

RESOLUTION NO. 2019-0278

Adopted by the Sacramento City Council

June 25, 2019

Support of the I Street Bridge Deck Conversion Project (“The Deck Conversion”)

BACKGROUND

- A. The I Street Bridge is owned and operated by the Union Pacific Railroad (UPRR). Vehicle travel is permitted under an easement with the Cities of Sacramento and West Sacramento. The Cities’ easement rights for the upper deck terminate immediately if the cities cease highway purposes use as provided in the agreements between the parties; therefore, the cities must ensure that Deck Conversion Project improvements proceed in parallel with construction of the I Street Bridge Replacement Project. The 1910 Agreement provided the counties the right, easement, and privilege of using the overhead structure and approaches of the Bridge in exchange for specified payments. In 1954, the same parties, along with the State of California, entered into an agreement acknowledging that the upper deck became part of the state highway system as State Route 50; and, the state agreed to construct and install electrically-operated gates together with necessary signals to control vehicular and pedestrian traffic. In 1981 the State relinquished the upper deck to Yolo County and the City of Sacramento, respectively, which was memorialized in a March 1981 untitled agreement (1981 Agreement) between Southern Pacific’s successor, Southern Pacific Transportation Company, the state, Yolo County, and the City of Sacramento. The 1981 Agreement states that if the upper deck of the I Street Bridge ceases to be used as a public highway for any reason, it shall revert to the railroad as stated in the 1910 Agreement and the obligations and rights of the City of Sacramento and County of Yolo shall cease.
- B. In December 2015, the Cities of West Sacramento and Sacramento partnered to apply for grant funds to study the feasibility of preserving the use of the upper deck and converting it to a bicycle and pedestrian facility. These modes of travel meet a 1911 definition of highway use. The Deck Conversion project proposes to maintain and improve active transportation use on the upper deck of the existing I Street Bridge once vehicle traffic is removed as a part of the new I Street Bridge Replacement project. In June of 2016, the cities were awarded funding of \$199,193 from the Caltrans Sustainable Communities Transportation Planning Grant Program to fund a feasibility study for converting the upper deck of the existing I Street Bridge to a bicycle and pedestrian crossing.

- C. An analysis of alternatives considered for the approach ramps to the I Street Bridge upper deck on the West Sacramento and Sacramento sides was performed. Various parameters were reviewed on each side of the river that include user connectivity to existing pathways and travel routes for both bicyclists and pedestrians for both commuting and recreational use, right-of-way, utility, levee and railroad impacts and construction costs. The feasibility of keeping portions of approach ramps was evaluated to accomplish several goals including eliminating the need for construction of new structures over railroad right-of-way (by tying new ramps into portions of the existing ramps) and the creation of usable space for bicyclists and pedestrians. Proposed partial removals of approaches and removal limits were primarily based upon setting removal limits along expansion joints (to leave the portions of the structure that already are somewhat stand-alone) and the cities' guidance as to areas of the approaches that could remain city right-of-way. Approach options include bicycle exclusive or mixed ramps, stairs, and stairs with bike rails and elevators. Approaches can be phased over time with the minimum needed, to continue upper deck connection, one ADA compliant ramp on each side of the river. (The feasibility study may be reviewed at this web page link http://www.cityofsacramento.org/-/media/Corporate/Files/Public-Works/Projects/I-Street-Bridge/I-Street-Bridge_Feasibility-Study_Final-2019_03_29.pdf?la=en)
- D. The I Street Bridge Replacement Project (T15136000) is expected to initiate construction in 2021/2022 with a two-year construction schedule. Therefore, the cities desire to continue the Deck Conversion project and complete the environmental analysis.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

- Section 1. The City Council accepts the feasibility study prepared by West Sacramento for the Deck Conversion Project and directs the City Manager or the City Manager's designee regarding the approach ramps to the upper deck and proposed to be kept in the feasibility study: a) to consider options that will minimize the amount of concrete or steel to be maintained or strengthened; and b) to perform a cost to benefit analysis of retaining those segments.
- Section 2. The City Manager or the City Manager's designee will continue to partner with West Sacramento to pursue grant funding for the Deck Conversion Project.
- Section 3. The City Manager or the City Manager's designee is authorized to establish a Cooperative Agreement with West Sacramento regarding the Deck Conversion Project.

Section 4. The Bikeway Master Plan is amended to include the Deck Conversion Project and to add the new bridge crossing provided by the I Street Bridge Replacement Project.

Table of Contents:

Exhibit A –Bikeway Master Plan Amendments

Adopted by the City of Sacramento City Council on June 25, 2019, by the following vote:

Ayes: Members Ashby, Carr, Guerra, Hansen, Harris, Jennings, Schenirer, Warren and Mayor Steinberg

Noes: None

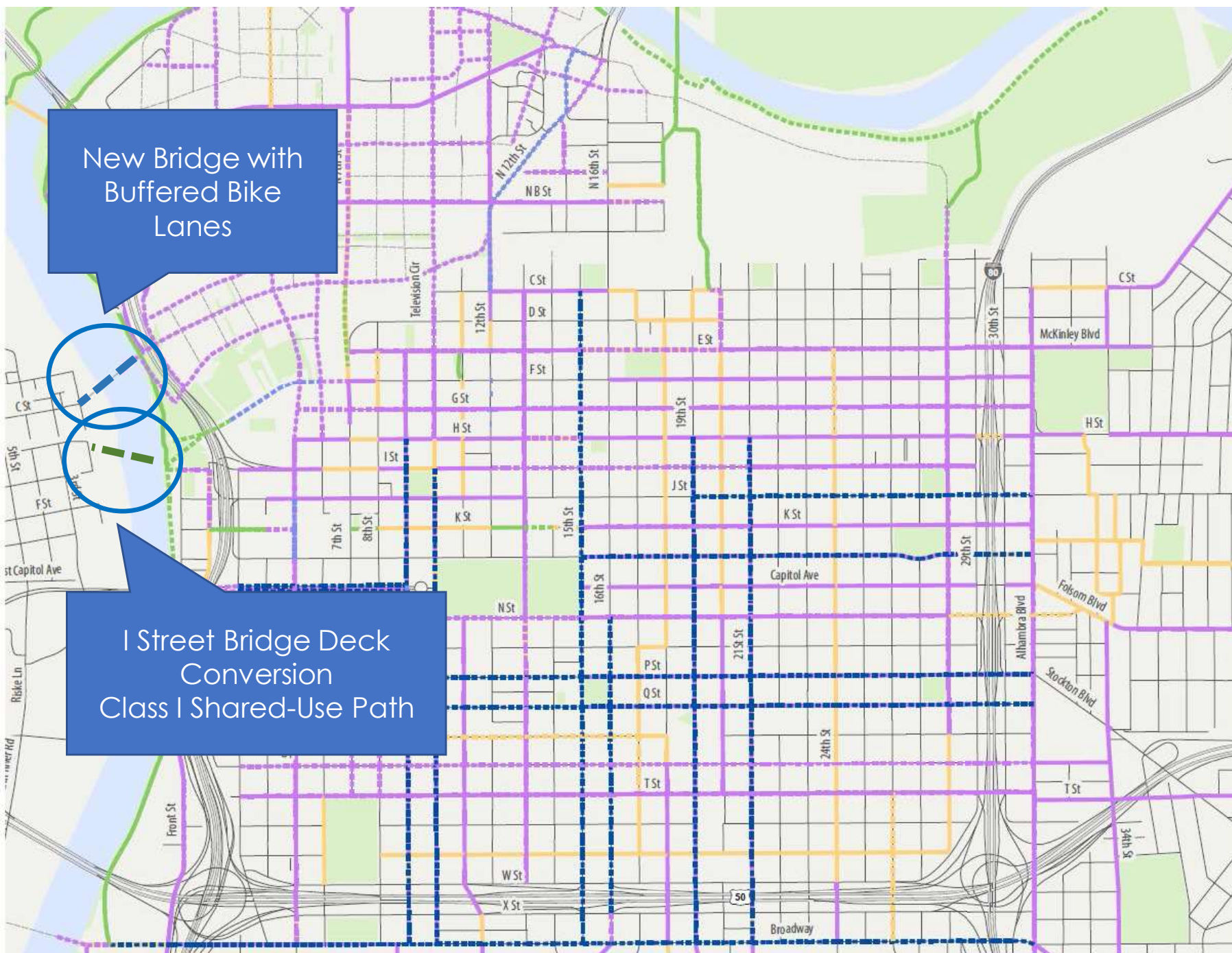
Abstain: None

Absent: None

Attest: **Mindy Cuppy** Digitally signed by Mindy Cuppy
Date: 2019.06.28 14:40:18
-07'00'

Mindy Cuppy, City Clerk

The presence of an electronic signature certifies that the foregoing is a true and correct copy as approved by the Sacramento City Council.



New Bridge with Buffered Bike Lanes

I Street Bridge Deck Conversion Class I Shared-Use Path

- Future Bike Classification**
- Bike Path (Class I)
 - Bike Lane (Class II)
 - Bike Route (Class III)
 - Separated Bikeway (Class IV)
 - Buffered Bike Lane (Class II Enhanced)
- Existing Bike Classification**
- Bike Path (Class I)
 - Bike Lane (Class II)
 - Bike Route (Class III)