if they could feel safe. We need protected bike lanes. We need traffic fixes with the ideas of bikes first. We need to encourage kids to bike so they are so used to it, they keep doing it as a lifelong habit. That does happen if the infrastructure is right. I have an adult kid who doesn't own a car because he lives in Portland, Oregon and can bike to work safely. Keeps him healthy. There are so many payoffs to biking. When he was doing a Post Doc at Harvard, they paid him to bike. He now runs a brain research lab at Oregon Health and Science University and they pay employees to bike.

What does Davis do for bikers? At least prioritize the road fixes for bikers, not for the WAZE crowd looking to shorten their commute.

Hopefully,

Jean Jackman

## Nancy Stephenson

---

**From:** errecarte@aol.com  
**Sent:** Wednesday, January 26, 2022 2:05 PM  
**To:** Mace Comments 2022  
**Subject:** Fwd: Proposed changes

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

-----Original Message-----

**From:** errecarte@aol.com  
**To:** macecomments2022@cityofdavis.com <macecomments2022@cityofdavis.com>  
**Sent:** Wed, Jan 26, 2022 1:44 pm  
**Subject:** Proposed changes

To all concerned -

We watched the Zoom meeting in its entirety last week and had previously downloaded the proposed plans to look at carefully. We are extremely glad that the effort to improve/restore Mace on the part of the city and county is being pursued.

Many of us who live in the South Davis community and use Mace almost daily still wonder how we became the guinea pigs for this costly, ill-conceived and poorly designed project. If I understand correctly, it was based on "too few" children bicycling to Pioneer. At the very first Mace mess meeting with city officials at the Mace firehouse it was asked if there were statistics available indicating historic dangers, accidents or injuries on the Mace corridor. The answer was no. For decades kids have made their way to Pioneer quite safely on bikes, or been driven there by parents by choice. How many walk to school? Perhaps there are now more out-of-neighborhood children going there who must be dropped off by parents or car pools. We don't know. And yet this bizarre project was imposed on a major thoroughfare for the community with little warning. (Yes, we understand the impact of navigation apps but now exacerbated by the lane restrictions.)

The new plan is certainly an improvement over the existing situation. Restored lanes are appreciated for emergency and farm vehicles, as well as better flow. We wish that in place of the buffer curbs there were painted bike lanes as most of Davis has. As pointed out, the west side bike lanes are often full of debris and some cyclists do not like riding in confined lanes. Many of us have seen cars in the bike lanes. We would like the right turn lanes restored at Mace and Cowell but that doesn't seem to be a consideration except on northbound Mace at a future time. We sympathize with the Boutins who have concerns regarding idling cars and their access to Mace from their driveway. We, too, have witnessed the recklessness of rerouted drivers trying to speed up their access to I-80 via Mace.

We do appreciate the changes being proposed and would like as much restoration to original Mace as possible. This project seems to have been a "solution" without a major problem to solve and has obviously resulted in quality of life issues for those of us who depend on Mace Blvd.

Many thanks for these efforts -

Kathy Errecarte

Nancy Stephenson

---

From: Gary Hopkins <glhopkins001@gmail.com>  
Sent: Wednesday, January 26, 2022 3:27 PM  
To: Mace Comments 2022  
Subject: Mace Mess

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Looks like the Mace Mess is about to get worse. Ways and all the other map programs give shortcuts based on the time it takes vehicles to get from point A to point B. By adding lanes to Mace you will be making traffic move faster which in turn will have the map programs put more people into the shortcut. You will just have faster moving people in two lanes trying to beat each other to I-80. Bicycling and pedestrian traffic will be less safe trying to get through this traffic.

The bicycle lane on the west side of Mace should be a two lane, either direction path for the children going to Pioneer school. It also will need to be checked on a regular basis to keep the lawn waste that people throw into it cleaned up. It is already impassable many times of the year.

Bicycle paths should be painted on the road for bicyclists to get from bike lanes to turning lanes. Bicycle lanes should be extended North on Mace over I-80. The entrance to the I-80 bicycle path is on top of the overpass. Bicycles regularly traverse this area and have to fight with traffic to I-80. Walkers also have problems in this area.

The best thing you can do with your plans is to put in the metering lights and see if you can slow up the traffic coming into the Mace area. If you can't, you are just wasting your money making a bigger parking area for the i-80 shortcut cars. The only way to make this problem go away is to make the shortcut slower than I-80.

Don't solve the problem by making it worse. If you build it THEY will come.

Gary Hopkins  
4310 El Macero Drive

From: John F.Hess <johnfhess@comcast.net>  
Sent: Wednesday, January 26, 2022 7:18 PM  
To: Mace Comments 2022  
Subject: Mac Mess comments

CAUTION: External email. Please verify sender before opening attachments or clicking on links.

Hi folks,

I'd like to register my disapproval for the recently released "fix" for the "Mace Mess".

I am of the opinion, and City provided data support that contention that the Mace Mess relates mostly to non-local traffic using AI/apps/Waze to navigate around I80 congestion. (I refer to graphs of Wednesday, Thursday and Friday north bound traffic on Mace being hundreds of cars per hour see: <https://www.cityofdavis.org/city-hall/improvement-projects/mace-blvd-improvements/mace-boulevard-traffic-data>). I understand that non-local traffic cannot be banned from public roads, but the "fix" for this congestion should NOT include accommodation for more vehicle capacity that will simply induce more traffic.

I think that decreasing bicycling facilities and increasing motor vehicle lanes is exactly the opposite of what will reduce Mace traffic. Making the congestion worse in the short term will result in changes in the app recommendation such that traffic avoids Tremont and Mace.

I think that anything that decreases bicycling by school children, adults, seniors, is bad for the health of the individual, bad for the health of the city, bad for the health of the nearby residents (increased air pollution) and worst of all, bad for the reputation of a town that was built and thrived for decades on the "aura" of small town feel. No one ever moved to Davis because he or she like the big wide roads and fast traffic.

The Mace "fix" is big wide roads, more motor vehicles, and less "Davis" than the citizens of Davis expect.

John F. Hess  
Davis, CA

From: Bill Hartman <c180bill@yahoo.com>  
Sent: Friday, January 28, 2022 2:52 PM  
To: Mace Comments 2022  
Subject: Mace Blvd. Modifications: my comments

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

## City of Davis Mace Blvd Traffic Slowing Project

### "Area 1" (Tremont) Traffic Signal

- The new Yolo County Dog Park is a big hit and has made a big change in the traffic flow at this intersection, especially at commute times. Has this traffic change been incorporated?
- Is Seasonal Ag traffic considered? (Area Migrant Housing, machinery, field worker commutes, etc.)
- Backups: Currently Tremont traffic backs up impressively at times. During commute times there is often ~10 vehicles waiting at the stop. We have observed traffic backed up passed the Tremont Church for an hour at a time.
- The Tremont backups store a lot of vehicles as-is. A signal light will merely release these stored vehicles in uniform slugs that will arrive at the city limits the same as they do now. (i.e. no benefit, a lot of energy waste)
- Stop sign violations: Are observed at all times, and are almost continuous during commute peaks. Signal violations will also occur, but at higher speeds.
- Large truck and Ag Equipment are present on all legs, and SB right turns of these are seriously impeded by the EB Ques. A signal will make this worse as there will be Ques on all legs.
- Flooding: any rain floods the east side of the NB lane for days. A SB Que at a signal will require NB cars to go through the roadway pond instead of swerving into the SB traffic lane as done now.
  - The SB lanes are restricted to the pavement; Yolo County filled the drain feature there last year, forcing the pond to the pavement edge. Vehicles are frequently stuck there in the mud.
- Solano County: Tremont Road is not in Yolo County, yet there is no mention of Solano County being involved in the changes to this intersection.
- Warrants: Traffic signals are justified using "warrants" (science) for at least the last 80 years. Many public agencies have a version, and the MUTCD covers the topic. Have any warrants been developed for these proposed signals?

BTW: Area x Redbud Drive: The north end of the 2-foot-wide concrete curb that defines the SB right turn lane is hit way more than the other curb ends, especially at night. The double-yellow median line tends to guide traffic to the right too early. Stripping layout can be important. (I have not hit it, but I have seen a number of cars do so.)

Respectfully,  
Bill Hartman  
5302190664

From: Darell Dickey <darelldd@gmail.com>  
Sent: Saturday, January 29, 2022 5:54 PM  
To: Mace Comments 2022  
Subject: The "fix" for Mace (south).

CAUTION: External email. Please verify sender before opening attachments or clicking on links.

Re. Fixing Mace.

The currently proposed "fix" for Mace (south) will accomplish many things.

1. It will be politically expedient and appease the loud, disgruntled objectors.
2. It will encourage more driving and more cut-through traffic as it better accommodates and prioritizes extra cars.
2. It will discourage more walking and bicycle riding as the crossings become wider, the vehicle speeds become higher, and the extra travel lanes are again filled to (the extra) capacity.
3. It will provide the opposite of many City Council goals. Especially the first one dealing with safety, health, equity and community.
4. It will provide the same gratuitous, clumsy infrastructure for people outside of cars. These superficial amenities sound good on paper but dissuade people from wanting to conveniently and comfortably ride a bike here.

Mace needs to be made attractive, safe and convenient for those who are not in cars. Especially for our children who are just trying to get to school safely. But also for the benefit of everyone who lives on and near Mace. Instead the proposed plan is to make driving through the area more convenient while we try to solve the congestion created by inviting more people to choose this time-saving, freeway-bypass route.

Data available on the City web pages shows an over-abundance of motor vehicles joining Mace from south of the City during the most congested times. This supports the hypothesis that Waze-directed traffic is the main cause of this congestion. Yet during the last public meeting our county supervisor stated, "I honestly don't know" in answer to his own question about what is causing the Mace pre-weekend car congestion. How can such important, expensive, permanent decisions be made for a "fix" that has an explicitly unknown cause? Especially a "fix" that works against so many of our city priorities and the original purpose of this redesign.

I am disappointed to find how uncomfortable and inconvenient it is to ride a bicycle in the area of Mace Blvd. Especially after millions of dollars were spent with the intent to significantly improve this area for our kids walking and riding to school. And today there is a plan to spend millions of dollars more to increase the car capacity by increasing the size of the Mace Moat in order to appease the loudest objectors. Who is now speaking for our school kids?

Lately I have heard many officials stating that this redesign is "not only about moving more cars". But if the proposed design had some other obvious intent, this denial would not need to be regularly mentioned, and advocates for car-free travel and safer streets would have been consulted in the planning. There is no question that we need better non-car infrastructure in this area. And there is no question that the currently-proposed design is car-dominant. After giving it a good faith (though clumsy) try the first time, let's do what we can to get it right this second and final time.

Darell Dickey



Nancy Stephenson

---

From: Tom M Glaser <tmglaser@ucdavis.edu>  
Sent: Sunday, January 30, 2022 7:38 PM  
To: Mace Comments 2022  
Subject: Mace bike path thoughts

Follow Up Flag: Follow up  
Flag Status: Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Dear Davis City Council --

I write to offer my views on the Mace redesign, as a South Davis resident who uses the Mace bike path frequently.

Please make the bike path two-way on the west side, throughout its length, from Blue Oak (or Redbud) to Cowell. Most riders come from the west side -- and, realistically, no one crosses traffic twice, waiting for long lights, just to continue north for two blocks. There is plenty of room for dual bike lanes on the west side -- especially if you incorporate the sidewalk into the plan, raising the bike path to the same level, and joining them -- as outlined by Kris McLeod in her Jan 23 letter to the Enterprise.

Otherwise, I think your ideas to address current Mace traffic problems are good, including test-metering lights at Tremont and Montgomery streets -- hopefully, they will work to restore normal (residential) traffic flow through this area.

Sincerely  
Tom Glaser  
1408 Rosario  
Davis, CA 95618  
(530) 902-3634

**\*\*CONFIDENTIALITY NOTICE\*\*** This e-mail communication and any attachments are for the sole use of the intended recipient and may contain information that is confidential and privileged under state and federal privacy laws. If you received this e-mail in error, be aware that any unauthorized use, disclosure, copying, or distribution is strictly prohibited. If you received this e-mail in error, please contact the sender immediately and destroy/delete all copies of this message.

Nancy Stephenson

---

From: Choi Family <lam.choi.wedding@gmail.com>  
Sent: Sunday, January 30, 2022 11:49 PM  
To: Mace Comments 2022  
Subject: Mace Corridor

Follow Up Flag: Follow up  
Flag Status: Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Hello,

I have lived on Blue Oak Place for 8 years and am directly affected by the changes to the Mace Corridor. Since the lanes were reduced to 1, I cannot exit Mace Blvd. in the northbound direction without being met with bumper to bumper traffic on many evenings during rush hour. A 7-minute drive to pick up my children from preschool turns into 20 minutes or more. Please return the 2 lanes on the east side of Mace Blvd., not just starting at El Macero Blvd.

I am also in support of adding a light on Tremont in hopes of discouraging drivers from trying to "short cut" through Davis to save a few minute off their I-80 east traffic.

As someone who bikes often, I do appreciate the City's intention of creating safe biking lanes for the neighborhood, especially young children attending Pioneer. To avoid bicyclists riding in the opposite direction from traffic to avoid crossing the street unnecessarily, and to better utilize the limited space, I would suggest widening the sidewalks (ie: make the street level bike lane the same level with the sidewalk) on both sides of the street going in both directions, similar to the design of 5th street from around Pena to Pole Line. Rather than the wide concrete divider, add a fence to separate the street and bike/pedestrians lanes, also similar to 5th Street. This will result is better utilized street space and will allow for adding back the 2nd lane(s).

I would also request that the City remove the turning rock dividers located on the corners, at San Marino and El Macero. They force bikes to turn in very narrow lanes, which can be difficult for younger/newer riders, and don't allow enough room for wider bikes to turn without being forced into the street (such as recumbent bikes, cargo bikes, bikes with trailers, bikes with tag-a-longs, etc).

I hope that the second time around results in a better thought out design that adequately addresses the issues with the current design.

Thank you for your consideration.

Nancy Stephenson

---

From: John Swann <jwdswann@gmail.com>  
Sent: Sunday, January 30, 2022 11:52 PM  
To: Mace Comments 2022  
Cc: DBC mailing list  
Subject: Mace infrastructure comments

Follow Up Flag: Follow up  
Flag Status: Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

To: Davis City Council

The elephant in the room regarding the current Mace Blvd infrastructure is the fact that the “protected” bike lanes are, in fact, an extremely serious safety hazard for bicycles.

Bicyclists may “feel” safer being physically separated from automobiles but that is an illusion. The concrete separators are dangerous. If a cyclist’s front wheel ever touches one the separators he or she will almost certainly fall.

This is because of the physics of how a bike is able to stay upright. In 2016 several scientific articles were written about how this works. Most notably Scientific American published an article entitled “The Bicycle Problem That Nearly Broke Mathematics”. Davis’ own Mont Hubbard, former president of Bike Davis, is quoted in the article.

Bicycle steering is inherently self-correcting. But that only works if nothing interferes with the front wheel. This is relevant for the infrastructure on Mace because the infrastructure consists of concrete barriers on either side of the bicycle. If the front wheel touches a vertical piece of concrete running in the direction of travel, that will interfere with the bike’s ability to stay upright. I know this instinctively. I raced in a bunch of criteriums in the 70’s and, though it never happened to me personally, I was aware of riders who crashed after being squeezed into a curb running parallel to their direction of travel.

In addition to the danger of your wheel touching a barrier, the situation would be every bit as bad if a pedal came into contact with the concrete.

When someone falls off their bike sideways the elbow, hip and knees are most at risk. Falling hard on your elbow can result in a broken collar bone. This may be the most common “serious” injury for competitive cyclists. If you’re moving fast such a fall can result in “road rash”, i.e., a bad scrape. Except for a broken collar bone these are relatively minor injuries provided you just hit the pavement and nothing else.

For the “protected” infrastructure of Mace Blvd. the situation is completely different. Imagine someone is riding in the “protected” bike lane and his pedal comes down on the top of the concrete barrier to his right. He or she will fall to their left (it’s hard for me to even think about it). Instead of landing on flat pavement, they will land on the right angle corner of concrete on the left side of the “trench”. The injury sustained will, almost certainly, be MUCH worse than if he or she simply landed on a flat surface.

To be clear, this infrastructure is extremely dangerous for cyclists.

To make matters worse, a cyclist traveling north in the “protected” bi-directional bike lane comes to an intersection where the bike lane becomes a south bound only lane. In order to make it to Nugget to buy groceries that person must cross to the east side of Mace, continue north a few more blocks and then cross Mace AGAIN to get back to the west side of the road. Most people will not do that. They will simply continue north going the wrong way in the “protected” bike lane and hope that they don’t meet another cyclist headed south.

But if that person does happen to encounter another southbound cyclist, the potential for the crash scenario described above is greatly increased.

There's absolutely no question that this "protected" bike infrastructure should be removed for the safety of cyclists. Throughout the rest of Davis buffered bike lanes are being installed. These lanes are separated by two thick lines of paint with diagonal stripes between the lines. Buffered lanes give both the cyclist and motorist a sense of separation even though it's only a visual signal.

The great thing about paint is that if you don't get it right it can be easily changed. Just grind off the old paint and give it another go. With concrete you're stuck with infrastructure that was expensive to install and expensive to remove. It's a waste of taxpayer's money. It's embarrassing. I completely understand why this would be hard to confront. Just because it's hard, doesn't mean that it shouldn't be done.

Other than removing the barriers, there are 2 other possible solutions that could work:

- Fill in the "trench" so that the bike lane is effectively raised up. Of course, there would be ramps on either end of the segment. This would make the bike lane a wee bit wider as it would include the width of the barriers. My sense is that dropping off of a raised "platform" is far less dangerous than hitting a curb that is higher than you are.
- Chamfer (bevel) the inside edges of the "trench" so that the front wheel of the bike will ride up on the concrete barrier instead of running into a vertical wall.

The advantage of both these approaches is that the cyclists are still physically separated from automobiles.

John Swann

Nancy Stephenson

---

From: Kati Rose <ktjrose@hotmail.com>  
Sent: Monday, January 31, 2022 3:42 AM  
To: Mace Comments 2022  
Cc: Del Donovan  
Subject: Mace Blvd Updates/Homeowners at 4560 Blue Oak Pl.

Follow Up Flag: Follow up  
Flag Status: Flagged

CAUTION: External email. Please verify sender before opening attachments or clicking on links.

Dear City of Davis,

Again, do not ignore your most vulnerable residents of this area: youth, elderly, pedestrian, and cyclists all in favor of more vehicles, congestion, and non-residents of this neighborhood by proposing adding 2 lanes northbound and southbound on Mace Blvd. between Cowell and Montgomery, and by reducing bike lane size/width with Feers proposals.

As homeowners at 4560 Blue Oak Pl., our home backs up to Mace Blvd. between Redbud and San Marino. My partner Del Donovan and myself, Kati Rose, have lived here since Feb. 2017, and prior at Meadowridge Apartments facing the Mace/Cowell intersection, and can verify this corridor does NOT QUALIFY for needing two lanes in both south nor north bound directions for local residential vehicular travelers on Mace between Cowell and Montgomery. I, Kati Rose, was a previous Pioneer Elementary parent and a prior Pioneer Elem. Active4Me Coordinator advocating for the safety of all vulnerable community members, school aged children, parents, and pedestrians for safer egress in this corridor. My family and I appreciate the current slower vehicular infrastructure supporting a residential area.

Currently during the pandemic I am homeschooling 2 kids. Throughout these years as parent, resident, Pioneer Elementary Active4Me coordinator, homeowner and neighbor, I and my family have had a front row seat to this location, its needs and complexities.

Speaking prior at Pioneer Elementary auditorium community meeting years back (prior to Covid), I was the Pioneer Elem. Active4Me Coordinator and advocate for safety of all school aged children, cyclists, and pedestrians using this corridor. At this meeting, I had the distinct horror of being massively booed, screamed at, with further individuals aggressive attempts at intimidation and verbal abuse, by many community members at that forum (against the current infrastructure now in place) that are currently the loudest promoters of the phrase "Mace Mess", and the current "MM" petition. The undue and immense animosity, hate, and shameful display of disrespect I experienced from fellow adult community members and residents of El Macero country club and non-parents was extremely disturbing, stressful, and shocking.

Covid hit, and then I quit as Active4 Me coordinator. I did not have the energy to constantly deal with these community members with nothing better to do than fight, demean, bad mouth and harangue fellow community members such as myself with such a hateful and nasty agenda for attention and their current purpose. Parents such as myself have taken a back seat and stayed in the back ground hopefully emailing and writing letters to the City members pleading them to ignore this voiciferous contentious outspoken group that has an overwhelming presence on media platforms such as nextdoor.

That being said, since there are areas for changes, I urge the City members to ignore this contentious group's efforts returning two lanes both north and south on Mace.

PLEASE PLEASE KEEP SINGLE LANES in both north and south bound directions on Mace Blvd between Cowell and Montgomery.

1) \*Adding in 2 lanes with merge features continues to create and increase vehicular speeds (trap) and is a hazard.\*  
03-15-22 City Council Meeting

2) Traffic backs up on north bound Mace ONLY when I-80 freeway is impacted. The problem is I-80. \*\*

\*\*Other streets, residential or business areas of Davis, and other cities and towns have the same complaints where auto drivers use local, residential, and country streets and roads to bypass a crowded, jammed, impacted, and slowed freeway such as I-80.

3) Local residential traffic at all times of day and night does NOT back up and easily uses the current infrastructure, as is. 13 of our house windows (except for 3), face Mace Blvd. and El Macero Country club landscaper/maintenance building on Mace Blvd. We have a front row seat.

4) \*Any dual merge lanes from two lanes down to one are situations to increase speeding, hazards, and collisions. This feature does NOT slow traffic:

a) such as current southbound Mace between Cowell and El Macero (north entrance), and

b) proposed return of merge that increases/ induces speed vehicle races and collision hazard at Feers design southbound Mace between El Macero and San Marino. \*\*\*

\*\*\*Prior to current construction, this is a location of dual lanes on heading south on Mace immediately merging after El Macero (north entrance). I in my F350 and a tomato truck were both headed southbound after Cowell to El Macero, in our individual lanes, we came to the El Macero north intersection (truck driver was further behind me by aprox 50 ft. I had arrived first, stopped, then went through the intersection. While I was in the southbound Mace lane, the tomato truck driver preceded to run the stop sign and speed up at the merge, pushing me into on coming traffic as he was in the west merge lane, thus creating a scary scenario and safety hazard. I was in an F350 he saw my face clearly, and this was during harvest tomato season prior to current infrastructure. \*\*\*

5) Repeating here: DO NOT ADD dual lanes Northbound or Southbound Mace Blvd., remove your unsafe speed trap faulty merge lanes (current and proposed), increase your safety for all vulnerable and slower cyclists and pedestrians by slowing vehicular traffic,

6) maintaining width for designated separate lanes between and for cyclists, e-bikes, and pedestrians.

Other areas for consideration:

7) The cement curbs facing inside bike lanes and sidewalks facing in to bike lanes could be gently sloped (instead of sharp) to prevent injury and allow smoother travel for cyclists, pedestrians, disabled community, etc.

8) Bike lanes kept straight as possible-- not leading into cement curbs or design features, such as:

a) current: southbound Mace/El Macero (north), and

b) Feers proposed Mace/Cowell intersections and

c) PLEASE keep vulnerable pedestrians/cyclists distanced away from current vehicular and semi-truck traffic as absolutely necessary.

9) Intersection at Mace and Cowell has no safe travel access to El Macero shopping center, and is a cyclist's/pedestrian, vehicle nightmare.

For example:

a) The traffic signal has no clear designated separate bike signal from vehicular traffic signal, where vehicles attempting a right hand turn increases collisions with cyclists headed west and straight as well as into pedestrians; as light signal is for all 3 modes at same time for Cowell west bound intersection.

b) When school aged cyclists traveling east-west bound on Cowell, pedestrians crossing through at the same time as a green light for autos attempting to make concurrent right hand turns.

c) Needed: A NO right turn signal, AND "Bikes Only" signals such as on Russell and Sycamore intersection.

10) Additional Signage Needed on Mace corridor:

A) NO U-TURN Signs at following intersections and into "T" street entrances on Mace Blvd.:

- 1) El Macero (North entrance) all 4 directions
- 2) San Marino
- 3) Blue Oak PI
- 4) Redbud
- 5) El Macero (south entrance)
- 6) Montgomery

B) NOT A THROUGH STREET:

- 1) Blue Oak PI
- 2) San Marino

11) Please HIRE A SENIOR TRAFFIC ENGINEER before going further, including these studies, breaking ground, and doing any more construction. We went through almost a year of construction with delays, unknown issues, and poor timing-- all prior at the start of school year and ag harvest season with seasonal drivers of semi-truck trailers, multiple construction crews of unsafe signage and blockages for all local residents. We don't need this again, and keep it minor.

12) We Kati Rose, Del Donovan, and our 2 kids, do not want return of prior infrastructure configuration of dual vehicular lanes, mass construction, nor lessening the width of bike lanes in favor of vehicles and more traffic congestion and unhealthy air.

13) Adding dual lanes north bound on Mace will just proceed to "fill up all lanes" whenever I-80 becomes impacted: eves on Mondays, Fridays, Thursdays with 3-day weekends, and accidents or other mystery slowing or blocking east bound I-80 traffic...

14) Suggest Yolo/Solano County work with CalTrans on their east bound Dixon sign (prior to Pedrick exit states how long in minutes to all Davis exits). Dixon Cal-Trans sign with times easily encourages drivers to divert off freeway to side streets, thereby reducing CalTrans traffic 80 vehicle load. Work with Cal Trans to turn off this feature during Fiers traffic studies to determine CalTrans sign traffic diversion effects.

15) Add Yolo County metered stop lights at Tremont/Mace, and Montgomery/Mace intersections.

16) INCREASE YOLO Sheriff, Davis PD, CHP presence on high traffic/I-80 diversion to local roads instances to monitor vehicular safety in this corridor. Please: ticket, ticket, ticket the crazies in autos passing and rushing into on coming traffic, jumping bike lane curbs and sidewalks, doing figure 8's, u-turns mid-street, mid-intersection, risking safety of surrounding residences and property, and speeding!!

Please excuse any and all errors, mistakes, redundancies, in grammar, etc., they were all mine.

Thank you for the current infrastructure, and for your time and consideration in this matter.

Sincerely,

Kati Rose, Del Donovan, & family  
4560 Blue Oak PI., Davis CA 95618

Sent from my iPhone

03-15-22 City Council Meeting

Nancy Stephenson

---

From: Andy J. Furillo <ajfurillo@gmail.com>  
Sent: Monday, January 31, 2022 7:47 AM  
To: Mace Comments 2022; Lucas Frerichs; Josh Chapman; jim.provenza@yolocounty.org; Bicycling Transportation and Street Safety Commission  
Cc: Anthony Palmere; Alan Hirsch; Mollie Cr D'Agostino  
Subject: Andy Furillo letter on Mace Blvd project  
Attachments: Mace project comment letter\_Furillo.docx

Follow Up Flag: Follow up  
Flag Status: Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Hi,

I am Vice Chair of the Unitrans Advisory Committee, a member of the Yolo County Transportation District's Citizens Advisory Committee, and part of Yolo Mobility, an organization supporting more convenient, sustainable, and equitable transportation throughout our county. A resident of East Davis, I frequently use Mace Blvd to get where they need to go -- primarily by bus and bike -- and hope to see a project design that facilitates safer and more reliable connectivity for our community. Please see my attached comments on the proposed project, which cover all three project areas.

Thank you.

Best,  
Andy Furillo



Lucas Frerichs, Davis Vice Mayor  
Josh Chapman, Davis City Councilmember  
Jim Provenza, Yolo County Supervisor  
Davis Bicycling, Transportation, and Street Safety Commission Members

### **Re: Proposal to Widen Mace Boulevard**

Mace Blvd is a vital corridor for people in Davis who ride transit, bike, and/or drive, and as a frequent user of this corridor I agree with elected officials and concerned residents that the current delays and unreliable travel times affecting all motorized modes at peak hours are unacceptable. However, the city should exude confidence that the original investment to improve bike infrastructure and calm traffic on this street – and all the hard work staff put into it – has paid off. While limited travel options on the high-demand intercity transportation corridor that passes through Davis, insufficient transit serving the South Davis neighborhoods near Mace, and a dangerous highway interchange near the project area have stood in the way of perfect results, Mace in South Davis is undoubtedly now a safer and more functional street than it would be if it were still in its former state – as well as than Mace north of I-80, which experiences similarly arduous congestion but lacks protected bike infrastructure.

As efforts proceed to further enhance Mace and address the challenges described above, I share the city's goals of improving access for residents, protecting people who bike and walk, reducing use of Davis service streets by people traveling through town, shortening response times to emergencies, and helping our area's agricultural industry thrive. But I am concerned that the proposed redesign of Mace released earlier this month will not facilitate progress towards any of these mutual goals. Further, the proposed project would set a dangerous precedent unbecoming of our platinum-rated biking community: that spending taxpayer dollars to maximize automobile capacity trumps protecting people's access, health, safety, or quality of life.

My recommended modifications to the proposal are as follows:

- Conduct the pilots of new metering traffic signals south of Davis and make any measures that prove to effectively mitigate cut-through intercity traffic permanent *before* making any major changes to Mace in Davis
- Expand local and intercity transit in South Davis and adjacent rural areas to benefit local residents, and construct a dedicated northbound transit lane on Mace if needed to keep service reliable.
- Improve the utility of Mace's protected bike lanes by extending them north, over I-80

### **Traffic calming on County Road 104 and Tremont Rd**

I support the proposal to conduct pilot demonstrations of traffic signals at County Road 104 (the extension of Mace Blvd south of Davis)'s intersections with Montgomery Ave and Tremont Rd. There is no precedent for using a signal at a single intersection to slow down car traffic in leading industry guidance including the [MUTCD](#) – which indicates *reducing* vehicle delay (and, accordingly, increasing automobile throughput and VMT) as the primary justification for installing an intersection signal – or [NACTO's Urban Street Design Guide](#). Thus, more information is needed to determine whether such a strategy can work.

However, these pilot demonstrations should be fully conducted, analyzed, and acted on before Davis makes any significant changes to Mace in town. If the signals succeed in reducing cut-through traffic on Mace and the delays this traffic causes for residents, our community should not be stuck with excessive, taxpayer-funded vehicle capacity that not only risks inducing car travel that undermines any benefits of the signals, but also would increase car crashes on the street by 40 percent, according to [an FHWA study](#) backed up by [observations of street racing](#) on other four-lane arterial roads in Davis.

I further caution that, even if the proposed signals reduce cut-through driving on Mace specifically, without a broader modal shift in regional Northern California travel this problem will not be fixed, but rather just transferred to other county roads and Davis streets. Mace is already just [one of several notorious alternatives](#) for I-80 drivers, and with traffic impacts [observed as far away as Woodland](#) there are likely numerous other roads that are vulnerable.

As there are no proposed near-term projects that will facilitate significant modal shift, Davis should consider working with county governments and the agriculture industry to re-design county roads in a manner friendlier for intended users like farmers and cyclists, but unappealing to highway drivers. The section of County Road 104 between Davis's city limit and Grasslands Regional Park (near the Tremont Rd intersection) – where addition of bike lanes is a [priority](#) of Yolo County's Bicycle Transportation Plan – would be an ideal candidate for such a rural road redesign.

### **Better transit service for South Davis**

Transit service in South Davis is already sparse – there is no bus line on Mace in the project area, and the nearby Davis Migrant Center was [recently closed](#) in part due to access issues. Yolobus's recent [elimination](#) of South Davis's express bus connection to Sacramento made service even more skeletal. The result: people in South Davis have to [drive more than their counterparts](#) who live not just in other parts of our city, but throughout most of the Sacramento region.

Improved transit services for South Davis – which, in contrast to new vehicle travel lanes, would serve solely Davis transportation needs – could be delivered in a variety of ways. These include new fixed-route Yolobus or Unitrans service, or on-demand microtransit options like those that have become popular in other low-density parts of the region and are expanding in Yolo County. Service priorities should include the following:

- A restored one-seat bus connection to Sacramento, and/or an improved transfer facility where South Davis residents can safely and conveniently transfer between local and intercity services
- A connection to Pioneer Elementary School for students, faculty, and staff
- Service south of Davis to the Migrant Center and intermediate destinations, including the Putah Creek South Fork Preserve and Grasslands Regional Park.
- Programs that effectively hire, train, protect, and compensate bus operators, ensuring South Davis services and other Davis transit options are stable and reliable.

Davis has the financial resources to expand South Davis transit right now. As federal COVID relief funds will cover existing Unitrans operations for the next several years, state transportation

funding needed for this purpose before the pandemic [can be re-invested](#) in other endeavors. State law [requires](#) the city to address unmet transit needs to the extent reasonable before spending these funds on any local road projects – including modifications to Mace – and I believe that the transit priorities described above constitute such unmet needs.

These new transit services would not require any new roadway capacity should the proposed intersection signals south of Davis effectively mitigate cut-through traffic. Should the signals not succeed in keeping intercity drivers out, a dedicated northbound transit lane on Mace would be the most effective way to guarantee reliable connectivity for South Davis residents and emergency vehicles. As congestion is not a problem on southbound Mace, the existing wide travel lane can effectively serve local traffic, large agricultural vehicles, and future transit service, so in no circumstance should the city narrow this lane to add a second travel lane for cars.

### **A local and regional bike connection**

While the existing protected bike lanes on Mace offer safe, convenient, and pleasant transportation, they have a serious shortcoming: they abruptly stop at Cowell Blvd. A person biking north of this location must share a lane with cars between Cowell and Chiles Rd, then navigate highway ramps while crossing a bridge with a [history of deadly crashes](#).

This is the perfect time to extend the protected bike lanes north over I-80. Modifications to the Mace bridge over the highway would help provide a reliable connection for the buses and drivers eligible to use the proposed Yolo 80 managed lanes, so new bike infrastructure can be integrated into that project's design. New protected bike lanes on the Mace bridge can also facilitate access to – and reduce the level of traffic generated by – the Davis Innovation and Sustainability Campus project, and provide a safe connection to the regional Davis-Sacramento bike route as e-bikes explode in popularity.

I appreciate your consideration and the opportunity to weigh in.

Best,

Andy Furillo, Unitrans Advisory Committee Vice Chair; Yolo County Transportation District Citizens Advisory Committee Member

From: Don Johnston <rvflyer@me.com>  
Sent: Monday, January 31, 2022 7:49 AM  
To: Mace Comments 2022  
Subject: Mace Infrastructure Redesign

Follow Up Flag: Follow up  
Flag Status: Flagged

CAUTION: External email. Please verify sender before opening attachments or clicking on links.

To: Davis City Council

As a resident of South Davis, a driver, and an avid supporter of cycling, I submit these comments regarding the redesign of the failed Mace infrastructure project.

I begin by stating unequivocally that I do not find that the redesign as presented resolves many of the problems that exist due to the project implementation and I do not support the redesign. I believe that it is throwing good money after bad and serves neither drivers nor cyclists well. Regarding the original project, I had predicted that the tased curbs at San Marino, El Macero Dr., or Cowell Blvd. would result in a cyclist crashing with possible injuries resulting. In fact, within three months a woman returning from Nugget Market hit one of those raised curb on the right hand turn at San Marino and was hospitalized for injuries sustained. The redesign only partially addresses the problems that raised curbs and divided bike lanes causes. I firmly believe that the raised curbs creating divided bike lanes must be removed. The redesign does not remove them.

The Mace project created "bike trenches" that are dangerous to cyclists in several ways. 1) the trench removes the option of escaping the lane if a danger arises. On multiple occasions I have encountered wrong way cyclists in the lane, which presents a potential hazard. As a commuter cyclist to work in Sacramento I once witnessed and attended to injuries of two cyclist who collide head on with no means of safely veering from each other's path due to a barrier on one side. Last week, my wife and son encountered a group of 6 or 7 young cyclists going the wrong way in the northbound trench on Mace. There was no option but to stop and lift their bikes over the curb. 2) With curbs on both sides of lane, the likelihood of striking a tire on a raised curb increases greatly and forces a cyclist to the center, making passing slower traffic both more difficult and more dangerous. Most road cyclist, who ride a much faster speeds than casual and commuter cyclist, will opt to ride legally in the traffic lanes in stead. This not being understood by many drivers who do not appreciate cyclists increases the likelihood of conflicts and potential auto vs cyclist collisions. Further, the raised curbs reduced traffic lanes and between San Marino and Redbud, leave no shoulder at all for a road cyclist to use. 3) At the first public meetings following the outcry of citizens, I commented that the trenches (bike lanes) would be difficult to keep clean of debris. The reply was that the city had contracted with a service to sweep them and they would be clean. That NEVER happened. I have multiple picture over the years since implementation of large piles of pine needles, cones and branches in the bike lane. They are seldom swept. This debris, especially when wet, presents a fall hazard in to cyclist and tased curbs with 90 degrees edges await the cyclist. It is a clear danger that the city cannot maintain. In addition, the raised concrete dividers exacerbate the problem. When it is windy, the curbs create vortices that actually help deposit wind carried debris in the lanes, thereby increasing the amount of debris deposited. Prior to the curbs being installed, the debris collected at the edge of the street against the sidewalk and a cyclist could easily veer left a bit to avoid it, more reason to remove the raised curbs dividing the bike lanes.

Davis has once again, in its rage against drivers, found a way to delay and inconvenience citizens in vehicle from getting from A to B easily and efficiently. When the sweeping right lanes were removed, the infrastructure left no option for a right turn than to wait for traffic to move with the light. A safe right on red is now only available to the first car in line. All other wait thought the light cycle. On many occasions both my wife and I have had to sit idling through 2 or even 3 cycles, car idling, which only adds to increased exhaust and pollution. It also adds to frustration. My wife and I have an inside joke whenever we are in another city and find ourselves at a stop light with poor traffic timing, idling, unable to proceed even though there is no opposing traffic. We look at each other an say, "Looks like they

must have contracted Davis traffic engineers”. But, it is not really funny. Many of the modification to Mace Blvd served only to impede traffic unnecessarily, especially removing a right turn option and having no other alternative than to wait. The redesign does not address this. I know there is plenty of road width to have both a dedicated left and right turn lane at Mace and Cowell. It would however, require removal of more of the raised infrastructure on the right. But there could still be plenty of space for safe movement of pedestrians and cyclists in the design. This would allow right turning traffic to cue unimpeded, stop, and proceed when safe while traffic going through the intersection waited for the green light.

My recommendation is that all raised infrastructure used to create bike lanes be removed. The city has been quite successful creating clear, safe to use lanes and separation from traffic with something much less expensive and easy to maintain: PAINT! Some have suggested filling the bike lane with more concrete to create raised bike lanes that at least do not have the curb hazard. That would remove one danger but reduces other options and I do not find desirable.

My recommendation is to remove all raised concrete bike dividers and paint the bike lane infrastructure consistent with bike lanes in the rest of Davis. Add dedicated right turn lanes at Mace and Cowell. This would also make it possible to restore the additional lanes on Mace without narrowing the center divider with trees, which would save one major expense and leave an aesthetically desirable feature in place. In conclusion, I do not support the Mace redesign as presented and would like to see it go back to the drawing board to address issues that remain unresolved. This project will, otherwise, end no better than the one that created the Mess.

Respectfully submitted,

Don and Diane Johnston

El Cemente Ave., Davis  
(530) 902-8096  
rvflyer@me.com

From: Abolghasem Edalati <aedalati@yahoo.com>  
Sent: Monday, January 31, 2022 8:26 AM  
To: Mace Comments 2022  
Cc: Jim Provenza; Chapman@cityofdavis.org; richard.reed@yolocounty.org; Barbara Archer;  
Lucas Frerichs  
Subject: Subject\_Mace project phase 2

Follow Up Flag: Follow up  
Flag Status: Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

For The Attention of Dear Respected Review Members' Committee,

Please pay attention to the following issues:

1. In the new design, City will restore 2<sup>nd</sup> lane between Cowell and El Macero Southbound, but the 2nd lane does not continue between El Macero and San Marino. This means all sudden 2 lanes merge to 1 lane and the West side of Mace will face congested vehicles. Has the City studied or anticipated the impact of traffic in the West side between El Macero and San Marino in new design? **Please DO NOT CREATE ANOTHER ISSUE (TRAFFIC) IN WEST SIDE AND ADD 2ND LINE IN WEST SIDE TOO. Please make sure to examine the consequences of this action before happening.**

2. In the issue of traffic lights in San Marino, several callers in the meeting mentioned pollution and noise of vehicles in the middle of night or from vehicles when they are backed up in traffic. The callers also provided a good solution. Reducing 12 red signals to 1 signal on each side won't solve this problem. Everyone cares about the safety of pedestrians, vehicles. However, is the health of residents less important than the rest of people? The city little by little is killing Mace and surrounding residents by exposing residents to noise\pollution 24 hours/7 days a week. San Marino intersection is similar to any other intersection, and it is not more dangerous than any other intersection. This is a fact that only certain hours of the day the intersection is busy. From 7:00 am to 9:00 am that everyone either goes to school or work and from 2:00 pm to 3:00 pm when children are coming back from school. This is happening on normal days. On rainy/hot days, the majority will ride their own vehicle. And after 7:00 pm this intersection is basically a deserted area. There is no need to expose residents, especially our family to noise and pollution 24 hours. **SO PLEASE KEEP TRAFFIC LIGHT IN NEW DESIGN IN ANY PHASE TO REPLACE IT TO SMART\PROGRAMMABLE TRAFFIC LIGHT TO STAY GREEN CERTAIN HOURS OF DAY\NIGHT. Tomato season is right around the corner and our exposure to noise\pollution increases greatly and dramatically.**

On Jan 25th the congressman Garamendi had a virtual hall meeting and he mentioned that he has a \$100 million dollars fund for fixing highway 80 from Davis to West Sacramento. He also mentioned he provides federal government funds to local governments to improve their streets. City of Davis can use a small part of that money to fix\replace San Marino traffic light. The city heard residents' comments\concerns loud and clear in Jan 20<sup>th</sup> meeting about San Marino intersection. We do not see any more excuse to postpone this traffic light.

3. In the new design, the City still is blocking our parking area. We heard the engineer, Edrian's reasons for blocking it. We completely disagree with his reasoning. This corner is no different than any other intersection in Davis. Many houses in Davis are built at the corner and none of their parking areas are blocked by the city. **WE NEED TO KNOW WHAT EXACTLY CITY IS GOING TO DO IN FRONT OF MY HOME BEFORE CITY START IMPLEMENTING IT. PLEASE CONTACT ME BEFORE START OF WORK AND I FULLY EXPECT TO**

**HAVE PARKING AREA FOR EMERGENCY, AMBULANCE OR ANY OTHER VEHICLE IN FRONT OF MY HOME.**

Thank you

Respectfully, Ghasem Edalati and family, Resident of 915 Mace (located at the corner of Mace and San Marino)

Nancy Stephenson

---

From: Rich Rifkin <rich1417@yahoo.com>  
Sent: Monday, January 31, 2022 9:44 AM  
To: Mace Comments 2022; John Swann  
Cc: DBC mailing list  
Subject: Re: [DBC] Mace infrastructure comments

Follow Up Flag: Follow up  
Flag Status: Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Great letter, John. ...

For those who have not ridden lately on W. Covell -- where it was recently repaved and re-stripped near The Marketplace shopping center -- you ought to do so. The approximately 6-foot bike lane is "protected" from the travel lane with a 12" painted stripe and a larger (30"?) cross-hatched painted space. That keeps drivers and cyclists safely apart. But unlike with raised concrete curbs -- which lead to violent crashes and force drivers to make perilous hook turns -- the striping separation is a great solution to the problems the "fix" on Mace caused. I don't believe any solution is perfect: painted lines, even with great separation won't stop a drunk, drugged or texting driver from swerving into a bike lane.\* But I think the Covell solution -- which was first tried on B Street -- is the best possible and should serve as the model for every bike lane in Davis where there is sufficient room to employ it.

Slightly related aside: On Sunday I was returning to Davis northbound on Road 98, taking the curved right turn at Cactus Corner to Russell, where I joined the Howard Reese bike path between Russell and the Baptist Church. As I made my turn, a big pickup came up behind me. I saw it over my left shoulder and moved a bit to my right to let the driver by. What I had not realized was between the shoulder -- which was covered in debris and has cracked pavement -- and the turn lane there are flexible "safety" posts. Not realizing those hazards were there, I very nearly crashed hitting one. Those posts seem as stupid as the raised curbs that were put on Mace. They don't "protect" anyone. But if you need to swerve, the posts make riding near them terribly unsafe.

Rich

\*There is no reason to think that it is more likely, if Mace were properly painted, than it is on all the other bike lanes you and I ride on everyday in Davis for an errant driver to hit a cyclist in any striped bike lane.

On Monday, January 31, 2022, 12:11:13 AM PST, John Swann <jwdswann@gmail.com> wrote:

To: Davis City Council

The elephant in the room regarding the current Mace Blvd infrastructure is the fact that the "protected" bike lanes are, in fact, an extremely serious safety hazard for bicycles.



Bicyclists may “feel” safer being physically separated from automobiles but that is an illusion. The concrete separators are dangerous. If a cyclist’s front wheel ever touches one the separators he or she will almost certainly fall.

This is because of the physics of how a bike is able to stay upright. In 2016 several scientific articles were written about how this works. Most notably Scientific American published an article entitled “The Bicycle Problem That Nearly Broke Mathematics”. Davis’ own Mont Hubbard, former president of Bike Davis, is quoted in the article.

Bicycle steering is inherently self-correcting. But that only works if nothing interferes with the front wheel. This is relevant for the infrastructure on Mace because the infrastructure consists of concrete barriers on either side of the bicycle. If the front wheel touches a vertical piece of concrete running in the direction of travel, that will interfere with the bike’s ability to stay upright. I know this instinctively. I raced in a bunch of criteriums in the 70’s and, though it never happened to me personally, I was aware of riders who crashed after being squeezed into a curb running parallel to their direction of travel.

In addition to the danger of your wheel touching a barrier, the situation would be every bit as bad if a pedal came into contact with the concrete.

When someone falls off their bike sideways the elbow, hip and knees are most at risk. Falling hard on your elbow can result in a broken collar bone. This may be the most common “serious” injury for competitive cyclists. If you’re moving fast such a fall can result in “road rash”, i.e., a bad scrape. Except for a broken collar bone these are relatively minor injuries provided you just hit the pavement and nothing else.

For the “protected” infrastructure of Mace Blvd. the situation is completely different. Imagine someone is riding in the “protected” bike lane and his pedal comes down on the top of the concrete barrier to his right. He or she will fall to their left (it’s hard for me to even think about it). Instead of landing on flat pavement, they will land on the right angle corner of concrete on the left side of the “trench”. The injury sustained will, almost certainly, be MUCH worse than if he or she simply landed on a flat surface.

To be clear, this infrastructure is extremely dangerous for cyclists.

To make matters worse, a cyclist traveling north in the “protected” bi-directional bike lane comes to an intersection where the bike lane becomes a south bound only lane. In order to make it to Nugget to buy groceries that person must cross to the east side of Mace, continue north a few more blocks and then cross Mace AGAIN to get back to the west side of the road. Most people will not do that. They will simply continue north going the wrong way in the “protected” bike lane and hope that they don’t meet another cyclist headed south.

But if that person does happen to encounter another southbound cyclist, the potential for the crash scenario described above is greatly increased.

There’s absolutely no question that this “protected” bike infrastructure should be removed for the safety of cyclists. Throughout the rest of Davis buffered bike lanes are being installed. These lanes are separated by two thick lines of paint with diagonal stripes between the lines. Buffered lanes give both the cyclist and motorist a sense of separation even though it’s only a visual signal.

The great thing about paint is that if you don’t get it right it can be easily changed. Just grind off the old paint and give it another go. With concrete you’re stuck with infrastructure that was expensive to install and

expensive to remove. It's a waste of taxpayer's money. It's embarrassing. I completely understand why this would be hard to confront. Just because it's hard, doesn't mean that it shouldn't be done.

Other than removing the barriers, there are 2 other possible solutions that could work:

- Fill in the "trench" so that the bike lane is effectively raised up. Of course, there would be ramps on either end of the segment. This would make the bike lane a wee bit wider as it would include the width of the barriers. My sense is that dropping off of a raised "platform" is far less dangerous than hitting a curb that is higher than you are.
- Chamfer (bevel) the inside edges of the "trench" so that the front wheel of the bike will ride up on the concrete barrier instead of running into a vertical wall.

The advantage of both these approaches is that the cyclists are still physically separated from automobiles.

John Swann

---

DBC mailing list

[DBC@dbclist.org](mailto:DBC@dbclist.org)

<http://www.dbclist.org/mailman/listinfo/dbc>

Nancy Stephenson

---

From: Roger Chetelat <trchetelat@gmail.com>  
Sent: Monday, January 31, 2022 10:37 AM  
To: John Swann  
Cc: Mace Comments 2022; DBC mailing list  
Subject: Re: [DBC] Mace infrastructure comments

Follow Up Flag: Follow up  
Flag Status: Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

John,

I live on San Marino Dr. and regularly use the bike lanes on Mace in both directions.

I agree that the concrete curbs on the bike lanes are counter productive and hazardous.

And the bike lane on the West side of Mace should be bidirectional so that northbound cyclists can get to the shopping center without crossing Mace twice.

But I'm most worried about the return to four lanes of traffic on Mace. This will increase the danger to cyclists, especially children, crossing Mace, either at the San Marino or the El Macero drive intersections, by encouraging higher traffic speed and by preventing drivers from seeing someone in the crosswalk. For example, at the San Marino Dr intersection, drivers in the outer northbound lane on Mace may have their view of the crosswalk partially blocked when there is another vehicle to their left (i.e. in the inner lane). Mace should be limited to two lanes, not four, in this mostly residential area.

Roger Chetelat

On Sun, Jan 30, 2022 at 11:56 PM John Swann <[jwdswann@gmail.com](mailto:jwdswann@gmail.com)> wrote:

To: Davis City Council

The elephant in the room regarding the current Mace Blvd infrastructure is the fact that the “protected” bike lanes are, in fact, an extremely serious safety hazard for bicycles.

Bicyclists may “feel” safer being physically separated from automobiles but that is an illusion. The concrete separators are dangerous. If a cyclist’s front wheel ever touches one the separators he or she will almost certainly fall.

This is because of the physics of how a bike is able to stay upright. In 2016 several scientific articles were written about how this works. Most notably Scientific American published an article entitled “The Bicycle Problem That Nearly Broke Mathematics”. Davis’ own Mont Hubbard, former president of Bike Davis, is quoted in the article.

Bicycle steering is inherently self-correcting. But that only works if

nothing interferes with the front wheel. This is relevant for the infrastructure on Mace because the infrastructure consists of concrete barriers on either side of the bicycle. If the front wheel touches a vertical piece of concrete running in the direction of travel, that will interfere with the bike's ability to stay upright. I know this instinctively. I raced in a bunch of criteriums in the 70's and, though it never happened to me personally, I was aware of riders who crashed after being squeezed into a curb running parallel to their direction of travel.

In addition to the danger of your wheel touching a barrier, the situation would be every bit as bad if a pedal came into contact with the concrete.

When someone falls off their bike sideways the elbow, hip and knees are most at risk. Falling hard on your elbow can result in a broken collar bone. This may be the most common "serious" injury for competitive cyclists. If you're moving fast such a fall can result in "road rash", i.e., a bad scrape. Except for a broken collar bone these are relatively minor injuries provided you just hit the pavement and nothing else.

For the "protected" infrastructure of Mace Blvd. the situation is completely different. Imagine someone is riding in the "protected" bike lane and his pedal comes down on the top of the concrete barrier to his right. He or she will fall to their left (it's hard for me to even think about it). Instead of landing on flat pavement, they will land on the right angle corner of concrete on the left side of the "trench". The injury sustained will, almost certainly, be MUCH worse than if he or she simply landed on a flat surface.

To be clear, this infrastructure is extremely dangerous for cyclists.

To make matters worse, a cyclist traveling north in the "protected" bi-directional bike lane comes to an intersection where the bike lane becomes a south bound only lane. In order to make it to Nugget to buy groceries that person must cross to the east side of Mace, continue north a few more blocks and then cross Mace AGAIN to get back to the west side of the road. Most people will not do that. They will simply continue north going the wrong way in the "protected" bike lane and hope that they don't meet another cyclist headed south.

But if that person does happen to encounter another southbound cyclist, the potential for the crash scenario described above is greatly increased.

There's absolutely no question that this "protected" bike infrastructure should be removed for the safety of cyclists. Throughout the rest of Davis buffered bike lanes are being installed. These lanes are separated by two thick lines of paint with diagonal stripes between the lines. Buffered lanes give both the cyclist and motorist a sense of separation even though it's only a visual signal.

The great thing about paint is that if you don't get it right it can be easily changed. Just grind off the old paint and give it another go. With concrete you're stuck with infrastructure that was expensive to install and expensive to remove. It's a waste of taxpayer's money. It's embarrassing. I completely understand why this would be hard to confront. Just because it's

hard, doesn't mean that it shouldn't be done.

Other than removing the barriers, there are 2 other possible solutions that could work:

- Fill in the "trench" so that the bike lane is effectively raised up. Of course, there would be ramps on either end of the segment. This would make the bike lane a wee bit wider as it would include the width of the barriers. My sense is that dropping off of a raised "platform" is far less dangerous than hitting a curb that is higher than you are.
- Chamfer (bevel) the inside edges of the "trench" so that the front wheel of the bike will ride up on the concrete barrier instead of running into a vertical wall.

The advantage of both these approaches is that the cyclists are still physically separated from automobiles.

John Swann

---

DBC mailing list

[DBC@dbelist.org](mailto:DBC@dbelist.org)

<http://www.dbelist.org/mailman/listinfo/dbc>

Nancy Stephenson

---

From: David Takemoto-Weerts <twotired@gmail.com>  
Sent: Monday, January 31, 2022 12:29 PM  
To: John Swann  
Cc: Mace Comments 2022; DBC mailing list  
Subject: Re: [DBC] Mace infrastructure comments

Follow Up Flag: Follow up  
Flag Status: Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

I agree with John Swann's comments. In addition, I'd like to add the following. If you go to the PowerPoint presented at the Jan. 20 Mace Blvd. Modifications Community Meeting, scroll down to slide 19 depicting the Mace Blvd. & Cowell Blvd. intersection proposed "after" configuration.

[637783544766400000 \(cityofdavis.org\)](https://www.cityofdavis.org)

Picture yourself cycling northbound on Mace in the "protected" bike lane. When you arrive at the intersection you are forced into the "islands" where you may well have to contend with any number of fellow cyclists, pedestrians, leashed dogs, munchkins, etc. who may or may not give any indication of where and in what direction they're going. Then you cross Cowell to continue north on Mace and must deal with the temporary inhabitants of a second island in the archipelago! I'd much rather have a traditionally-striped bike lane, sans hazards, allowing me to go straight, right or left (the latter in a vehicular, not pedestrian manner).

Most of you know that cyclists are not required to use the cycletrack as we must the standard striped bike lane. So, you do have the alternative on Mace (and on similar roads) to "take the lane" and share it with motorists. However, at this location and others (eastbound Covell at L), I greatly prefer to have a sufficiently wide, striped bike lane.

David Takemoto-Weerts

Davis, CA

On Sun, Jan 30, 2022 at 11:53 PM John Swann <[jwdswann@gmail.com](mailto:jwdswann@gmail.com)> wrote:  
To: Davis City Council

The elephant in the room regarding the current Mace Blvd infrastructure is the fact that the "protected" bike lanes are, in fact, an extremely serious safety hazard for bicycles.

Bicyclists may "feel" safer being physically separated from automobiles but that is an illusion. The concrete separators are dangerous. If a cyclist's

front wheel ever touches one the separators he or she will almost certainly fall.

This is because of the physics of how a bike is able to stay upright. In 2016 several scientific articles were written about how this works. Most notably Scientific American published an article entitled “The Bicycle Problem That Nearly Broke Mathematics”. Davis’ own Mont Hubbard, former president of Bike Davis, is quoted in the article.

Bicycle steering is inherently self-correcting. But that only works if nothing interferes with the front wheel. This is relevant for the infrastructure on Mace because the infrastructure consists of concrete barriers on either side of the bicycle. If the front wheel touches a vertical piece of concrete running in the direction of travel, that will interfere with the bike’s ability to stay upright. I know this instinctively. I raced in a bunch of criteriums in the 70’s and, though it never happened to me personally, I was aware of riders who crashed after being squeezed into a curb running parallel to their direction of travel.

In addition to the danger of your wheel touching a barrier, the situation would be every bit as bad if a pedal came into contact with the concrete.

When someone falls off their bike sideways the elbow, hip and knees are most at risk. Falling hard on your elbow can result in a broken collar bone. This may be the most common “serious” injury for competitive cyclists. If you’re moving fast such a fall can result in “road rash”, i.e., a bad scrape. Except for a broken collar bone these are relatively minor injuries provided you just hit the pavement and nothing else.

For the “protected” infrastructure of Mace Blvd. the situation is completely different. Imagine someone is riding in the “protected” bike lane and his pedal comes down on the top of the concrete barrier to his right. He or she will fall to their left (it’s hard for me to even think about it). Instead of landing on flat pavement, they will land on the right angle corner of concrete on the left side of the “trench”. The injury sustained will, almost certainly, be MUCH worse than if he or she simply landed on a flat surface.

To be clear, this infrastructure is extremely dangerous for cyclists.

To make matters worse, a cyclist traveling north in the “protected” bi-directional bike lane comes to an intersection where the bike lane becomes a south bound only lane. In order to make it to Nugget to buy groceries that person must cross to the east side of Mace, continue north a few more blocks and then cross Mace AGAIN to get back to the west side of the road. Most people will not do that. They will simply continue north going the wrong way in the “protected” bike lane and hope that they don’t meet another cyclist headed south.

But if that person does happen to encounter another southbound cyclist, the potential for the crash scenario described above is greatly increased.

There’s absolutely no question that this “protected” bike infrastructure should be removed for the safety of cyclists. Throughout the rest of Davis

buffered bike lanes are being installed. These lanes are separated by two thick lines of paint with diagonal stripes between the lines. Buffered lanes give both the cyclist and motorist a sense of separation even though it's only a visual signal.

The great thing about paint is that if you don't get it right it can be easily changed. Just grind off the old paint and give it another go. With concrete you're stuck with infrastructure that was expensive to install and expensive to remove. It's a waste of taxpayer's money. It's embarrassing. I completely understand why this would be hard to confront. Just because it's hard, doesn't mean that it shouldn't be done.

Other than removing the barriers, there are 2 other possible solutions that could work:

- Fill in the "trench" so that the bike lane is effectively raised up. Of course, there would be ramps on either end of the segment. This would make the bike lane a wee bit wider as it would include the width of the barriers. My sense is that dropping off of a raised "platform" is far less dangerous than hitting a curb that is higher than you are.
- Chamfer (bevel) the inside edges of the "trench" so that the front wheel of the bike will ride up on the concrete barrier instead of running into a vertical wall.

The advantage of both these approaches is that the cyclists are still physically separated from automobiles.

John Swann

---

DBC mailing list

[DBC@dbclist.org](mailto:DBC@dbclist.org)

<http://www.dbclist.org/mailman/listinfo/dbc>



Nancy Stephenson

---

From: Peter Jacobsen <pjacobsen@bikedavis.us>  
Sent: Monday, January 31, 2022 6:01 PM  
To: Mace Comments 2022  
Cc: Bike Davis  
Subject: Bike Davis comments on Mace proposal  
Attachments: Bike Davis Comments on Mace Project 31-Jan-22.docx(1).pdf

Follow Up Flag: Follow up  
Flag Status: Flagged

**CAUTION: External email. Please verify sender before opening attachments or clicking on links.**

Thank you for the opportunity to review the proposed design. We have numerous comments and suggestions for improvements.

We would like to be part of the process.

Peter Jacobsen  
Director, Bike Davis

Bike Davis presents these comments in an effort to improve understanding of the Project's goals and the resulting Project.

### Costs and funding

1. It is inappropriate to present a proposed plan without presenting cost and funding mechanisms for the community to consider. Our wish book might be unlimited, but knowing that we would have to give up something else might change our wishes.
2. What is the cost breakdown of the proposed project? One construction engineer estimated that widening Mace (Phase 1a) would cost roughly \$1.7 to 2.3 million, plus the cost of the metering signals (Phase 1b) of roughly \$1 million.
3. Who is paying for this Project? From what fund?
4. What projects would be deferred for this Project?

### Process

1. Define the Project purpose. The 2018 project was intended to provide a safe route to Pioneer Elementary School (east of Mace) for students living on the west side. During the January 20, 2022 meeting the consultant clearly implied that the project's purpose was to accommodate more cars. The attending Councilmembers said the Project is about more than moving cars. The Project purpose should be to make South Mace an inviting street for all to use comfortably, and specifically for students to safely get to school. We need a separate project to remove freeway bypass traffic from Davis streets, including South Mace. That project should occur first.
2. During the January 2022 community meeting, Supervisor Provenza said that he did not know the source of the problem that the Project is meant to address. **Understanding the problem is key to solving it.** The traffic counts show a tripling or quadrupling of northbound traffic for two or three hours on Thursday and Friday afternoons, which can reasonably be interpreted as freeway bypass traffic. The southbound traffic remained unchanged. The problem to be solved is the freeway bypass traffic. The delays experienced on North and South Mace are the symptoms.
3. How were the alternatives defined? What alternatives were explored? How were these alternatives evaluated?
4. During the January 2022 community meeting, we learned that a steering committee was formed to discuss the Mace project. Who was on the steering committee? Who represented Pioneer students? Who represented residents riding bicycles? Who represented residents using golf carts to access the country club? When and how often did the committee meet? Bike Davis needs to be included in steering committees on street design.
5. Bike Davis was engaged with the Mace project from inception and provided detailed comments about the earlier draft documents. Were those comments evaluated?
  - a. In particular, the 30% design presented in July 2020 showed a 2-way protected bikeway on the West side of Mace, extending between San Marino and Cowell. Bike Davis had strongly advocated for that feature, which was supported by all project stakeholders. However that feature has been taken out of the current project in order to accommodate two southbound travel lanes between Cowell and El Macero Dr. Please explain why this decision was made and why a feature that was universally agreed upon was taken out.

6. What is the schedule for environmental documentation? How will the City comply with CEQA and NEPA?
7. Will Davis be returning the Safe Routes to School money used for the previous project? How will that refund be funded? What projects will be deferred?

### **Addressing the Mace delays at its root by keeping freeway traffic on the freeway**

Congestion on Mace Blvd is caused by congestion on I-80 and is part of a much larger system. Resolving that congestion requires system thinking. Adding more travel lanes on Mace will simply invite more freeway bypass traffic on this street and will not solve congestion. To address congestion on Mace, we need to improve flow of traffic on I-80, and we need to make bypass routes less attractive to freeway drivers. The bullets below present details on how to accomplish these goals:

1. Davis needs to evaluate the benefits to South Mace of closing of the “bubble” of the three extra eastbound lanes on I-80 near the SR-113 interchange. The abrupt drop of the three lanes after the interchange causes substantial friction and delay, which results in drivers seeking faster routes, including via Mace. Streamlining this section of freeway would include merging the on-ramps of both Old Davis and 113 into one lane each before entering I-80 and closing the associated extra lanes. In addition, the fourth lane between SR-113 off-ramp and on-ramp should be closed. The effect of these lane closures can be evaluated with a temporary implementation. If the streamlined freeway interchange reduces delays, we may not even need the Project. This alternative has many positive environmental benefits.
2. In addition, evaluate making Mace less attractive to freeway bypass traffic by closing the HOV lanes at the Mace I-80. The effectiveness of this strategy can be tested with a temporary implementation. It would have considerably less environmental impact and cost. Eliminating the unmetered carpool lanes for both SB-to-EB and NB-to-EB would both reduce travel time on the freeway and increase travel time on Mace, eliminating the relative time savings identified by Waze. It would be cost-effective to entice drivers to stay on the freeway, and not travel on Mace. If Caltrans objects to outright closure (even as a temporary implementation) then metering the on-ramps should be evaluated. Caltrans determined on-ramp metering would “[r]educe queuing and congestion on Mace Blvd.” Closing the unmetered carpool on-ramps would have an even greater impact.
3. Caltrans estimated the cost for metering the two carpool lanes at \$1 million, which is substantially less than the proposed Project and benefits many areas of the City impacted by the bypass traffic. Metering at the on-ramp(s) would be more favorably received by motorists than metering lights at Montgomery and Tremont, and require less police enforcement for compliance. This alternative has many positive environmental benefits. Note that six consultants wrote in November 19, 2019 memo, “agreed that there are benefits to the recommended solution of adding metering to the HOV lane and that we should pursue funding through SACOG and Caltrans.” Awaiting funding from SACOG and Caltrans appears penny wise and pound foolish. We need immediate relief. Note that closing the HOV on-ramps will be substantially less expensive and can be implemented quicker.
4. Metering the Richards eastbound on-ramp would also improve freeway travel times, and hence also reduce incentive for freeway traffic to bypass via Davis streets. It needs to be evaluated as part of the alternatives to this Project.

5. It appears that the alternative analysis undertaken for this Project failed to review historic traffic conditions. Satellite imagery shows Northbound South Mace was congested with four lanes (see Google Earth, Historical Imagery for Thursday, Aug 16, 2018), and hence widening South Mace should have been eliminated as a viable alternative.
6. The Project proposes metering lights at Montgomery and Tremont as Phase 1b. Metering, either upstream or downstream, must precede road widening. Road widening is expensive, disruptive, and permanent, with serious adverse impacts that cannot be mitigated. Metering is less expensive, and if successful, makes road widening unnecessary. The proposed reverse order is wasteful.

### **Two-way bikeways**

1. People will use the bikeways in two directions for bicycling, driving golf carts, and walking, whether the Project accommodates them or not. The proposed plan must make the bikeways as wide as physically possible, and not the absolute minimum.
2. Replacement separation curbing is 2' wide in some locations and 3' wide in others. This width is better used to widen bikeways from the absolute minimum. Use minimum width for the separation curbing, 2' for all replacement barriers and devote that space to the bikeway.
3. Make the westside bikeway two-way. The proposed project provides "green conflict zone markings" to direct students to cross Mace at San Marino, where they would cross one southbound lane and two northbound lanes without a crossing guard. At El Macero, the proposed project has students crossing two southbound lanes and two northbound lanes, without the protection (/s) of "green conflict zone markings" (e.g. paint). It seems likely that parents will not allow their children to cross Mace without a crossing guard, and hence the proposed Project will reduce the number of students independently traveling to Pioneer. In addition, people will use the bikeway in two directions whether Davis accommodates them or not. For residents living west of Mace, the alternative for going a block or two to access the local grocery store would be to cross Mace two times instead of zero. Note that with the proposed plan, the crossings will be more dangerous because of the additional lanes and induced speed. This added danger makes facilitating two-way use imperative.
4. For similar reasons, make the eastside bikeway two-way. A Pioneer student returning to their home on the eastside would be expected to cross first Cowell and then either El Macero or San Marino.

### **SPECIFIC DESIGN COMMENTS**

#### **Cowell Intersection: reduce curb radiuses to protect people walking, biking and rolling**

1. This intersection is used by school children, and indeed a crossing guard is stationed here. The previous 2018 Mace Project was a Safe Routes to School project and funded by that program. Please do not undo the safety improvements for the convenience of vehicle users. It is unethical to trade one person's health for another's convenience.
2. Force the southbound Mace right-hand lane to turn right onto Cowell. This change was in the July 2020 proposal. Traffic volumes beyond Cowell do not justify two lanes of traffic. (See comments in the following section.) In addition, this change will benefit people driving and turning right, as they will not have to wait for a green light while blocked by through traffic.

3. The large curb turn radii on all four corners will encourage drivers to make high-speed turns, endangering the children and other people crossing that street. NACTO specifically says, “[c]urb radii should be designed as tightly as possible to reduce pedestrian crossing distance without adversely affecting transit operation.”
4. The SW corner is called to be designed for a turning bus, however no scheduled bus makes this turn movement. The same corner radius is also used on SE and NE corners. While the NE corner is on a scheduled bus route, note that the receiving street has two lanes and a 6-foot-wide painted median (17’ extra), and even AASHTO (Green Book, p. 698) says that designs may assume that large vehicles can swing wide and encroach on other traffic lanes, and hence the curb radius needs to be shortened to reflect that opportunity.
5. On the NW corner, the proposed design includes an apron for delivery trucks. What articulated turning template is appropriate here? Do the merchants in the center receive merchandise using the largest semi-trailer, and should they? Note that the receiving street (Cowell) has a 3-foot-wide painted median and the radius should be designed acknowledging that a truck can use that space.
6. Before the 2018 project, Bike Davis members and local residents observed many near-misses where drivers make high-speed turns and almost hit people crossing the street. The design must tighten the curb radii much more than what is proposed, in order to encourage drivers to use safe speeds and to protect people crossing this intersection. Large radii curb returns must be avoided.

#### **Between Cowell and El Macero**

1. On the west side, the available space is dedicated to two 11’ vehicle lanes, or 22’ clearance. Adding a vehicle lane is not justifiable with the light traffic volume. Was 22’ a design constraint? The City Mace Project website says “[t]wo full-width southbound traffic lanes [...] for the benefit of public safety and farm vehicles.” Designating two vehicle lanes is not necessary for achieving either purpose. Two vehicle lanes do not improve “public safety” as they encourage higher speeds, and increase crashes and resulting injury severity, and hence endanger our school children, and people in the area. If “public safety” means emergency vehicle passage, this goal can be better met with a painted buffer. As for passage of oversize farm vehicles, the same clearance is possible with a painted buffer. A painted buffer improves passage for emergency vehicles, as private vehicles will not be in the way, and provides (the presumed) 22’ clear way for oversized farm vehicles. Stripe the right-hand lane as a buffer.
2. *Alternative 1:* The buffer area should be raised 2” or 3” to discourage private vehicle use.\* Farm vehicles centered in 22’ clear area will have their right-hand wheels in the raised buffer, addressing concerns about vertical interference. Install flexible posts 11’ from the right edge of the vehicle lane (e.g. 22’ clear).
3. *Alternative 2:* The buffer area should be raised 2” or 3” to discourage private vehicle use.\* Install concrete bikeway barrier as presented in the proposed Project design. Construct the bikeway to be flush with sidewalk elevation. Matching the elevation allows the entire width to be used by people walking and bicycling. That allows the bikeway to be wide enough for two-way operation at 11’ feet wide (3’ + 6’ + 2’) and allows 22’ clearance in the roadway.
4. The buffer area and bikeway should drain towards the travel lane, and a new gutter should be constructed to convey stormwater.\* (Note, there is no storm water inlet on the west side of Mace, between Cowell and El Macero Drive.)

5. Remove the south 125'± of the center median to allow room for a dedicated left-turn lane onto El Macero Drive.
6. Golf carts use the east side bikeways to access the Country Club and travel both directions in the bikeway. Will the newly narrowed bikeways be adequate for golf carts to share the bikeway with bicycle riders, or will golf cart use be prohibited?
7. The bikeway on the east side will be used as a two-way bicycle path, and the City of Davis needs to accommodate these uses.
8. Raising the eastside bikeway to be flush with the sidewalk and barrier creates a 13' bike path and enables better use of the limited room. Drainage will need to be addressed by constructing the proposed new curb with a gutter and by relocating the one drop inlet near Cowell to the proposed curb.

\* The cross-section does not show this nuance.



Figure 1 Bike Davis-proposed design, looking south



Figure 2 City-proposed design, looking south

### **El Macero Intersection**

1. With only one through southbound lane with this proposed alternative, the merge lane south of the intersection is unnecessary.
2. With this proposed alternative, the 400-foot-long barrier island is unnecessary.
3. Since the abutting first four properties to the west do not front onto Mace, the parking demand is light. Hence, a barrier will be required to prevent this area being used as a vehicle lane. This barrier won't impede agricultural equipment as there is 40' of clear width

### **Between El Macero and San Marino**

1. On the west side, there is plenty of width for a two-way protected bikeway. The State Design Information Bulletin 89 does not call for the separation curbing with the presence of on-street parking. Removing the existing concrete barrier and striping the street consistent with street standards allows room for a 15' two-way bikeway. Compared to the proposed design, the street standards call for a 10' maximum vehicle lane (+1' freed), 7' maximum parking (+1' freed), 3' painted separation, with centered flexible posts centered in 3' area (remove curbing) (no change), remove painted vehicle buffers (+5', +2' freed). These adjustments create a more comfortable bikeway than the existing. Note that this arrangement allows nearly twice the (presumed) 22' clearance for oversized agricultural equipment.
2. Creating a 15' wide two-way bikeway allows eliminating the cost of constructing the two unsightly islands while providing benefits to people bicycling: the 100-foot-long island at San Marino and the 400-foot-long island at El Macero.
3. Removing the separation barrier eases access for residents living on Mace.
4. Removing the separation barrier eases cleaning the bikeway.
5. *Alternative design.* Raising the westside bike path to be flush with the sidewalk and barrier creates a 12' bike path.
6. The bike path on the east side will be used as a two-way bicycle path and by golf carts, and the City of Davis needs to accommodate these uses.
7. Raising the eastside bike path to be flush with the sidewalk and barrier creates a 13' bike path and enables better use of the limited room. Drainage will need to be addressed by moving the two drop inlets to the barrier curb.

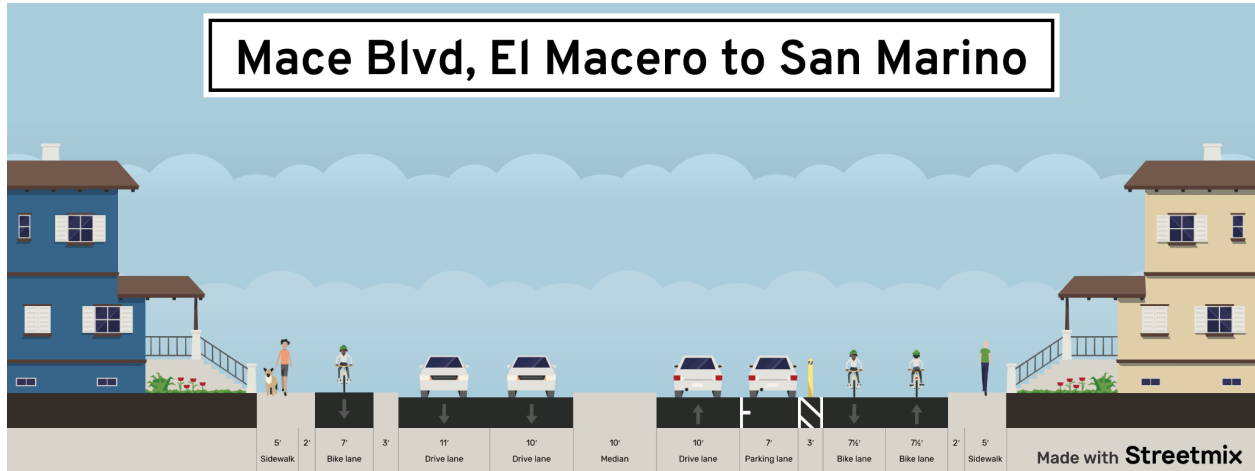


Figure 3 Bike Davis-proposed design, looking south

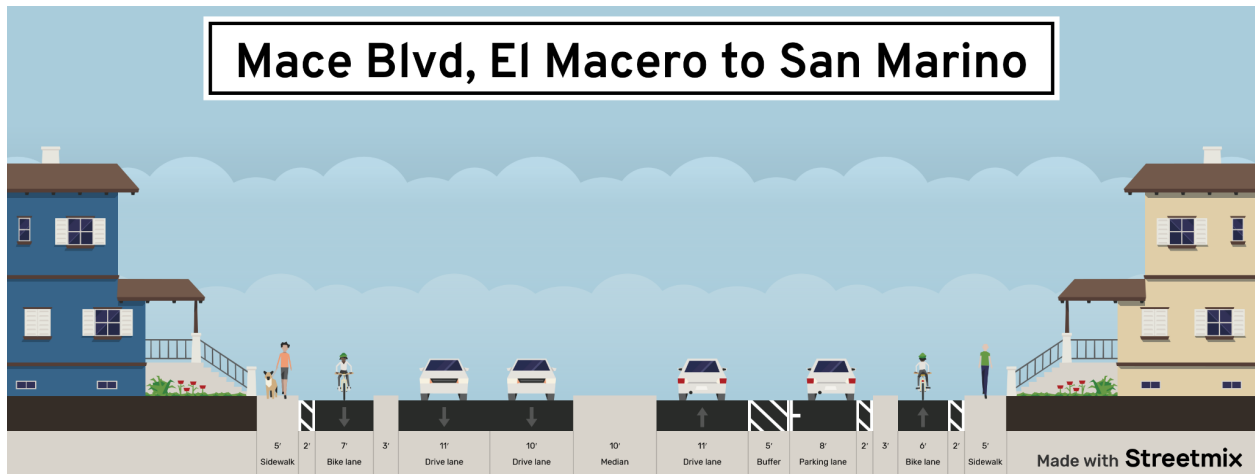


Figure 4 City-proposed design, looking south

**Intersection of San Marino and Mace**

1. At San Marino, converting the northbound left-turn pocket to a through-left lane delays residents seeking to turn onto San Marino and speeds up freeway bypass traffic. In addition, the second north-bound lane creates danger for people crossing Mace. For both reasons, converting the turn lane to a through lane is morally wrong. Keep the left-turn lane as a left-turn lane.
2. The proposed curb radius on the NW corner is too large. Curb radii should be designed as tightly as possible.
3. The right-hand northbound lane should be no larger than 10 feet, as per City street standards.
4. The large island on the NW corner can be greatly reduced in size with the two-way bikeway proposed herein, saving construction cost and hassle.



## **GENERAL COMMENTS**

1. What are the local air quality impacts of accommodating additional freeway bypass traffic through the neighborhood?
2. Explain how this project complies, in letter or spirit, with SB743? How does this project allow residents to “access their daily amenities with shorter trips,” if a person on a bike is expected to cross Mace twice to shop at Nugget Market on the NW corner of Cowell and Mace. Note the Enterprise published a letter 1/23/22 from a resident expressing concern over how the proposed project would make her access to the store more difficult and dangerous.

# Mace Boulevard Redesign

City Council

March 15, 2022



# Agenda

- Goals
- Phasing discussion
- Preliminary design concepts
- Next steps
- Comments

# Goals

- Reduce the delay for residents along the corridor
- Accommodate people riding bicycles of all ages and abilities
- Discourage rerouting of freeway traffic with navigation applications
- Accommodate emergency response and farm vehicles

# Phasing

## Phase 1a will include:

- Two full-width southbound traffic lanes between Cowell Blvd. and N El Macero Dr. (with a one-way, protected bike lane and modified median) for the benefit of public safety and farm vehicles. This includes reducing the width of the median and adding some additional landscaping.
- Two full-width northbound traffic lanes between N El Macero Dr. and Cowell Blvd.
- Modifications to the striping between San Marino Ave. and N. El Macero Dr. to accommodate two northbound travel lanes along the full length of the roadway while maintaining the bike buffers.

# Phasing

## **Phase 1a will also include:**

- Modifications to the protected intersection at Cowell/Mace, including accommodation for truck-turning radii and modifications to the signal timing and operations.
- Reduction or reconfiguration of the islands at San Marino Ave. and replacement of the flashing red beacon with less obtrusive device.
- Modifications to on-street parking on the west side of Mace Blvd. south of N. El Macero Dr. to San Marino Ave. to accommodate access/wheelchairs at more regular intervals.

# Phasing

## **Phase 1b (to occur after Phase 1a is complete) will include:**

- Pilot project metering traffic light simulation at Tremont Rd. and Mace Blvd. (and 30 days later at Montgomery Ave and Mace Blvd.), with details approved by and full participation in planning by city and county (including development of “decision” metrics for which of the two locations piloted will be evaluated). City will pay the costs. City and county will each independently determine whether or not to commit to a permanent project based upon factors, such as traffic improvement, impact of the signal on residents and businesses and any unintended consequences.

# Phasing

## **Phase 2 will include:**

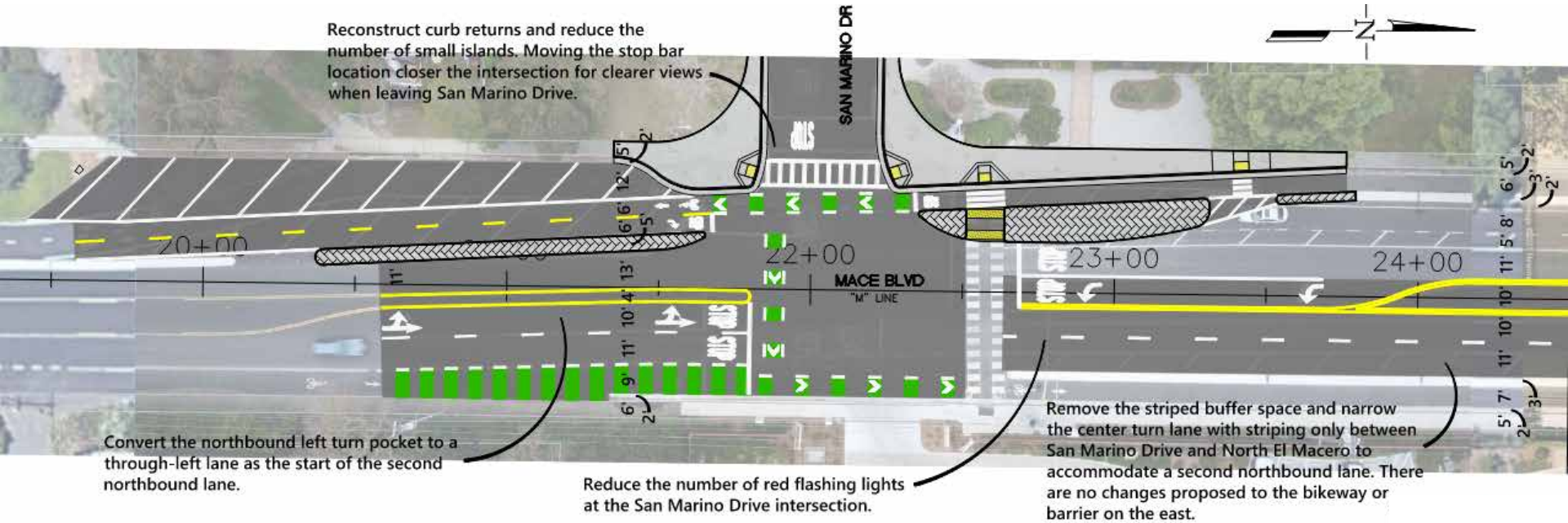
- Adding two northbound travel lanes from Redbud Dr. to San Marino Ave. after determination of successful traffic light pilot and City/County agreement for permanent metering light.
- Consideration of a traditional four-way light at San Marino and Mace including pedestrian push buttons and camera activated recognition of cars and bikes for activating the green light. This is typical of other intersections in Davis.
- Continued consideration of additional right turn lane northbound at Cowell Blvd. in the future and possibly at other intersections.
- Other project modifications not covered in the above and as described in the exhibits.



# Project Area #2

## Phase 1a

### San Marino Drive to El Macero Drive



January 6, 2022

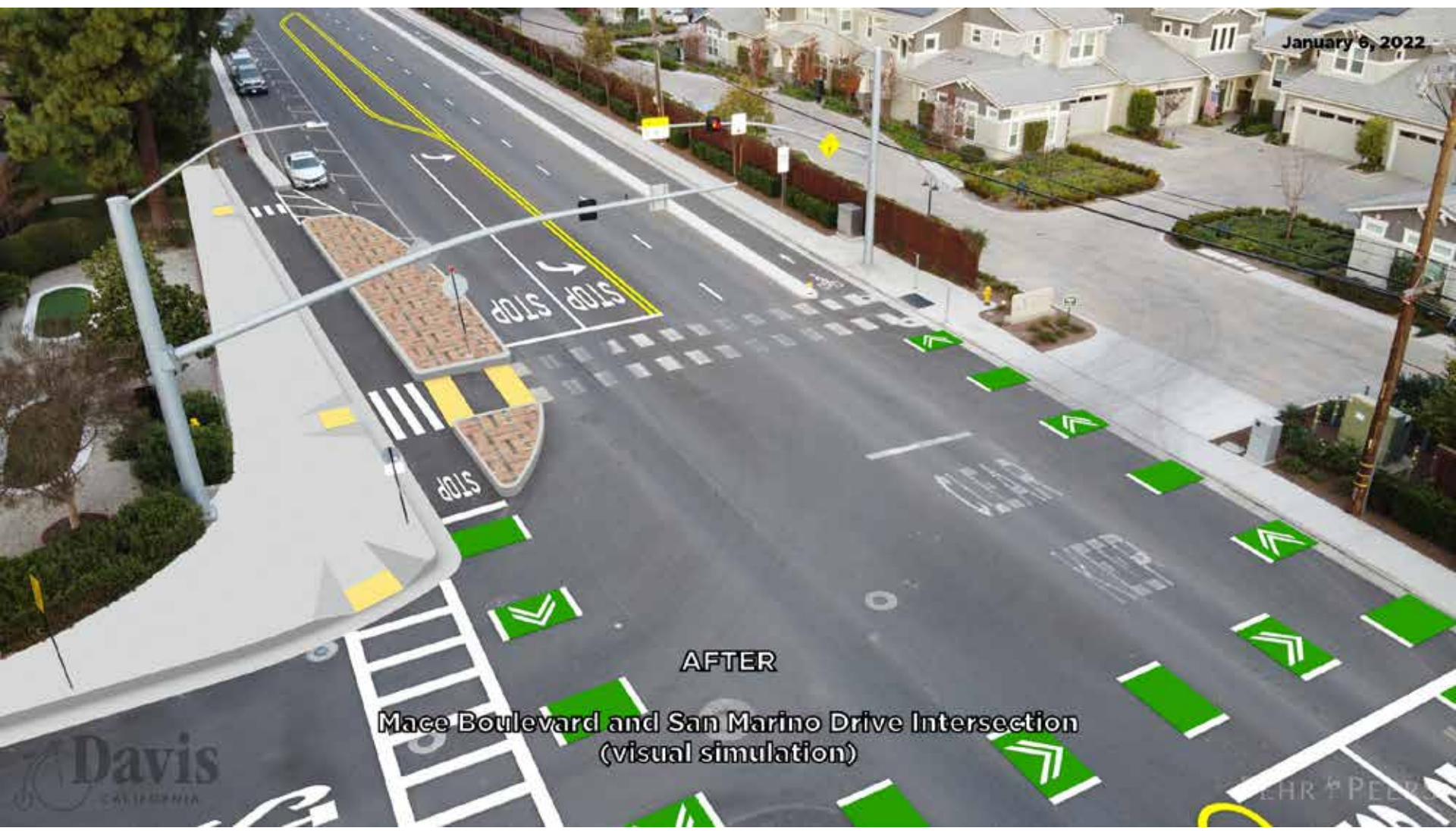


**BEFORE**

**Mace Boulevard and San Marino Drive Intersection  
(existing condition)**

**Davis**  
CALIFORNIA

FEHR & PEERS



AFTER

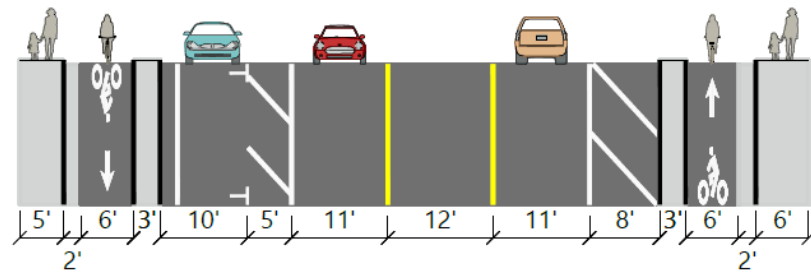
Mace Boulevard and San Marino Drive Intersection  
(visual simulation)

# Project Area #2

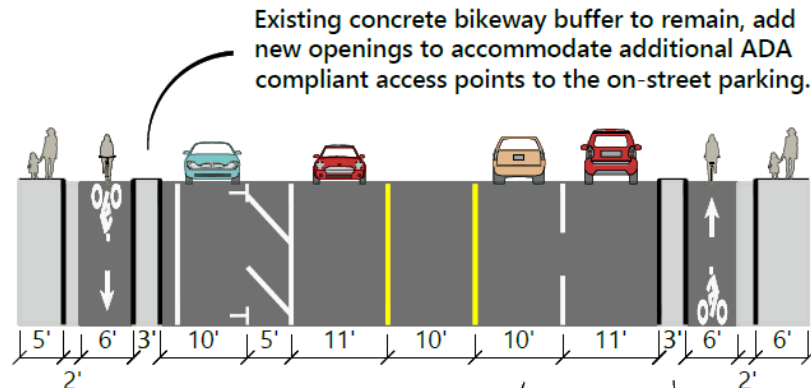
## Phase 1a

### San Marino Drive to El Macero Drive

#### EXISTING CONDITIONS PROJECT AREA #2



#### PROPOSED CONDITIONS PROJECT AREA #2



Existing concrete bikeway buffer to remain, add new openings to accommodate additional ADA compliant access points to the on-street parking.

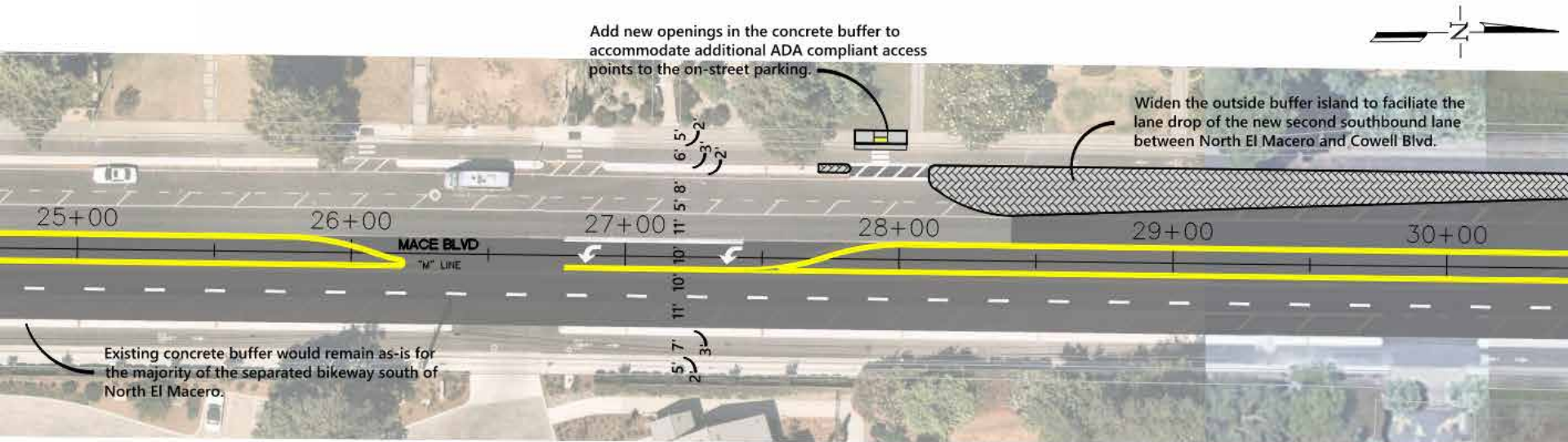
Remove the striped buffer and narrow the striped center turn lane to accommodate a second northbound lane.

Existing concrete bikeway buffer to remain.

# Project Area #2

## Phase 1a

### San Marino Drive to El Macero Drive

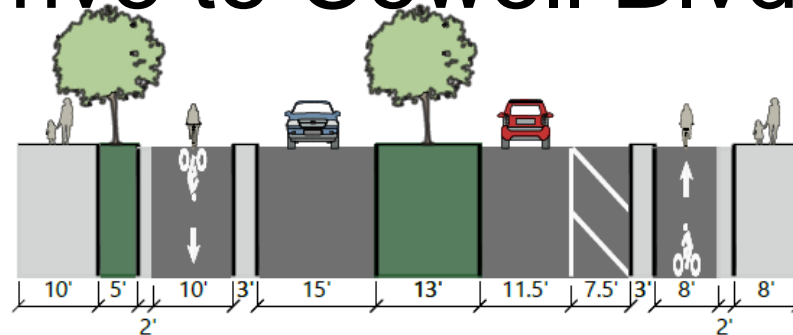


# Project Area #3

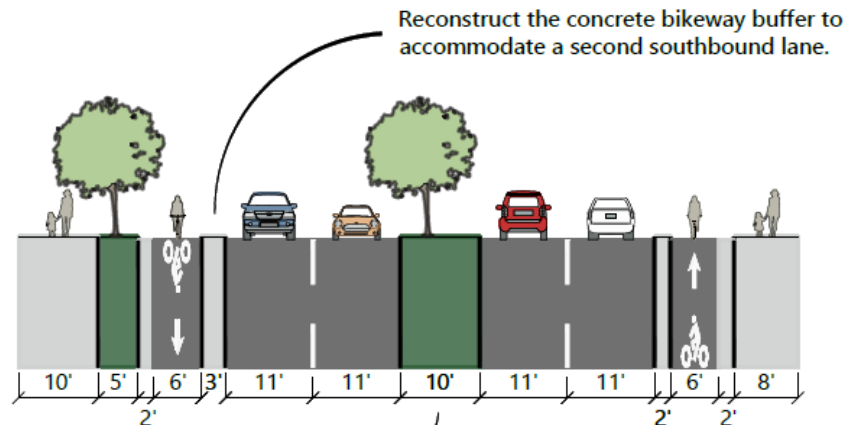
## Phase 1a

### El Macero Drive to Cowell Blvd.

EXISTING CONDITIONS  
PROJECT AREA #3



PROPOSED CONDITIONS  
PROJECT AREA #3



Reconstruct the concrete bikeway buffer to accommodate a second southbound lane.

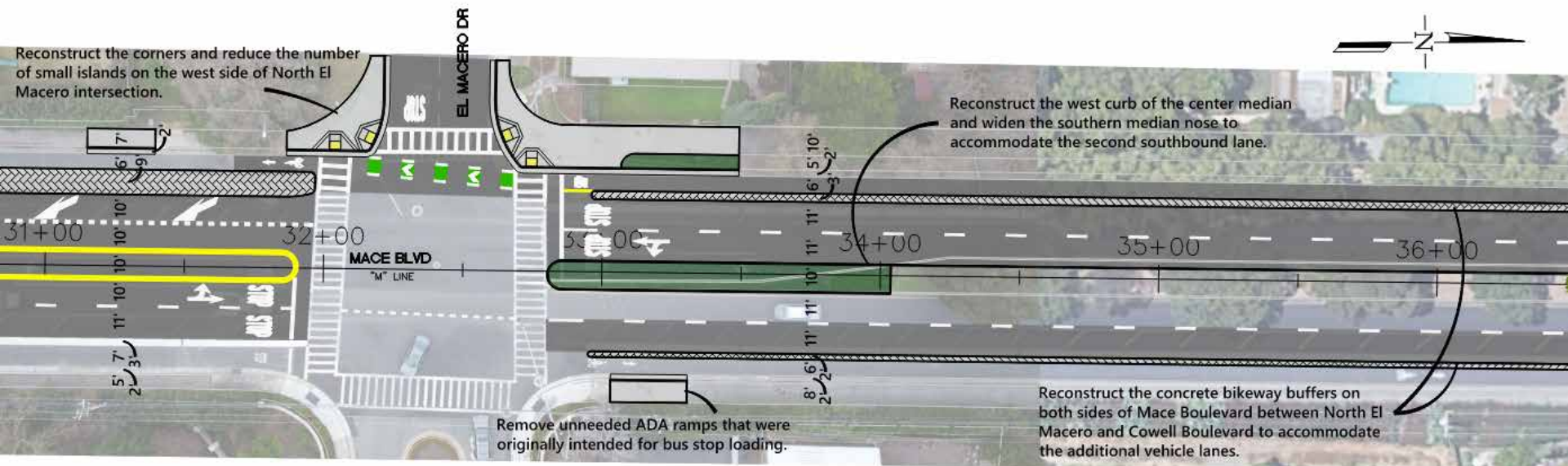
Reconstruct the west curb of the center median to accommodate a second southbound lane.

Reconstruct the concrete bikeway buffer to accommodate a second northbound lane.

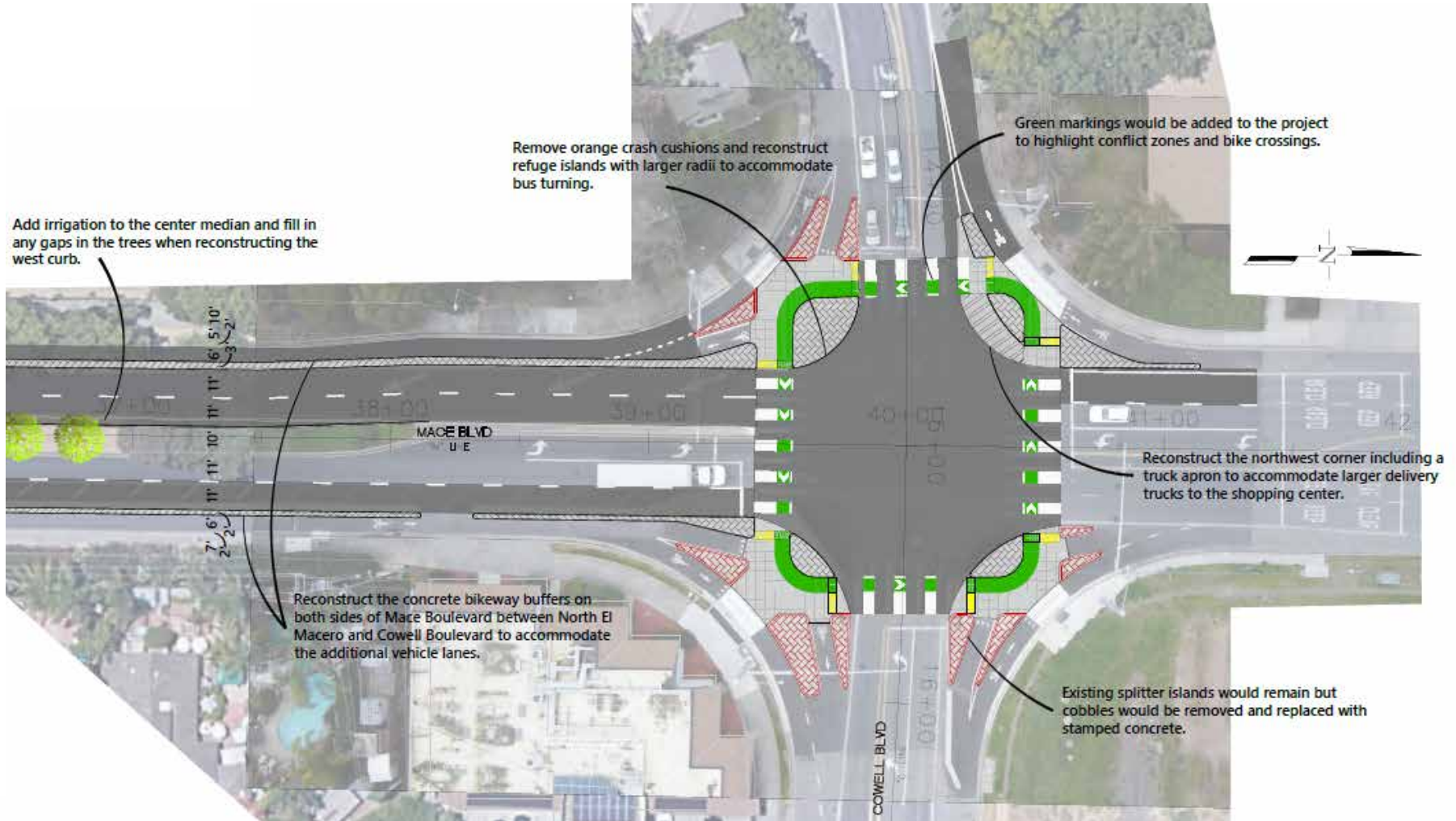
# Project Area #3

## Phase 1a

### El Macero Drive to Cowell Blvd.



# Project Area #3 – Phase 1a El Macero Drive to Cowell Blvd.





January 6, 2022



**BEFORE**

**Mace Boulevard and Cowell Boulevard Intersection  
(existing condition)**

Davis  
CALIFORNIA

FEHR & PEERS

January 6, 2022



**AFTER** without stamped concrete

**Mace Boulevard and Cowell Boulevard Intersection  
(visual simulation)**

Davis  
California

FEHR & PEERS

January 6, 2022



**AFTER**

**Mace Boulevard and Cowell Boulevard Intersection  
(visual simulation)**

Davis  
California

FEHR & PEERS

# Project Area #1

## Phase 1b

### Traffic Signal at Tremont Rd and CR 104

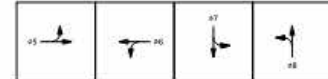
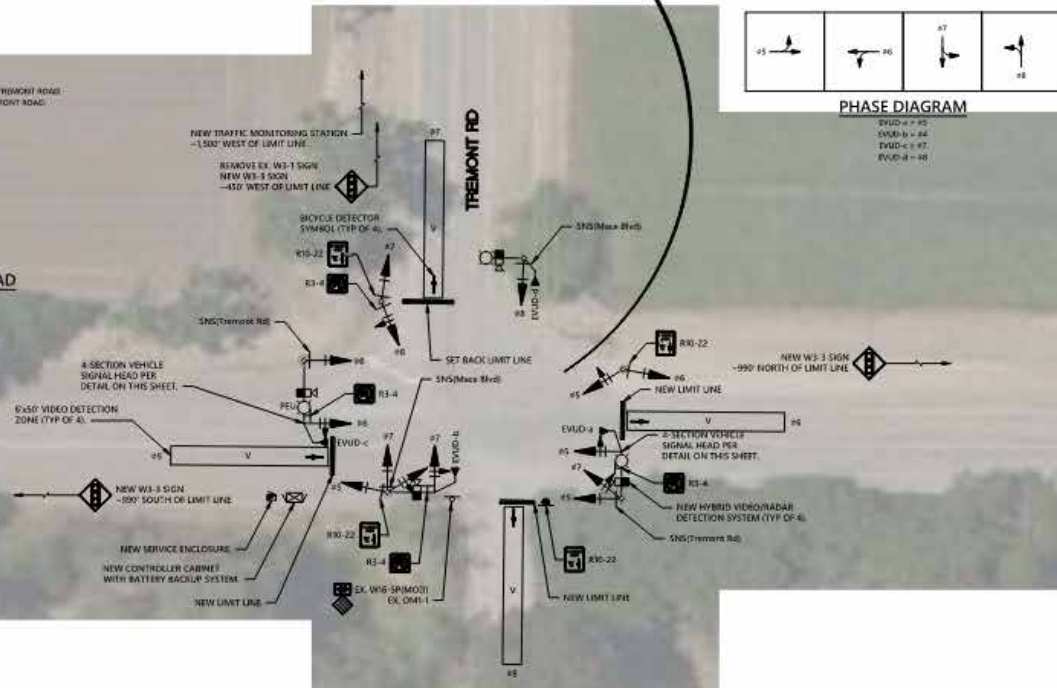
Tremont Road and County Road 104 (Mace Boulevard) is one of two options for a future traffic signal to be implemented after the results of a pilot project.

#### REMOVAL NOTES:

1. REMOVE EXISTING STOP SIGNS (W-1) AT MACE BOULEVARD / TREMONT ROAD
2. REMOVE EXISTING STOP LEGEND AT MACE BOULEVARD / TREMONT ROAD



4-SECTION VEHICLE SIGNAL HEAD  
1/80 SCALE

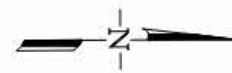


PHASE DIAGRAM

- EVUD-a = 05
- EVUD-b = 06
- EVUD-c = 07
- EVUD-d = 08

DESIGN SPEED

- NORTHBOUND MACE BOULEVARD = 55 MPH
- SOUTHBOUND MACE BOULEVARD = 35 MPH
- TREMONT ROAD = 35 MPH



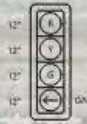
# Project Area #1

## Phase 1b

### Traffic Signal at Montgomery Ave. and Mace Blvd.

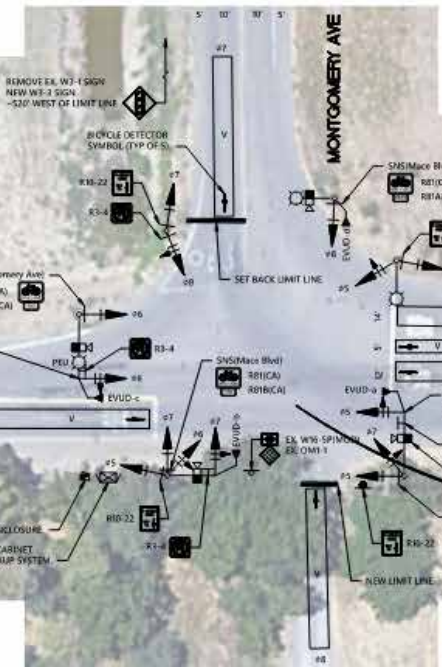
SIGNAL TO BE INSTALLED EITHER AT MONTGOMERY AVENUE/MACE BOULEVARD (LEFT) OR AT TRIMONT ROAD/MACE BOULEVARD (PER SHEET 1-1)

- REMOVAL NOTES:**
1. REMOVE EXISTING STOP SIGNS (P1 B) AT MACE BOULEVARD / MONTGOMERY AVENUE (TYP OF 4)
  2. REMOVE EXISTING STOP SIGNS AT MACE BOULEVARD / MONTGOMERY AVENUE (TYP OF 8)



4-SECTION VEHICLE SIGNAL HEAD  
(NO SCALE)

- REMOVE EX. W3-1 SIGN, NEW W3-2 SIGN
- NEW W3-2 SIGN +460' SOUTH OF LIMIT LINE
- NEW TRAFFIC MONITORING STATION -1500' SOUTH OF LIMIT LINE



PHASE DIAGRAM

- EVUD-a = 05
- EVUD-b = 06
- EVUD-c = 07
- EVUD-d = 08

**DESIGN SPEED**  
 NORTHBOUND MACE BOULEVARD = 55 MPH  
 SOUTHBOUND MACE BOULEVARD = 55 MPH  
 MONTGOMERY AVENUE = 30 MPH

Montgomery Avenue and Mace Boulevard is one of two options for a future traffic signal to be implemented after the results of a pilot project.

# Phasing Costs

Phase 1a		Cost Range if done as stand-alone project	Cost Estimate if done as one project
1	Two SB lanes between Covell and N. El Macero	\$700,000	
2	Two NB lanes between San Marino and N. El Macero Dr	\$200,000	
3	Intersection of Cowell and Mace	\$1,000,000	
4	San Marino intersection modifications	\$700,000	
5	On street parking modifications between San Marino and N. El Macero Dr.	\$100,000	
6	Two NB lanes between N. El Macero Dr and Cowell	\$500,000	
	Total =	\$3,200,000	\$2,500,000

# Phasing Costs

Phase 1b, 2		Cost Range if done as stand-alone project	Cost Estimate if done as one project
7	Traffic Signal at Mace and "Montgomery or Tremont"	\$1,000,000	
8	Two northbound travel lanes from Redbud Dr. to San Marino Ave	\$200,000	
	Total =	\$1,200,000	\$1,100,000
Bid Alternative			
9	2-way cycle track alternative	\$900,000	\$900,000
	<b>Total Potential Project Costs =</b>	<b>\$5,300,000</b>	<b>\$4,500,000</b>

# Next Steps

- City Council input and funding allocation
- Create construction drawings for Phase 1a
- Phase 1a construction
- Phase 1b traffic signal pilot project and evaluation
- Solicit community input on the pilot project
- Collaborate with Yolo County on signal options
- Phase 2 improvements as needed



# Mace Boulevard Redesign

## Questions

