

MINUTES

OF THE

SACRAMENTO CITY COUNCIL
REDEVELOPMENT AGENCY OF THE CITY OF SACRAMENTO
HOUSING AUTHORITY OF THE CITY OF SACRAMENTO
ECONOMIC DEVELOPMENT COMMISSION
SACRAMENTO CITY FINANCING AUTHORITY

REGULAR MEETING

November 24, 1998

CALL TO ORDER

The Regular Meeting of the Sacramento City Council was called to order by Mayor Serna at 2:09 p.m. on the above date in the City Council Chamber located at 915 I Street.

ROLL CALL

Present: Councilmembers Cohn, Fargo, Hammond, Kerth, Pannell, Waters, Yee and Mayor Serna

Absent: None

1.0 **CONSENT CALENDAR** (Items 1.1 through 1.13)

A motion was made by Councilmember Cohn, seconded by Councilmember Yee, to waive the reading and adopt the Consent Calendar, items 1.1 through 1.13. The motion carried with an 8-0 vote.

Public Review Items - Informational Only

None.

Sacramento Housing and Redevelopment

None.

City Council

- 1.1 Sump 90 Improvements (PN:WG11) located approximately one-half mile south of the town of Freeport on the east side of the Sacramento River, adjacent to Highway 160 - rejection of all bids so staff can redesign and rebid the project. (D-7,8)

Adopted Resolution 98-582.

RESOLUTION NO. 98-582

RESOLUTION TO REJECT ALL BIDS FOR SUMP 90
IMPROVEMENTS (PN:WG11)

- 1.2 1998/99 National Pollution Discharge Elimination System (NPDES) Storm water Monitoring Program (PN:WC66) - approval of cost sharing with the County of Sacramento and the cities of Folsom and Galt for a consultant services agreement with Larry Walker Associates, Inc. (LWA), for an amount not to exceed \$361,364 - City's share will be \$122,864. (D-All)
-

Adopted Resolution 98-583.

RESOLUTION NO. 98-583

RESOLUTION AUTHORIZING COST SHARING OF A CONSULTANT SERVICES AGREEMENT WITH THE COUNTY OF SACRAMENTO AND THE CITIES OF FOLSOM AND GALT FOR THE 1998/99 NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) STORM WATER MONITORING PROGRAM (PN:WC66)

- 1.3 An ordinance requiring payment of fees for the purpose of defraying the actual cost for construction of roadway and associated facilities located on Pocket Road between Greenhaven drive and Interstate 5. (D-7)
-

Passed for publication of title and continued to December 15, 1998.

- 1.4 Meadowview Village Unit No. 7 (P94-082), located at 24th Street and Laramore Way - approval of final map and subdivision improvement agreement. (D-8)
-

Adopted Resolution 98-584 approving Agreement 98-204.

RESOLUTION NO. 98-584

APPROVING FINAL MAP ENTITLED "MEADOWVIEW VILLAGE UNIT NO. 7" AND SUBDIVISION IMPROVEMENT AGREEMENT (P94-082)

- 1.5 An ordinance adding a subsection to Section 2-G to the Comprehensive Zoning Ordinance of the City of Sacramento (Ordinance No. 2550, Fourth Series, as amended) relating to community serving uses on Sacramento Housing and Redevelopment Agency (SHRA) owned property in the Franklin Villa Complex (M97-037). (D-8)
-

Passed for publication of title and continued to December 1, 1998.

- 1.6 New Exempt Classification - City Treasurer Executive Secretary. (D-All)
-

Adopted Resolution 98-585.

RESOLUTION NO. 98-585

AMENDING RESOLUTION 98-279 RELATING TO SALARY SCHEDULES, EMPLOYER-EMPLOYEE RELATIONS POLICY, AND DESIGNATION OF EXEMPT JOB CLASSIFICATIONS

- 1.7 Citation authority for the classification of security officers in the Police Department. (D-All)
-

This item was withdrawn by staff.

- 1.8 Request to open an application period for the Board of Plumbing Examiner (Journey Level Plumber) due to the 6/17/98 term expiration for R. Bertacchi. (D-All)
-

Application period opened; applications due December 18, 1998.

- 1.9 Request to reopen an application period for the Transportation Programming Guide Community and Advisory Committee due to the November 7, 1998 term expirations for T. Sandoval, R. Tolmach, W. Seifert, C. Zell, S. Rooney, H. O'Mara, P. Wedge, C. Brown, L. Pereira, E. Cox, and one vacant position - and insufficient applications previously received. (D-All)
-

Application period opened; applications due December 11, 1998.

- 1.10 Confirm nomination of Donald E. Sperling [Incumbent] to the Administration, Investment and Fiscal Management Board. [Nomination made 11/17/98] (D-All)
-

Confirmed nomination.

- 1.11 Lease Amendment to City Agreement No. 98-114 for William Land Golf Course Equipment Transfer. (D-4)
-

Adopted Resolution 98-586.

RESOLUTION NO. 98-586

WILLIAM LAND GOLF COURSE EQUIPMENT TRANSFER

- 1.12 Changes to golf course restaurant service lease agreements with the Fetters Company; agreement with American Golf Corporation. (D-2,7)
- A. City Manager execute the assignment of lease agreement #95-031 between the City and the Fetters Company for the Bartley Cavanaugh Golf Course Restaurant Services to American Golf Corporation;
 - B. The Fetters Company be relieved of its obligation to pay a contract fee to the City for the month of November 1998 for restaurant operations at Bartley Cavanaugh Golf Course;
 - C. A lease amendment to change the term of the Haggin Oaks Golf Course Restaurant Services Lease Agreement #91-191 to terminate on August 31, 2001 instead of December 16, 2001; and
 - D. The Capital City Golf Division operating budget be increased by an amount not to exceed \$31,000 in order to purchase kitchen equipment as outlined in the assignment of lease #95-031.
-

Adopted (A-D) Resolution 98-587.

RESOLUTION NO. 98-587

CHANGES TO GOLF COURSE RESTAURANT SERVICE
LEASE AGREEMENTS WITH THE FETTERS COMPANY;
AGREEMENT WITH AMERICAN GOLF CORPORATION

- 1.13 Request to reopen an application period for Affirmative Action Advisory Committee the due to the 12/30/98 term expirations scheduled for D. Clark, R. Riois-Kravitz, N. DeYoung, J. Deleon and K. Burks. (D-All)

Application period opened; applications due December 18, 1998.

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****Note: Mayor Serna announced that the Executive Session for this afternoon would be held in the Mayor's Conference Room.

2.0 SPECIAL PRESENTATIONS/GENERAL COMMUNICATIONS

- 2.1 "Outstanding Program of the Year Award - Neighborhood Traffic Management Program" presented to the City by the Office of Traffic Safety.

Marty Hanneman, Traffic Engineering Services Manager, introduced Ray Biancalana, Deputy Director, California Office of Traffic Safety, who presented the Outstanding Program of the Year Award to Traffic Safety Department of Public Works. Mr. Biancalana congratulated Mike Kashiwagi, Director, Public Works.

Mr. Biancalana advised that the California Office of Traffic Safety looks at the following criteria:

1. Innovation
2. Impact and effectiveness of the Project
3. Project Administration

Mr. Biancalana advised that the Public Works Traffic Safety Division was rated outstanding in all of the categories, adding that the project is the best of its type in the western part of the country; no other compares to its size and scope.

Mr. Biancalana presented the award to the Mayor, who in turn presented the award to Mike Kashiwagi, Director, Public Works. Mr. Kashiwagi recognized Mr. Hanneman's contribution, and the efforts of the engineering and traffic specialists who contributed to the success of the project.

Councilmember Cohn recalled a time several years ago when he was serving with the East Sacramento Improvement Association; at that time, the City Public Works Department got an "onion" award, which was later changed to an "orchid", due to greatly improved programs and an improved dynamic in recognizing the effect of traffic on neighborhoods. Mr. Cohn expressed his appreciation of Mr. Hanneman.

Councilmember Fargo recalled the first "fight", that of Azevedo at Bannon Creek, at which time it took one and a half years to convince the Public Works staff to put up a 3-way stop sign there, putting a

policy in place. Ms. Fargo observed that a great attitude change is evident in the current Public Works staff; it is making a tremendous difference in the safety of the people of Sacramento.

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3.0 PUBLIC HEARINGS

None.

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4.0 STAFF REPORTS

4.1 Update of the Year 2000 Compliance (Y2K) Effort for the City of Sacramento. (D-All)

Mayor Serna opened the discussion by questioning what the impacts would be if people doing business with the City of Sacramento are not prepared for Y2K?

Sally Nagy, Chief Information Officer, presented the report.

Ms. Nagy responded that the City's readiness for Y2K was an important subject. Referring to Exhibit A-1 of the staff report, Ms. Nagy explained that Y2K is a programming flaw that will cause some time-sensitive computer systems to malfunction at the turn of the century. In uncorrected systems, as the year 2000 rolls around, the existing programs will read the year as 1900. The potential for trouble caused by Y2K, also known as the "millennium bug", is enormous...from shutdowns in water and waste treatment systems to the failure of transportation control systems, such as traffic lights and railroad warning signals. The problem can be solved before any serious consequences are felt in cities and counties, but only if local governments develop a comprehensive strategy to address Y2K in their communities. Public safety is a big area of concern; we must be ready to deal with that.

Ms. Nagy commented that, as a new employee, her first area of focus was to develop an understanding of how public government functions, identify problem areas and potential solutions. Ms. Nagy added that the City has been working on Y2K for several years, across all departments, testing, identifying problems, evaluating alternatives as to whether equipment could be fixed or needed to be replaced. Is the City to accomplish the objectives by using City staff, or must we use outside consultants? Thus far, the approach has been to focus on the mainframe, and to modify and contain cost by using City staff. Outside assistance was only used if a vacancy occurred or a need arose for greater expertise.

Ms. Nagy discussed the scope of the Y2K issue for the City of Sacramento, page 4 of the staff report. The scope can be put into five broad categories:

1. Mainframe Operating Software & Hardware

The City's mainframe operating hardware was at least three generations behind current technology. The mainframe operating software was equally outdated, not Year 2000 compliant, and no longer vendor-supported. Because of

this, key application systems (e.g., Finance, Human Resources) could not be updated to take advantage of Y2K fixes provided by the vendor.

2. Application Systems

Key citywide application systems such as Finance, Human Resources, and the Utility Billing System and function-specific systems such as Police Alarms/Permit, Traffic Accident Reporting, and Business/Rental Tax tracking had a myriad of problems in addition to not being Y2K compliant. These included customization resulting in limited vendor support and the need to upgrade to allow the exchange of information between systems. Interfaces with outside entities such as electronic fund transfers also needed to be considered.

3. Microcomputers/Software Applications

Microcomputers (PCS) needed to be individually assessed based on age, applications, operating systems (i.e. Windows, MS/DOS) and real time clock and other chips to evaluate their Year 2000 compliance.

4. Networks

The City's wide area and local area networks had to be evaluated in order to ensure they were Y2K-ready, and that they would work with newly-upgraded and/or remediated hardware and software.

5. Embedded Chips

The problem with embedded chips is really more significant and more difficult to identify and fix. Everything from personal computers to sprinkler systems may have computer chips "embedded" in their design, which may not be readily apparent to the user. As a result, all automated systems require assessment to determine their Y2K compliance. This assessment requires careful coordination with the equipment manufacturer, as the user may not have any in-depth understanding of the equipment's internal workings. These embedded chips can be found in elevators, building security systems, water and waste water systems, radio and telephone systems, traffic signals, etc.

Ms. Nagy advised that staff is currently setting up the final test area where they will conduct Y2K simulation tests to ensure that all hardware and software is fully compliant.

The City's Financial and Human Resources systems have recently been upgraded to the latest version of the software, which the vendor has asserted is Y2K compliant. At this point, staff is ready to begin final testing to ensure that the new software is Y2K compliant. Fortunately for the City, this effort not only addressed Y2K issues, but also creates a platform, which will enable the City to accept future upgrades more readily as well as improving the reporting capabilities in these key applications.

The Utility Billing System is scheduled for conversion to the newly compliant version in early December. In the Police Department, the Computer Aided Dispatch (CAD) and Records Management (RMS) systems

have been remediated and are currently being tested for compliance.

Microcomputers (PCS) have been inventoried to access their Year 2000 compliance. The PCS that have a time-clock problem have been identified; many have been slated for replacement prior to January 2000. For those remaining, instructions on how to reset the clock will be sent out prior to January 1, 2000.

The network systems used within the City are advertised as being Y2K compliant. Staff continues to monitor clearinghouse sites for the latest updates on testing and has created a lab for conducting its own tests.

Regarding embedded chips, Ms. Nagy advised that in the case of telecommunications, staff is working directly with vendors or those agencies responsible for supporting the system to assure the issue is addressed. These include "911" systems, the Sacramento Regional Fire Communication system, and the City's telephone system. Regular meetings are held to assure that those systems identified as ready really are.

Ms. Nagy advised that although much has been done in many areas, much remains to be done, and the deadline is rapidly approaching. The focus for most of 1999 will be to finish the work in process, reevaluate and test what has been done, identify any remaining problem areas that haven't been addressed, and develop contingency plans to deal with possible Y2K failures both by City systems and those outside our control.

It is important that remaining activities progress as a coordinated effort, Ms. Nagy noted. Therefore, an Executive Committee will be formed to heighten citywide awareness, monitor compliance efforts and oversee the development and testing of contingency plans. There will also be a focus on working with other government agencies to achieve a Y2K compliant community. A Public Safety Y2K group has already begun to meet to address public safety needs related to Y2K.

Ms. Nagy advised that an independent review and audit of the efforts to date will take place to validate the systems and identify potential problems. This audit will also identify any other problem areas that may have been overlooked.

At this point, staff has reassessed our approach and have increased the use of private contractors and identified a need for automated testing tools to speed up the process.

Ms. Nagy noted that recent surveys reveal that as many as two-thirds of the cities and counties in the U.S. have not taken the necessary steps to avoid suffering the effects of Y2K. A partnership comprised of Public Technology, Inc. (PTI), the National Association of Counties (NaCo), the National League of Cities (NLC), and the International City/County Management Association (ICMA), has launched the "Y2K and You" campaign. The campaign, directed by Public Technology, Inc., is designed to make public elected and appointed officials aware of the impact that this potentially troubling computer glitch can have on their communities.

As part of the campaign, the following questions have been developed that every city, town, and county needs to ask in respect to "Y2K":

1. Is your community Y2K compliant?
2. What are the consequences of Y2K for your community?

3. Can your community fix the problem before January 1, 2000?
4. Do you have sufficient human resources in your community to solve the problem? If not, do you know where to get help?
5. What contingency plans have been made to deal with the effects of Y2K?

Mayor Serna expressed approval of regular reports back, saying he wanted no surprises. The Mayor asked about the possibility of a 911 system breakdown, and other public safety concerns; he asked how prepared we are to cope is systems fail?

Ms. Nagy responded that these questions were discussed yesterday during a public safety meeting. Issues such as floods, power failure, etc., particularly as related to medical issues such as life support systems, which would be impacted by power failures. Ms. Nagy advised that the State has been planning also.

City Manager Edgar advised that the experts are indicating that processing applications will probably be all right by Y2K. Embedded chips are a problem, along with what is out in the ambient community. Our Emergency Operating Center will be up and running by New Year's Eve to deal with emergency situations that arise unexpectedly. Mr. Edgar advised that we would be working in an incremental way with the mainframe system, applications programming, microcomputers, networks, and embedded chips. As we proceed, he commented, there will be questions as to how the vendors will react. Mr. Edgar advised that vendors are now required by Federal legislation to disclose the components.

Mayor Serna asked which groups would be receiving the newsletter referred to by Ms. Nagy; would neighborhood groups be included? Ms. Nagy replied that as proposed, the newsletter was to be for City staff, intended to be an internal information system.

Councilmember Waters was pleased that the Public Safety group is in place; he added that the incoming City Manager, Bob Thomas, had advised as to what was the County's status of readiness. Mr. Waters observed that if SMUD electricity fails, for example, the problem becomes critical. He urged the City of Sacramento to take an inventory to identify available generators for potential public safety situations, such as rest homes, so they can be taken care of. Mr. Waters urged a report every 30 days: 12 meetings until Y2K occurs. Mayor Serna agreed.

Councilmember Hammond asked Ms. Nagy about the embedded chips, as to whether they are connected to hardware or software? Ms. Nagy responded that the chips were in hardware, in such ordinary things as toasters. Estimates indicated that as many as 25 billion pieces of equipment are affected.

Councilmember Cohn thanked Ms. Nagy for the briefing; he also agreed with Mr. Waters suggestion of a monthly report. Mr. Cohn pointed out that this report today highlights the issue of contingency plans for emergency situations, in the event of flooding, etc.

For Council information; received and filed.

4.2 Funding of additional optional projects with supplemental Measure A funds. (D-All)

Tim Mar, Funding and Priorities Specialist, presented the report.

On June 4, 1998, the City Council adopted the 1998/2003 Transportation Capital Improvement Program (CIP) and also requested that a list of additional optional projects be funded. The list of additional optional projects, requested funding amounts and fund sources is included within Attachment A. Staff recommends three other projects be added to the list of additional optional projects.

It is recommended that supplemental Measure A and Gas Tax funds be used to pay for the additional optional projects, which total \$1,255,000. The Sacramento Transportation Authority (STA) has informed the City that our supplemental Measure A revenue and interest allocation for fiscal year 1997/98 is \$1,703,310. Annual Measure A supplemental revenue results from higher than projected sales tax revenue and interest earned on unspent Measure A funds currently programmed in CIP projects. This leaves a balance of \$448,000.

Staff has been working to close the funding gap on the Florin Road landscaping project; the gap is \$400,000. The amount of \$535,000 is already committed through SHRA funds and private money. Staff recommends that \$400,000 in Measure A funds be allocated to the project, and then submit the project for Federal funding. Upon receiving the Federal funds, that amount would be backed out and allocated to other high priority City projects. Regarding the remaining \$48,000, staff recommends it be held in contingency to provide local match funding needed to secure State/Federal funds.

The additional optional projects requested by Council total \$1,035,000. All of these projects can be funded with either Measure A supplemental funds or Gas Tax, as shown in Attachment A.

Three other additional optional projects recommended by staff are:

- * Cosumnes River Boulevard Extension alignment study for \$80,000;
- * Tinker Way Improvements Project for \$90,000; and
- * Del Paso Boulevard Parking Study for \$50,000.

Councilmember Hammond asked whether Mr. Mar had changed number 4 to include Districts 4 and 5; was he only doing one side of Freeport Blvd.? Mr. Mar responded that he had changed it.

Councilmember Cohn commented that later in today's meeting, the Bicycle Committee would be presenting concerns about the need to improve bikeways, in particular the north-south streets in the Central City. The possibility of turning some one-way streets into two-way streets will be discussed, in order to make them more accessible to bikes. Mr. Cohn suggested setting aside \$50,000 of the contingency fund for bike parking and bike path improvements.

Councilmember Pannell asked whether \$400,000 was being set aside for Florin Road? Mr. Mar indicated that the Resolution would have to be amended to address that. Ms. Pannell commented that the County had already started Florin Road revitalization between Franklin Blvd. and Stockton Blvd. She wanted to see the project completed to 24th Street.

Mayor Serna commented that he would support setting aside the \$400,000 for Ms. Pannell's project, but he wanted it to be understood as to why the situation there has become blighted. As a result of the County's allowing an auto mall to relocate south of the City of Sacramento, to Elk Grove, Florin Road began to deteriorate. The County gave some money to the City for a problem which they had originally caused; unfortunately, it makes it appear that the City is not doing its part. The Mayor commented that it is interesting that people overlook negative interactions between jurisdictions.

Ms. Pannell commented that the Florin Road Partnership has worked hard to retain businesses. She noted that a Walmart is planning to locate there, and a Super Lucky's. The Mayor and Ms. Pannell commended Sean Rooney and the Florin Road Partnership for their good work.

Councilmember Fargo commented that it was good to recall the circumstances and history of the problems. She asked what the County is doing, specifically, how much money are they spending proportionately to our contribution? Mr. Mar responded that the County is putting in the landscaping between Stockton and Franklin Blvds. Ms. Pannell responded that while she was uncertain about the exact amount, the County is spending more than we are.

Ms. Fargo questioned the accuracy of the staff report, as to whether the Northgate Pedestrian Improvement project was not complete, that the striping was not done. Mr. Mar confirmed that observation, advising that it was expected to be completed next week.

Ms. Fargo commented that the funds for Richards Boulevard widening and improvements were set aside; she inquired as to the status of that project? Mr. Mar advised that the Richards Blvd. project was STIP eligible, for widening between North 7th and North 12th Streets. Ms. Fargo established with Mr. Mar that the project would be underway by the year 2000, if funds are made available.

Ms. Fargo asked what the status was of the one-way street patterns Downtown? Fran Halbakken, Funding and Priorities Manager, Public Works, responded that there was no specific plan in place. Ms. Halbakken advised that other cities and counties are ready to embark on a Transportation Forum seeking feedback from City residents in part to identify transportation issues, and in a Citywide context, to look at how each alteration in street traffic pattern affects another.

Ms. Fargo indicated her support concerning the bikeways. Regarding Mr. Cohn's comments, Ms. Fargo wanted to see improvements for bikeways and pedestrian-oriented areas as well.

A motion was made by Councilmember Pannell to adopt Resolution 98-588, as amended by the setting aside of \$400,000 for Florin Road and an additional \$48,000 for study on the bikeways. The motion was seconded by Councilmember Kerth.

Ms. Halbakken discussed the CalEPA approval package, which includes \$150,000 made available for improvements in the Central City; she asked whether Council's intent was to increase funding over and above this amount? Mr. Cohn responded affirmatively, saying that we need to move beyond the initial impacts. Mr. Cohn urged staff to report back as to how the \$48,000 would fit in with BAC, etc.

The motion carried with an 8-0 roll call vote.

AMENDED RESOLUTION NO. 98-588

RESOLUTION APPROVING ADDITIONAL OPTIONAL
PROJECTS AND APPROPRIATION OF FUNDS

4.3 Angle Parking. (D-3,5)

Marty Hanneman, City Traffic Engineer, presented the report, which is a follow-up to an August 25, 1998 City Council meeting, at which time Council: 1) adopted Resolution 98-436 establishing a citywide On-Street Angled parking program; 2) directed staff to install angle parking on twenty-one Mid-town blocks; and 3) directed staff to examine the feasibility of installing angle parking on twenty-six other City streets.

In March 1998, staff installed four pilot blocks of angled parking as part of the Neighborhood Preservation Transportation Plan (NPTP). Since then, response from the community has been overwhelmingly positive. As a result of that, on August 16, 1998, Councilmember Cohn, the Midtown Business Association (MBA) and residents of the NPTP area, including Ed Cox of SABA, toured the Mid-town area and identified forty-two additional blocks in the Midtown area for staff to evaluate in order to increase on-street parking supply. Since the resolution was passed on August 25th, nineteen additional blocks have received angled parking. Overall, the on-street parking supply for the twenty-three Midtown blocks has been increased from 549 spaces to 710 spaces, or about 30 percent.

Because thirteen of the forty-two blocks proposed have been identified as bike facilities by the Bikeway Master Plan, staff withheld them until bike issues could be addressed with the BAC.

Mr. Hanneman advised that Public Works staff has met with a subcommittee of the Bicycle Advocate Committee (BAC) on several occasions to address bicycle issues with proposed parking on 18th, 20th, and 24th Streets (identified as on-street bike routes in the Bikeway Master Plan). Discussions focused on:

- * An Engineering/Parking Study - 5/18/98, angled parking was urged
- * Environmental Impact Report - exempt from CEQA, no bike facilities were removed
- * Bicycle Safety - criteria indicate the street must have 4,000 vehicles or less per day

These issues were discussed in efforts to develop mitigation measures. Alternatives were discussed as follows:

- * Re-routing bike routes on affected streets
- * Converting affected streets to Class III bike facilities
- * Adding 3 feet of bike lanes elsewhere for every foot of bike lane removed

Mr. Hanneman advised that an amenable resolution for both the City and the BAC could not be reached, and staff made a decision to move forward with its recommendation.

Additionally, staff evaluated angled parking requests from Councilmember Hammond's office for various streets in the Oak Park area, as well as Councilmember Yee's request for angled parking on portions of R Street.

Councilmember Cohn reminded his colleagues how we got to angled parking. It was discussed years ago, as part of NPTP, in May, 1996. Central City businesses and residents approve of angled parking. Mr. Cohn indicated that he had toured with a number of other interested parties to identify likely streets to place angled parking; most east-west streets were eliminated, since they have more traffic, as well as one-way streets, such as 16th, 19th, 21st, etc. Mr. Cohn noted that 18th, 20th, and 24th Streets were being brought back today because they were designated bikeways. Mr. Cohn urged passage of the resolution, saying that the businesses were enthusiastically supportive.

Councilmember Hammond established with Mr. Hanneman that six blocks in District 5 were included.

Councilmember Fargo asked why streets in Old Sacramento were not included, to which Mr. Hanneman responded that these are new ones, that this report did not include existing ones.

Ms. Fargo asked whether there were any other places in the City that have angled parking? Mr. Hanneman responded that a few short blocks had angled parking, but there were not many. Ms. Fargo asked about R Street; Mr. Hanneman responded that R Street is very narrow; to install angled parking would conflict with Fire Department access needs. Ms. Fargo established with Mr. Hanneman that R Street could be widened in the future to accommodate angled parking for future development.

Mayor Serna commented that when the City installed angled parking in Old Sacramento, people fought it, but now they like it. The impact of angled parking is to create slower traffic, thus it is better for business.

PUBLIC TESTIMONY

Maggie O'Mara, representing SacBAC, distributed information to Council regarding the safety evaluation of converting existing parking to angled parking, stating that angled parking increases hazards to cyclists. Ms. O'Mara questioned the accuracy of the study; she urged the City staff to attend a BAC cyclist meeting. She wanted to cover such issues as 1) staff to develop an objective, published methodology for the installation of diagonal parking which includes an analysis of need; 2) criteria for placement of diagonal parking; 3) projection for accident increase; and 4) a cost/benefit analysis. Ms. O'Mara urged that these issues be properly noticed and agendized as provided by the Brown Act. In addition, Ms. O'Mara wanted the information to be presented at a regular BAC meeting, sooner rather than later, in order to provide an opportunity for discussion and response. Ms. O'Mara urged reduction of the angle of the parking spaces to 22.5° vs. 45°, which she believed would make visibility easier and safer.

Mayor Serna requested a response from staff. Rohit Nand, Assistant Engineer, felt there would be no benefit. Dana Gard, City Bicycle Coordinator, advised that this had come to his attention after the BAC meeting agenda had been prepared; he had advised them after the meeting.

Ed Cox, representing SABA, asked whether the Council had received the letter from BAC? Mr. Cox noted that the main concern is safety, fearing that cyclists would be forced into a narrower lane because of angled parking. Mr. Cox felt that the City is subsidizing the auto at the expense of cyclists. He asked what had changed since the original

evaluation of streets indicated that they were unsuitable for angled parking? Mr. Cox requested a few mitigation measures, as shown on A-M of the handout to Council.

Ms. Fargo questioned staff as to whether the safety of the bike lanes was taken into consideration when the angled parking was planned? Mr. Nand advised that staff had done that, adding that there will now be designated bike routes, no bike lanes. Mr. Gard explained that all streets have existing Class II facilities, except for 24th St.; 28th Street is not on the study; 18th and 20th Streets have existing lanes on them. On those five blocks, cycle lanes will be removed and signage installed showing that these are Class III bicycle routes. Mr. Gard felt that this would be safe because traffic is slowed. There have been no accidents, but cyclists are mixed in their reactions to the proposal.

Mr. Hanneman advised that staff does consider safety of the cyclists regarding these proposals.

Mr. Cohn commented that the memo from Fehr & Peers Associates, Inc. had to do with the initial 4-5 blocks as candidates for angled parking.

Andrew Chew, a resident, opposed the angled parking proposal, citing a threat to safety, welfare, and quality of life. Mr. Chew advised that the noise level has already dramatically increased due to the increase in traffic volume caused by re-routing the traffic. Mr. Chew urged the Council to consider the Midtown residents.

Cynthia Garcia, a bicycle commuter, commented that she was looking at the situation from a different perspective, as a commuter on bicycle routes. Ms. Garcia advised that she usually travels with her child; she stops at stop signs, and fears she will have to deal with heavier traffic, as well as cars backing out of angled parking spaces. Ms. Garcia was afraid that people of short stature, such as her child and herself, could not be seen by drivers.

James Ferry spoke in favor of the angled parking, saying that where it has been installed in Midtown, it has created a minor miracle, pulling neighborhoods together in a more friendly atmosphere and enhancing businesses. Mr. Ferry pointed out that he is also a cyclist.

Ed Brown, representing a roofing company at 20th and Capitol, felt that angled parking was a good idea. It impacts parking in his area, and he urged that it be metered. Mr. Brown did not want to provide more parking for the Air Resources Board employees, who often use the on-street parking which now exists, instead of utilizing the lots to which they are assigned. Mr. Brown felt the parking fees should be used for neighborhood improvements.

Councilmember Kerth agreed that it was a great idea to charge the Air Resources Board.

Councilmember Cohn commented that the ARB objected when the on-street parking in the area was restricted to 2-hr. parking. The intent is to put meters in areas where people park and work all day, to urge them to park in the lots provided.

Susan Larson, representing "The Mixed Bag" shop, advised that enough angled parking has been installed to be able to see substantial improvement in the business community. Ms. Larson's business is located at 24th and K Streets; she lives in Midtown. Ms. Larson

approved of the angled parking also because it provides increased access and slows traffic where it is implemented. The angled parking seems to give a "village" atmosphere, along with better business incomes and revenues. Some streets have been striped long enough to be able to evaluate angled parking safety; no problems have been noted so far. Ms. Larson urged Council approval of the proposal.

Jim Relles, representing Relles Florist, commented that his florist business had been in Sacramento for many years; he observed that there has been a great transformation in Midtown. It has become a more vibrant area; angled parking improves the closeness of the neighborhood, slows traffic, and helps other businesses, all of whom support angled parking. Mr. Relles added that he was also pro-bicycle, and had installed a permanent bike rack in front of his business. He added that he was completely supportive of angled parking.

Chris Brown, representing the Midtown Business Association Board, and the 20th Street Business Association, spoke in support of angled parking. Mr. Brown commented that there was minimal bicycle traffic on 20th Street; most cyclists are on the sidewalk. He added that opening car doors is the main problem; he urged metered parking, but also wanted to see street lighting increased.

Red Banes, representing the Fremont Park Neighborhood Association, expressed her thanks to Mike Kashiwagi and the staff for their hard work, especially sidewalk preservation. Ms. Banes commented that businesses in her neighborhood need help; angled parking helps immensely. She suggested that a one-way bike path could be one answer to the dilemma; she also suggested that parking meter revenue could be put into a revolving fund used to increase street lighting all over Midtown.

Councilmember Cohn commented that he appreciated the patience of the City Council concerning all of the E-mail received pertaining to the bicycle issue. Mr. Cohn read from correspondence sent by the Pedestrian and Bicycle Manager from Oregon, who stated that in his opinion the safety concerns raised were overstated, based on Oregon's positive experience with angle parking as it might impact cyclists.

A motion was made by Councilmember Cohn, seconded by Councilmember Hammond, to adopt Resolution 98-589, including all streets listed in the Resolution, both in Mid-Town and Oak Park. Mr. Cohn added, as part of the motion, that he wanted two reports back within 60 days after the meeting with SABA and BAC, to address whether some of the \$48,000 could be used toward the addition of meters in Midtown, and whether any of the money could be used for street lighting. Ms. Hammond agreed, with the exception that there were to be no meters in Oak Park. The motion carried with an 8-0 vote.

RESOLUTION NO. 98-589

RESOLUTION IMPLEMENTING ANGLED PARKING

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5.0 SHRA

Public Hearing

5.1 Proposed 1999 Budget. (D-All)

Anne Moore, Executive Director, SHRA, presented the report.

Vice Mayor Cohn advised that the Councilmembers had all had time to review the proposed 1999 Budget; there appeared to be no need for Ms. Moore to go into detail, that the Council could move directly to questions and answers.

Councilmember Waters commented that he was prepared to move the item, if no one wished to discuss it.

Councilmember Hammond advised that she had spoken with Satoshi Matsuda, SHRA Director of Finance, to compare the 1998 and 1999 budgets. Ms. Hammond commented, regarding the \$250,000 in projects cut from her district in order to take care of the Lemon Hill Boys and Girls Club, that it was something she had allowed to happen, but she wanted to discuss it in the future because there were still things that she wanted to do in the Woodbine area.

Ms. Moore responded that the CDBG budget was brought to Council several weeks ago, and that was where the Lemon Hill funding was. Ms. Moore added that there may be funds available for Woodbine; she would verify that for the coming year.

A motion was made by Councilmember Waters, seconded by Councilmember Fargo, to close the hearing and adopt City Resolution 98-590; Housing Authority Resolution 98-006; and Redevelopment Agency Resolution 98-057. The motion carried with a 7-0 vote, with Mayor Serna being absent.

RESOLUTION NO. 98-590

BUDGET FOR SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY FOR 1999

HOUSING AUTHORITY RESOLUTION NO. 98-006

BUDGET FOR SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY FOR 1999

REDEVELOPMENT AGENCY RESOLUTION NO. 98-057

BUDGET FOR SACRAMENTO HOUSING AND REDEVELOPMENT AGENCY FOR 1999

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6.0 COUNCIL IDEAS AND QUESTIONS

6.1 Consideration of support for "Cities for Climate Protection Campaign" [Cohn]

Vice Mayor Cohn advised that most large cities have signed on to demonstrate support for this campaign.

A motion was made by Councilmember Hammond, seconded by Councilmember Fargo, to adopt Resolution 98-591.

Vice Mayor Cohn advised that this is a non-partisan issue; he added that he believed Sacramento to be ahead of many other communities regarding what is being done. Mr. Cohn wanted to identify what we are doing to avoid greenhouse gases, to meet goals, and to work with the Air District.

The motion carried with a 7-0 roll call vote, with Mayor Serna being absent.

RESOLUTION NO. 98-591

A RESOLUTION OF THE CITY OF SACRAMENTO
DECLARING ITS INTENTION TO PARTICIPATE IN
THE CITIES FOR CLIMATE PROTECTION CAMPAIGN

7.0 CITIZENS ADDRESSING COUNCIL (MATTERS NOT ON AGENDA)

None

8.0 RECESSED INTO CLOSED SESSION AT 4:04 P.M.

8.1 Pursuant to Government Code Section 54957 for personnel matters pertaining to the appointment of a city manager.

8.2 Pursuant to Government Code Section 54956.9(a) for matters pertaining to pending litigation: Mountain Lion Foundation, et al., v. California Dept. of Fish and Game, et al.; City of Sacramento, Real Party in Interest, Superior Court Case #98CS01131.

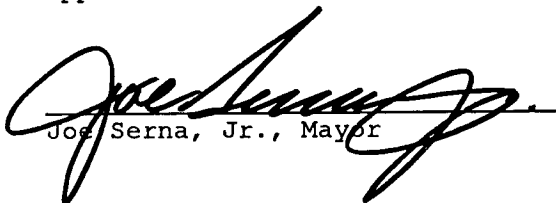
ADJOURNMENT

There being no further business to come before the City Council, the meeting was adjourned at 5:00 p.m.

Submitted


Valerie A. Burrowes, City Clerk

Approved


Joe Serna, Jr., Mayor