



CITY OF SACRAMENTO

CITY PLANNING DEPARTMENT

725 "J" STREET

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TELEPHONE (916) 449-5604

MARTY VAN DUYN  
PLANNING DIRECTOR

May 6, 1981

City Council  
Sacramento, California

Honorable Members in Session:

SUBJECT: Amendment to the Sacramento Bikeway Master Plan (M-102)

SUMMARY

Staff is initiating an amendment to the Sacramento Bikeway (Specific) Master Plan to add 23 new on-street bicycle routes and to delete four bicycle routes which are currently designated on the plan but have not yet been implemented, since they would no longer be necessary. This plan amendment is proposed in order to implement the recommendations contained in the Central City Plan, the Parking Management and Alternative Transportation Incentive Program, to provide consistency with the bikeways identified in the South Natomas Community Plan, and based on requests by the Capitol Bicycle Commuter Association and local residents. This plan amendment would result in a net increase of 22.25 miles of on-street bicycle routes within the City limits.

Staff recommends that the Council adopt the proposed amendment to the Sacramento Bikeway Master Plan by resolution as attached.

BACKGROUND INFORMATION

A detailed description of the content of previous plan amendments and the purpose for this current amendment were provided in the staff report to the Planning Commission which is attached. Of the 23 new on-street bicycle routes proposed for official designation on the Bikeway Master Plan, five of these routes have already been developed.

The four bicycle route deletions are proposed because they represent duplications of either existing or proposed adjacent parallel routes. The full listing of all the bicycle route additions and deletions proposed is provided in the attached Planning Commission staff report and is attached to the resolution facilitating adoption of the proposed plan amendment.

APPROVED  
BY THE CITY COUNCIL

14  
MAY 14 1981

OFFICE OF THE  
CITY CLERK

The following map illustrates the proposed configuration of the amended Bikeway Master Plan, including the route additions and deletions. For your reference, a copy of the original version of the Sacramento Bikeway Master Plan is also provided.

All of the route additions proposed are considered high priority routes and will probably be implemented within the next five years. Therefore, implementation of other bicycle routes which are already included in this plan may be delayed somewhat. The other major impact which may occur to facilitate implementation of these new bicycle routes is the removal of on-street parking where the street right-of-way is sufficient for adding on-street striped bicycle lanes. Removal of on-street parking along portions of Folsom Boulevard and possibly other proposed routes will be necessary for implementation of striped bicycle lanes. Where removal of on-street parking would create significant adverse impacts, Class III bikeways where only directional signs are provided could be used.

#### FINANCIAL IMPACTS

No financial impacts as a result of the proposed plan amendment are anticipated since no additional funding for bicycle facility improvements above existing levels is requested. Rather, implementation of the new routes proposed will take place gradually as funding becomes available.

#### ENVIRONMENTAL CONSIDERATIONS

The Planning Commission has ratified a Negative Declaration for the proposed plan amendments, since no adverse environmental impacts are foreseen.


#### VOTE OF THE COMMISSION

At the April 30, 1981, special meeting of the City Planning Commission, the Commission unanimously (7 ayes, 2 absent) endorsed approval of this plan amendment.

#### RECOMMENDATION

Staff recommends that the City Council adopt the attached resolution amending the Sacramento Bikeways Specific Master Plan as proposed.

Respectfully submitted,

  
Marty Van Duyn  
Planning Director

FOR TRANSMITTAL TO CITY COUNCIL  
WALTER J. SLIPE  
CITY MANAGER

MVD:SP:bw  
Attachments  
M-102

May 14, 1981  
Districts 1,3,4,5,6,8

# RESOLUTION NO. 81-339

Adopted by The Sacramento City Council on date of

May 14, 1981

RESOLUTION AMENDING THE 1976 SACRAMENTO  
BIKEWAY (SPECIFIC) MASTER PLAN MAP-CITY  
PORTION (M-102)

WHEREAS, the Sacramento City Council conducted a public hearing on May 14, 1981 concerning the above plan map amendment, and based on documentary evidence submitted at the public hearing, the City Council hereby finds that the addition of 23 new bikeway route designations and the deletion of four existing bikeway route designations to the Sacramento Bikeway Master Plan is needed to:

1. Provide improved traffic safety conditions for bicyclists; and to
2. Develop an integrated bikeway route system for the City of Sacramento; and to
3. Encourage greater participation in bicycle commuting in Sacramento.

NOW, THEREFORE, BE IT RESOLVED that the Sacramento City Council hereby amends the 1976 Sacramento Bikeways Master Plan map to include the bikeway route additions and deletions as listed in the attached table and illustrated on the attached map.

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

M-102

APPROVED  
BY THE CITY COUNCIL

14  
MAY 1981

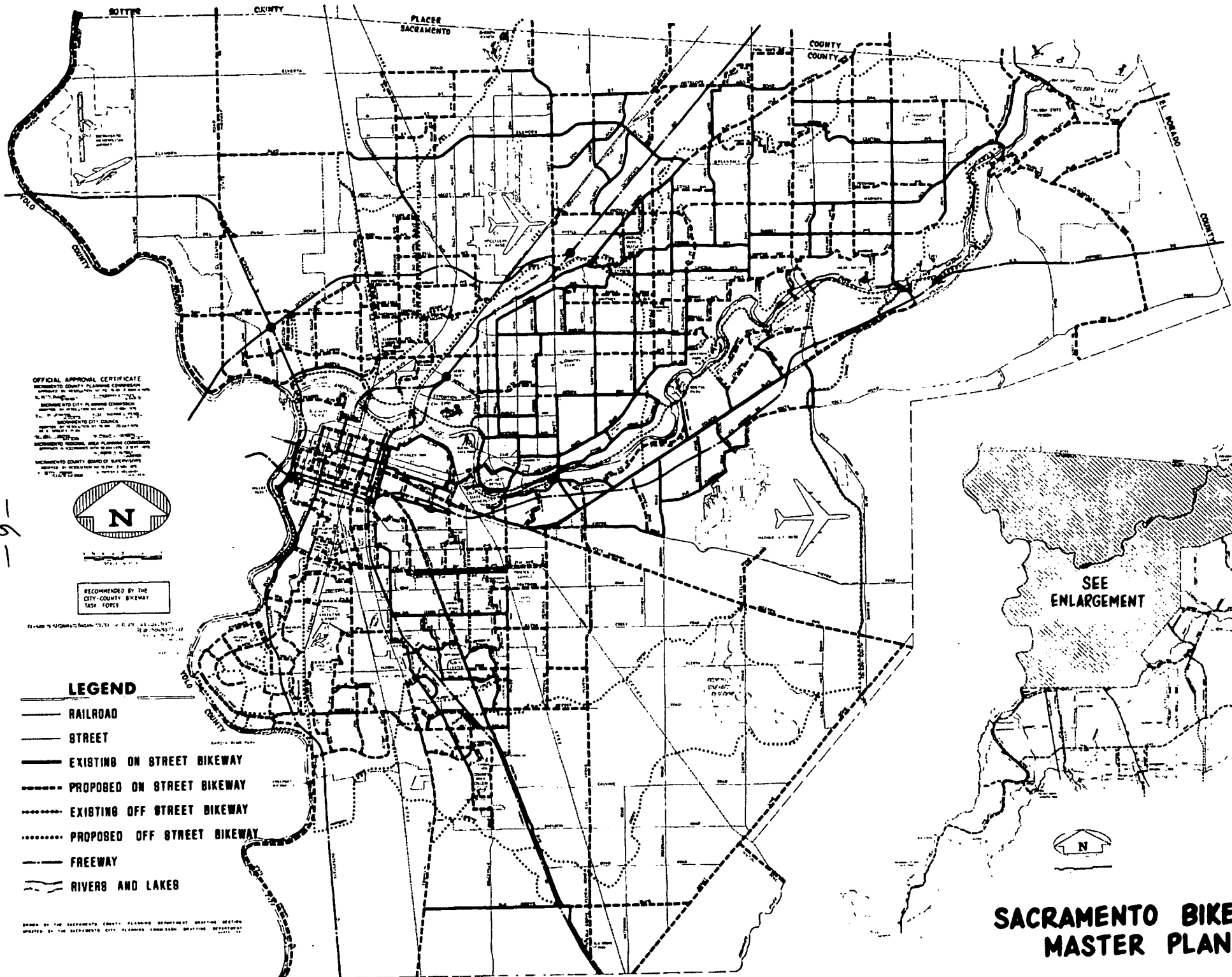
OFFICE OF THE  
CITY CLERK

PROPOSED AMENDMENTS TO THE SACRAMENTO  
BIKEWAY MASTER PLAN

Bicycle Route	Location
1. Alhambra Boulevard	C Street to Broadway
2. American River Drive	University Avenue/Munroe Street to Commons Drive
3. Commons Drive	American River Drive to Campus Commons Road
4. Campus Commons Road	Commons Drive to University Avenue
5. Folsom Boulevard	Watt Avenue to Jackson Road
6. Folsom Boulevard	Hornet Drive to Alhambra Boulevard
7. Stockton Boulevard	Riza Avenue to T Street
8. La Mancha Way	Tangerine Avenue to Mack Road
9. Tangerine Avenue	La Mancha Way to Mack Road
10. Florin Road	Riverside Boulevard to Greenhaven Drive
11. Greenhaven Drive	Riverside Boulevard to Florin Road
12. Pocket Road	Riverside Boulevard to Alma Vista Way
13. E Street	7th Street to Alhambra Boulevard
14. T Street	3rd Street to Alhambra Boulevard
15. 3rd Street	N Street to V Street
16. 7th Street	E Street to T Street
17. 17th Street	E Street to V Street
18. 24th Street	E Street to V Street
19. Truxel Road Extension	San Juan Road to Northgate Boulevard
20. Azevedo Road	San Juan Road to El Camino Avenue
21. Unnamed Route	West of I-5 & intersecting West El Camino Avenue
22. Bruceville Road	Calvin Road Extension to Sheldon Road
23. Center Parkway	Calvin Road Extension to Bruceville Road

Route Deletions

- |    |   |                               |
|----|---|-------------------------------|
| 1. | 34th Street<br>(Alternate to<br>Alhambra Boulevard)           | D Street to Broadway          |
| 2. | D Street<br>(Alternate to<br>E Street)                        | 7th Street to 28th Street     |
| 3. | 16th Street<br>(Alternate to<br>14th Street)                  | North B Street to<br>D Street |
| 4. | 20th Street<br>(Alternate to<br>17th Street &<br>24th Street) | D Street to V Street          |



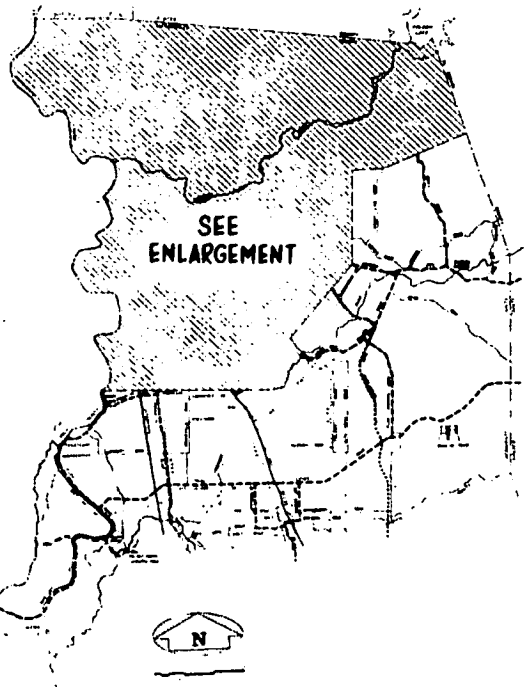
OFFICIAL APPROVAL CERTIFICATE  
 SACRAMENTO COUNTY PLANNING COMMISSION  
 APPROVED BY RESOLUTION NO. 10-77  
 11/17/77  
 SACRAMENTO CITY PLANNING COMMISSION  
 APPROVED BY RESOLUTION NO. 10-77  
 11/17/77  
 SACRAMENTO CITY COUNCIL  
 APPROVED BY RESOLUTION NO. 10-77  
 11/17/77  
 SACRAMENTO REGIONAL AREA PLANNING COMMISSION  
 APPROVED BY RESOLUTION NO. 10-77  
 11/17/77  
 SACRAMENTO COUNTY BOARD OF SUPERVISORS  
 APPROVED BY RESOLUTION NO. 10-77  
 11/17/77



RECOMMENDED BY THE  
 CITY-COUNTY BIKEWAY  
 TASK FORCE

- LEGEND**
- RAILROAD
  - STREET
  - EXISTING ON STREET BIKEWAY
  - PROPOSED ON STREET BIKEWAY
  - EXISTING OFF STREET BIKEWAY
  - PROPOSED OFF STREET BIKEWAY
  - FREEWAY
  - RIVERS AND LAKES

DESIGNED BY THE SACRAMENTO COUNTY PLANNING DEPARTMENT DRAFTING SECTION  
 CHECKED BY THE SACRAMENTO CITY PLANNING COMMISSION DRAFTING SECTION



**SACRAMENTO BIKEWAY  
 MASTER PLAN**

9-



City Planning Commission  
Sacramento, California

Members in Session:

SUBJECT: Amendment to the Sacramento Bikeway Master Plan (M-102)

### SUMMARY

As a result of recent studies addressing bicycle route improvements, evaluations by the Traffic Engineering Department, and recommendations submitted by the Capitol Bicycle Commuters Association and local residents; 23 bikeway route additions and 4 route deletions to the Sacramento Bikeway Specific Master Plan are proposed. The net result would be that 22.25 additional miles of on-street bikeways would be added to the City's portion of the Bikeway Master Plan. Staff recommends that the Planning Commission endorse these plan amendments as proposed.

### BACKGROUND INFORMATION

The Sacramento Bikeways Specific Master Plan has been amended only twice since its adoption by the City Council on July 20, 1976. In October of 1978, the Bikeway Plan was amended to include an off-street bicycle trail along the southern portion of the American River Parkway, between Watt Avenue and the Guy West Bridge at the California State University Sacramento (CSUS) campus. In September of 1980, the Plan was again amended to include an off-street bicycle trail on the western portion of the American River Parkway between the H Street Bridge and the Guy West Bridge, and on-street bicycle routes along J Street near the CSUS Campus and along the H Street Bridge over the American River. To date, only the off-street bicycle trail along the American River Parkway up to the Guy West Bridge has been completed.

This current proposal to amend the Sacramento Bikeways (Specific) Master Plan reflects a more comprehensive update and modification of this sub-element of the General Plan. Therefore, subsequent amendments in the near future are not anticipated. There are a total of 23 new on-street bicycle route additions proposed and 4 designated bicycle route deletions. Five of the 23 new bicycle route additions proposed represent merely existing roads which already have been striped with on-street bicycle lanes but which have not been officially classified as such on the Bikeway Master Plan. The 4 route deletions are proposed because they represent duplications of either existing or proposed adjacent parallel routes. The remaining 18 new on-street bicycle route additions proposed are suggested in response to studies conducted by the Traffic Engineering Department, proposals contained in the recently adopted Parking Management and Alternative Transportation Incentive Program report, and recommendations submitted by the Capitol Bicycle Commuters Association and local residents. The full listing of all the bicycle route additions and deletions proposed are identified on the following table and illustrated in the attached map. A copy of the original Sacramento Bikeway Master Plan map is also provided for your reference.



PROPOSED AMENDMENTS TO THE SACRAMENTO  
BIKEWAY MASTER PLAN

Bicycle Route	Location	Type*	Approximate Mileage
<u>Route Additions</u>			
a) Bicycle routes which have been completed but were never previously included in the Master Plan:			
1. Alhambra Blvd.	C St. to Broadway	On-street striped	1.75
2. American River Drive	University Ave./ Munroe St. to Commons Drive	On-street signed	0.5
3. Commons Dr.	American River Dr. to Campus Commons Rd.	On-street striped	0.25
4. Campus Commons Road	Commons Dr. to University Ave.	On-street striped	0.10
5. Folsom Blvd.	Watt Ave. to Jackson Road	On-street striped	1.25
TOTAL			3.85
b) Bicycle routes proposed by the Capitol Bicycle Commuters Association:			
6. Folsom Blvd.	Hornet Dr. to Alhambra Blvd.	On-street striped and signed	3.0
7. Stockton Blvd.	Riza Ave. to T Street	On-street striped	4.0
c) Bicycle routes requested by local residents:			
8. La Mancha Way	Tangerine Ave. to Mack Road	On-street striped	0.5
9. Tangerine Ave.	La Mancha Way to Mack Road	On-street striped	0.75
10. Florin Road	Riverside Blvd. to Greenhaven Dr.	On-street striped	1.75
11. Greenhaven Dr.	Riverside Blvd. to Florin Road	On-street striped	1.5
12. Pocket Road	Riverside Blvd. to Alma Vista Way	On-street striped	3.0

\* On-Street Striped Bicycle Lanes are Referred to as Class II Routes While On-Street Signed Bikeways Merit Class III Standing

Bicycle Route	Location	Type*	Approximate Mileage
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Route Additions  
(continued)

d) Bicycle routes recommended in the Parking Management and Alternative Transportation Incentive Program:

13. E Street	7th Street to Alhambra Blvd.	On-street striped	1.75
14. T Street	3rd Street to Alhambra Blvd.	On-street striped	2.25
15. 3rd Street	N Street to V Street	On-street striped	0.5
16. 7th Street	E Street to T Street	On-street striped	1.25
17. 17th Street	E Street to V Street	On-street striped	1.25
18. 24th Street	E Street to V Street	On-street striped and signed	1.50

e) Bicycle routes recommended by the Traffic Engineering Department to provide consistency with Community Plans in developing areas:

19. Truxel Road Extension	San Juan Rd. to Northgate Blvd.	On-street striped	1.25
20. Azevedo Road	San Juan Rd. to El Camino Ave.	On-street striped	0.75
21. Unnamed Route	West of I-5 & intersecting West El Camino Ave.	On-street striped	0.75
22. Bruceville Rd.	Calvin Rd. Extension to Sheldon Rd.	On-street striped	0.5
23. Center Parkway	Calvin Rd. Extension to Bruceville Rd.	On-street striped	0.75

TOTAL 27.0

Route Deletions

1. 34th Street (Alternate to Alhambra Blvd.)	D Street to Broadway	On-street striped	1.75
2. D Street (Alternate to E Street)	7th Street to 28th Street	On-street striped	1.50

\* On-Street Striped Bicycle Lanes are Referred to as Class II Routes While On-Street Signed Bikeways Merit Class III Standing

Bicycle Route	Location	Type*	Approximate Mileage
<u>Route Deletions</u> (continued)			
3. 16th Street (Alternate to 14th Street)	North B St. to D Street	On-street striped	0.25
4. 20th Street (Alternate to 17th St. & 24th St.)	D Street to V Street	On-street striped	1.25
		TOTAL	<u>4.75</u>

\* On-Street Striped Bicycle Lanes are Referred to as Class II Routes While On-Street Signed Bikeways Merit Class III Standing

Bikeway Plan Implementation Program - With the inclusion of the 23 proposed bicycle route additions within the Bikeway Master Plan, 18 new bicycle routes or 27 additional miles of bicycle trails will be scheduled for implementation in the future. However, given that four bicycle routes or 4.75 miles of bicycle lanes will at the same time be deleted from this Plan, a net balance of 22.25 miles of on-street bicycle lanes will be added to the City's overall bicycle facilities improvement program. All of the proposed route additions could be considered high priority routes and will probably be developed within the next five years. Therefore, implementation of other bicycle routes which are already included in this Plan may be delayed somewhat as a result.

The other major impact which may occur to facilitate implementation of these new bicycle routes is the removal of on-street parking where the street right-of-way is insufficient for adding on-street striped bicycle lanes. For example, some amount of on-street parking had to be removed along Alhambra Boulevard to provide bicycle lanes. Removal of on-street parking along portions of Folsom Boulevard and possibly other proposed routes will be necessary for implementation of striped bicycle lanes. Where removal of on-street parking would create significant adverse impacts such as in front of residences or businesses which do not provide off-street parking for their customers, Class III bikeways where only directional signs are provided could be used.

Most of the route deletions proposed are concentrated within the Central City and are offered in response to the bikeway plans included in the Central City Community Plan and the Parking Management and Alternative Transportation Incentive Program Report. The major alteration to the bikeway plan included in the Central City Community Plan (as illustrated in the following attachment) was the substitution of a bicycle route along E Street instead of F Street and the elimination of 11th Street, between C Street and L Street, in favor of routes along 7th Street and 14th Street. The major addition to the Central City Bikeway Plan was the proposed bicycle route along T Street, between 3rd Street and Alhambra Boulevard. Bicycle routes along E Street and T Street are proposed since both of these one-way, three lane roadways will soon be altered to two-way, two lane roadways; thereby, affording the opportunity to utilize a portion of the remaining right-of-way for bicycle lanes.

#### FINANCIAL IMPACTS

The City currently sets aside about 1% of their state gas tax revenue for bicycle facility improvements. It is anticipated that \$50,000 will be available from this source for the next fiscal year. This money is used primarily for developing on-street bicycle routes and for local grant match funds. This funding source is supplemented with state and federal grant monies. During this past year, a state grant of \$10,700 was awarded for purchasing 175 Class II bicycle parking racks and \$16,400 for developing an on-street bikeway along Folsom Boulevard, between Hornet Drive

and Alhambra Boulevard; however, this grant has not yet been executed. (Off-street bicycle trails are developed using SB 325 funds and state and federal grants).

With the adoption of the 22.25 net miles of additional bicycle routes proposed, the cost of implementing the City's portion of the Bikeway Master Plan will increase by at least \$66,750, based on construction costs of striping on-street bicycle lanes at \$3,000 per mile. However, there will be no financial impacts to the City as a result of the proposed bikeway plan amendments since no additional funding for bicycle improvements above existing levels is requested. Rather, implementation of the new routes proposed will take place gradually as funding becomes available.

#### ENVIRONMENTAL CONSIDERATIONS

Staff has prepared a Negative Declaration for the proposed amendments to the Sacramento Bikeways Specific Master Plan, since no adverse environmental impacts related to this amendment are foreseen.

#### RECOMMENDATIONS

Staff recommends that the City Planning Commission ratify the Negative Declaration and endorse the proposed amendments to the Sacramento Bikeway Specific Master Plan.

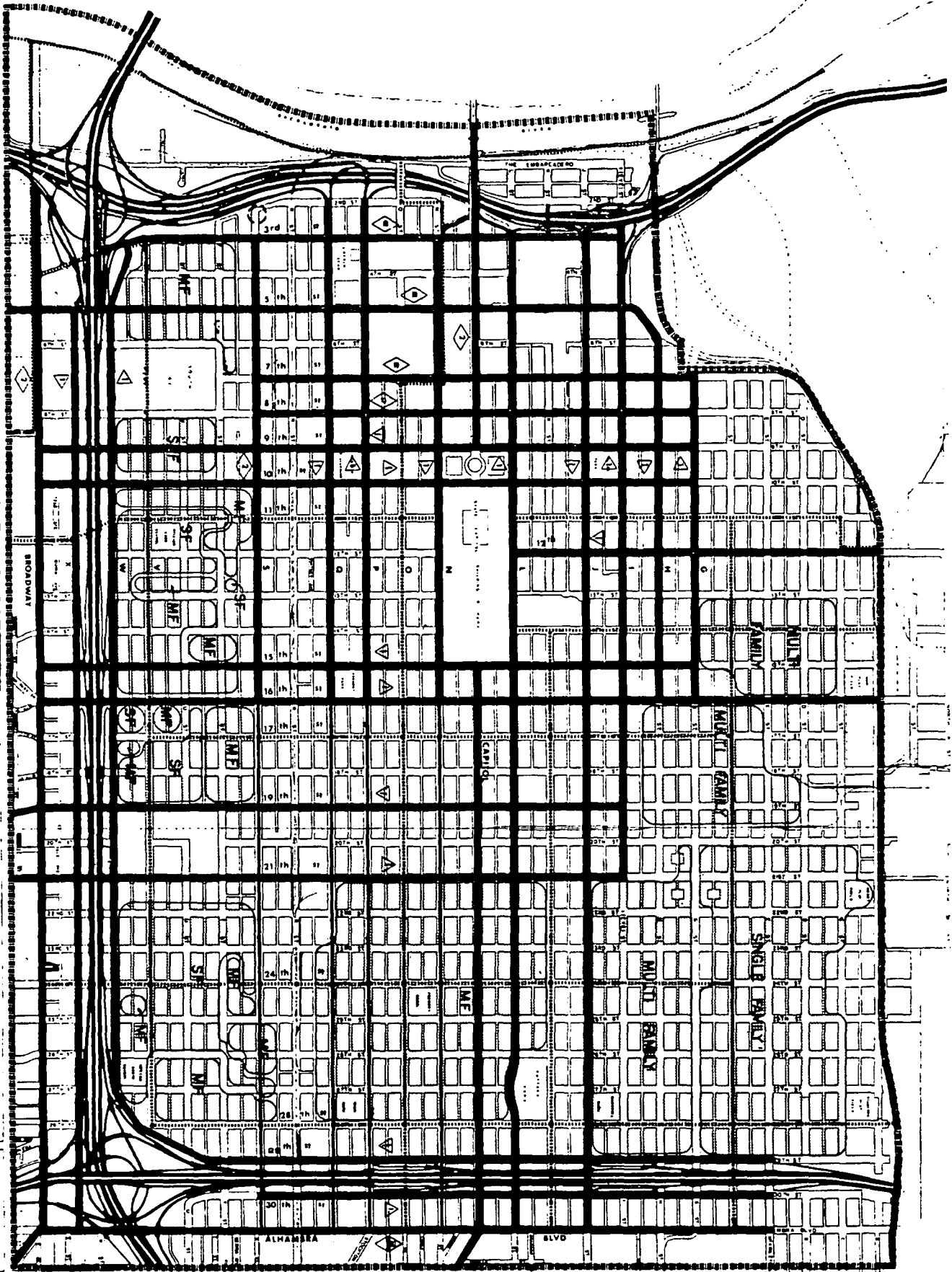
Respectfully submitted,

*Art Gee*

Art Gee  
Principal Planner

AG:SP:lo  
Attachments

# Central Sacramento City California Study



## Legend: CIRCULATION PLAN

- MAJOR STREET
- MINOR STREET
- LOCAL STREET
- PROPOSED FREEWAY RAMP
- ONE WAY
- TWO WAY
- BIKEWAYS

Scale in Feet  
 0 50 100 150 200  
  
 North

April 30, 1981

Item No. 3