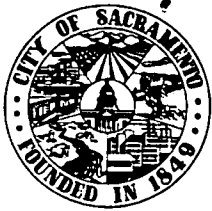


40



# CITY OF SACRAMENTO

CITY MANAGER'S OFFICE  
**RECEIVED**  
NOV 26 1980

TRAFFIC ENGINEERING DIVISION  
1023 J STREET — SUITE 202 SACRAMENTO, CALIF. 95814

TELEPHONES (916)  
TRAFFIC ENGINEERING 449-5307  
OFF-STREET PARKING 449-5354  
ON-STREET PARKING 449-5644

November 26, 1980

City Council  
Sacramento, California

Honorable Members in Session:

SUBJECT: Applications to State Bicycle Lane Account

**FILED**  
By the City Council  
Office of the City Clerk

DEC 9 1980

SUMMARY

The Budget and Finance Committee has granted approval to the Traffic Engineering division to submit three project proposals to the State of California for Bicycle Lane Account funding.

BACKGROUND INFORMATION

The Traffic Engineering division has submitted three proposals for bicycle projects for funding from the State Bicycle Lane Account. The report to the Budget and Finance Committee, as well as copies of the applications, are attached for your information.

FINANCIAL DATA

The State Bicycle Lane Account provides 90% of the estimated total cost. The City of Sacramento's matching funds will be from either the Bikeway Fund (\$48,000 for 1980-81) or SB 325 funds (\$95,000 for 1980-81).

RECOMMENDATION

This report is submitted to the City Council for informational purposes only.

Respectfully submitted,

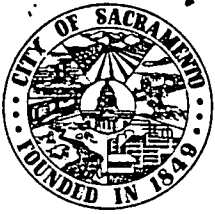
L. M. Frink  
Traffic Engineer

For information only.

Walter J. Slabe  
City Manager

LMF:RM/mf  
Attachment

December 9, 1980  
All Districts



# CITY OF SACRAMENTO

CITY MANAGER'S OFFICE  
**RECEIVED**  
NOV 20 1980

## TRAFFIC ENGINEERING DIVISION

1023 J STREET - SUITE 202

SACRAMENTO, CALIF. 95814

TELEPHONES (916)  
TRAFFIC ENGINEERING 449-5307  
OFF-STREET PARKING 449-5354  
ON-STREET PARKING 449-5844

November 20, 1980

Budget and Finance Committee  
Sacramento, California

Honorable Members in Session:

SUBJECT: Applications to State Bicycle Lane Account

### SUMMARY

The Traffic Engineering division has prepared three project proposals to the State of California for Bicycle Lane Account funding.

### BACKGROUND INFORMATION

The Traffic Engineering division has prepared three proposals for bicycle projects for funding from the State Bicycle Lane Account.

These proposals include the following projects:

Grant 1 - Folsom Boulevard - Class II bike lanes along Folsom Boulevard from 35th Street to 47th Street and 53rd Street to Hornet Drive.

Class III bike route along Folsom Boulevard from Alhambra Boulevard to 35th Street and 47th Street to 53rd Street.

Grant 2 - 24th Street - Class III bike route along 21st Street from Sutterville Road to 20th Avenue, 20th Avenue from 21st Street to 23rd Street, 23rd Street from 20th Avenue to 22nd Avenue and 22nd Avenue from 23rd Street to 24th Street.

Class II bike lanes along 24th Street from 22nd Avenue to Meadowview Road.

Grant 3 - Bicycle Parking Facilities - Purchase and installation of 175 bicycle parking spaces.

### FINANCIAL DATA

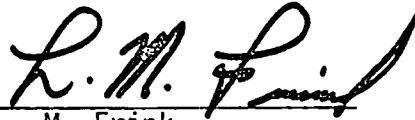
The State Bicycle Lane Account provides 90% of the estimated total cost. The City of Sacramento's matching funds will be from either the Bikeway Fund (\$48,000 for 1980-81) or SB 325 funds (\$95,000 for 1980-81).

November 20, 1980

RECOMMENDATION

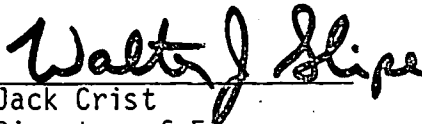
The staff requests approval to submit these applications to the State of California to enhance the City's bicycle program.

Respectfully submitted,



L. M. Frink  
Traffic Engineer

Recommend for Approval



Jack Crist  
Director of Finance

LMF:RM/mf  
Attachments 4

November 25, 1980  
All Districts



# CITY OF SACRAMENTO

## TRAFFIC ENGINEERING DIVISION

1023 J STREET — SUITE 202

SACRAMENTO, CALIF. 95814

TELEPHONES (916)

TRAFFIC ENGINEERING 449-5307

OFF-STREET PARKING 449-5354

ON-STREET PARKING 449-5644

November 25, 1980

Mr. Dick Young  
Department of Transportation  
District 3  
P. O. Box 911  
Marysville, CA 95901

Dear Mr. Young:

Enclosed are the City of Sacramento's applications for funding from the Bicycle Lane Account for bicycle lanes on Folsom Boulevard and on 24th Street. We are also applying for funds to purchase and install 175 Class II bicycle racks for our City Parking Lots.

If any additional information is needed, please contact Rick Moss, Bicycle Facilities Coordinator, at (916) 449-5644.

Sincerely,

L. M. Frink  
Traffic Engineer

LMF:RM/mf  
Enclosures 3

cc: Ron Parker  
Jack Crist  
Rick Moss

APPLICATION FOR FUNDING FROM THE BICYCLE LANE ACCOUNT FOR  
A BICYCLE TRANSPORTATION PROJECT AS AUTHORIZED BY  
SECTION 2385 OF THE CALIFORNIA BIKEWAYS ACT

BY

CITY OF SACRAMENTO  
TRAFFIC ENGINEERING DIVISION

NOVEMBER 1980

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II. Location and Description of Project	2
III. Need for Project	2
IV. Intent of Project	3
V. Sacramento Bikeways Master Plan	3
VI. Project Financing and Implementation	3

## APPENDIX

- A. Bicycle Project, Folsom Boulevard
- B. Off-Street Paths, Suggested Routes

I. APPLICATION FOR BICYCLE LANE ACCOUNT FUNDING: PROJECT SYNOPSIS

A. APPLICANT

City of Sacramento  
Traffic Engineering Division  
1023 J Street, Suite 202  
Sacramento, CA 95814

B. PROJECT

Class II bike lanes along Folsom Boulevard from 35th Street to 47th Street and 53rd Street to Hornet Drive.

Class III bike route along Folsom Boulevard from Alhambra Boulevard to 35th Street and 47th Street to 53rd Street.

Project Length: 3 miles

C. FUNDS SOUGHT

\$16,358.55

D. CONTACT

Rick Moss  
Bicycle Facilities Coordinator  
1023 J Street, Suite 202  
Sacramento, CA 95814

(916) 449-5644

## II. LOCATION AND DESCRIPTION OF PROJECT

The City of Sacramento has a population over 270,000. It has an area of 94 square miles with approximately one thousand miles of streets. The City serves both as the Capitol for the State of California and the seat of government for the County of Sacramento. Most of the City is urbanized area. Because of its relatively flat terrain and its climate within the central valley area, Sacramento is particularly suited for bicycle use.

The City of Sacramento's application for funds under the California Bikeways Act is for construction of a proposed on-street bikeway project. The project consists of striping 4½ foot bike lanes for each direction of travel on Folsom Boulevard, from 35th Street to 47th Street and 53rd Street to Hornet Drive. The roadway from Alhambra Boulevard to 35th Street, and 47th Street to 53rd Street, would be signed as a Class III bicycle route (see Location Map, Appendix A). The total project length is approximately three miles.

The proposed project would complement work already done along Folsom Boulevard to the east. The City, in cooperation with the County of Sacramento, has added shoulder along Folsom Boulevard between Jackson Road and Watt Avenue. In cooperation with Caltrans, the area between Howe Avenue/Power Inn Road and Jackson Road has been improved for bicycles.

## III. NEED FOR PROJECT

Folsom Boulevard serves as an access road to the Central City for residential areas in eastern Sacramento and Sacramento County. On an average weekday, approximately 70 bicyclists were counted traveling during peak commute periods.

An adjacent bikeway along M Street, on an average weekday, has approximately 424 bicyclists during peak commute periods. Those using Folsom Boulevard have deferred using M Street because of frequent stop signs.

Recognizing the importance of providing safe travel for those bicyclists using this route, the Sacramento Bikeway Master Plan is being amended to designate Folsom Boulevard as an on-street bikeway.



At the present time, Folsom Boulevard has four auto lanes averaging 10-12 feet in width. Bicyclists are forced to ride without any designated lane. Typical automobile traffic is approximately 12,000 to 13,000 vehicles per day in both directions. Considering the potentially large number of bicyclists on Folsom Boulevard, this situation is highly undesirable.

Sacramento has one commuter bicycle organization. This organization has been consulted on the need for bicycle lanes on the portion of Folsom Boulevard in question.

#### IV. INTENT OF PROJECT

The intent of constructing the proposed bicycle route is as follows:

- A. Complete a major commute route for bicyclists to the Central City.
- B. Encourage and promote the use of bicycles for commuting by providing exclusive bicycle lanes on an existing roadway.
- C. Enhance the safety of bicyclists using Folsom Boulevard as a commuter route into the Central City

#### V. SACRAMENTO BIKEWAY MASTER PLAN

In September, 1975, the Sacramento Bikeway Master Plan was completed by the City of Sacramento with the intent to "coordinate and develop a bikeway system to safely meet the increasing bicycling transportation and recreation needs of the citizens of Sacramento City and County." The Sacramento Regional Area Planning Commission reviewed the Bikeways Master Plan and found it to be consistent with the Regional Transportation Plan.

The Bikeway Master Plan is being amended to include Folsom Boulevard between Alhambra Boulevard and Hornet Drive. This is in response to requests for bicycle lanes from bicycle commuters in the Sacramento area.

#### VI. PROJECT FINANCING AND IMPLEMENTATION

As proposed, the entire cost of the Folsom Boulevard On-Street Bikeway Project would be \$18,176.17. Bicycle Lane Account funds

at 90% maximum participation would be \$16,358.55. Preliminary cost estimates are given below:

Folsom Boulevard - Alhambra Boulevard to Hornet Drive

Bikeway Project cost estimate

Class III Alhambra Boulevard to 35th Street

6 ea. G-93 Signs-Materials @ \$35.85 ea. \$ 215.10

Class II 35th Street to 47th Street

68 ea. R-26 Signs-Materials \$44.35 ea. 3,015.80

12 ea. G-93 Signs-Materials @ \$35.85 ea. 430.20

Material Paint and Beads @ \$22.35 per block 379.95

Class III 47th Street to 53rd Street

8 ea G-93 Signs-Materials @ \$35.85 ea. 286.80

Class II 53rd Street to Hornet Drive

20 ea. G-93 Signs-Materials @ \$35.85 ea. 717.00

85 R26 Signs-Materials @ \$44.35 ea. 3,769.75

Paint and Beads 759.90

Grinder Cutters 650.00

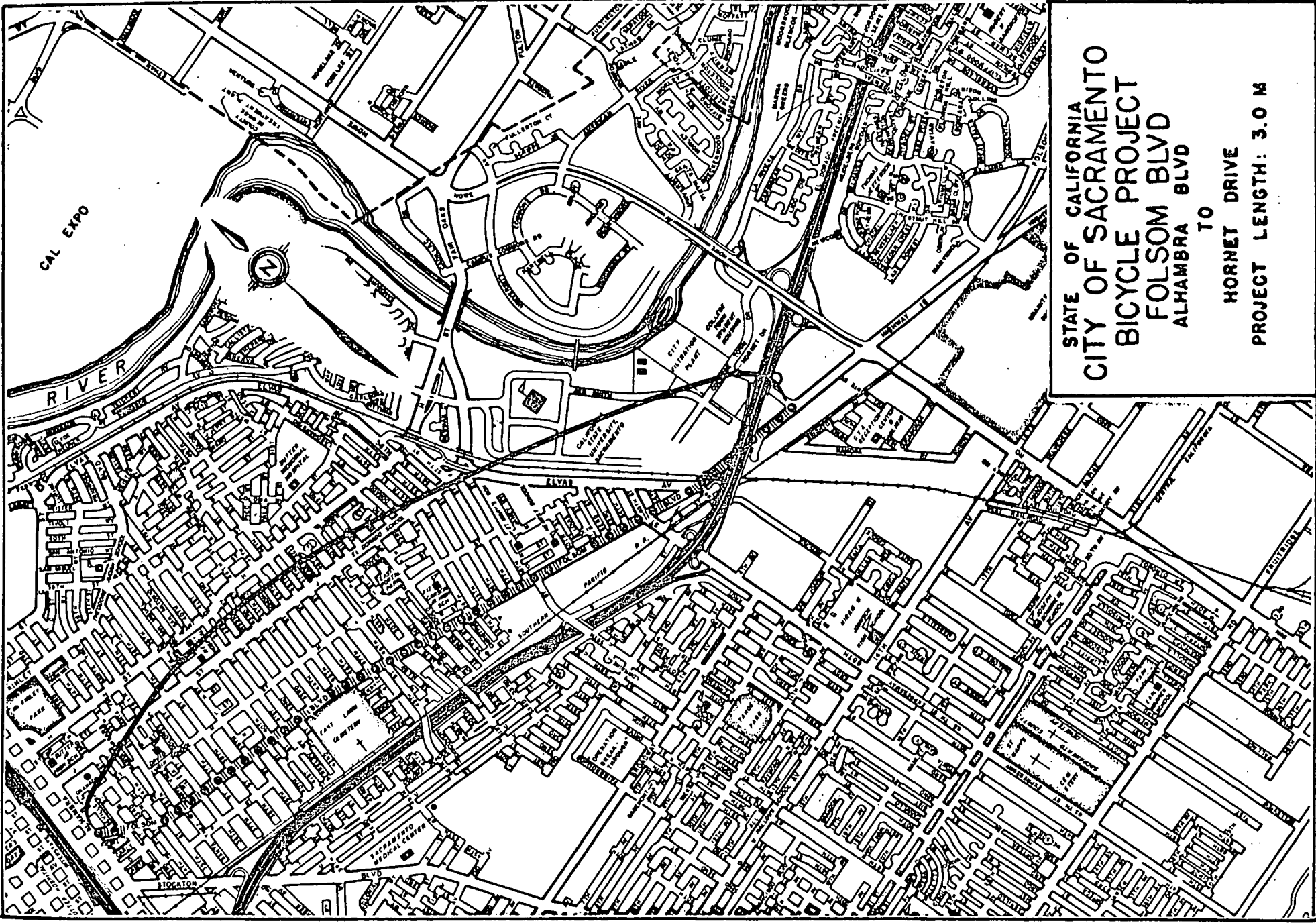
Labor per block - sign installation, \$18.33 per  
hr. 3,647.67

Labor per block - layout, paint, stencil, \$56 1,904.00

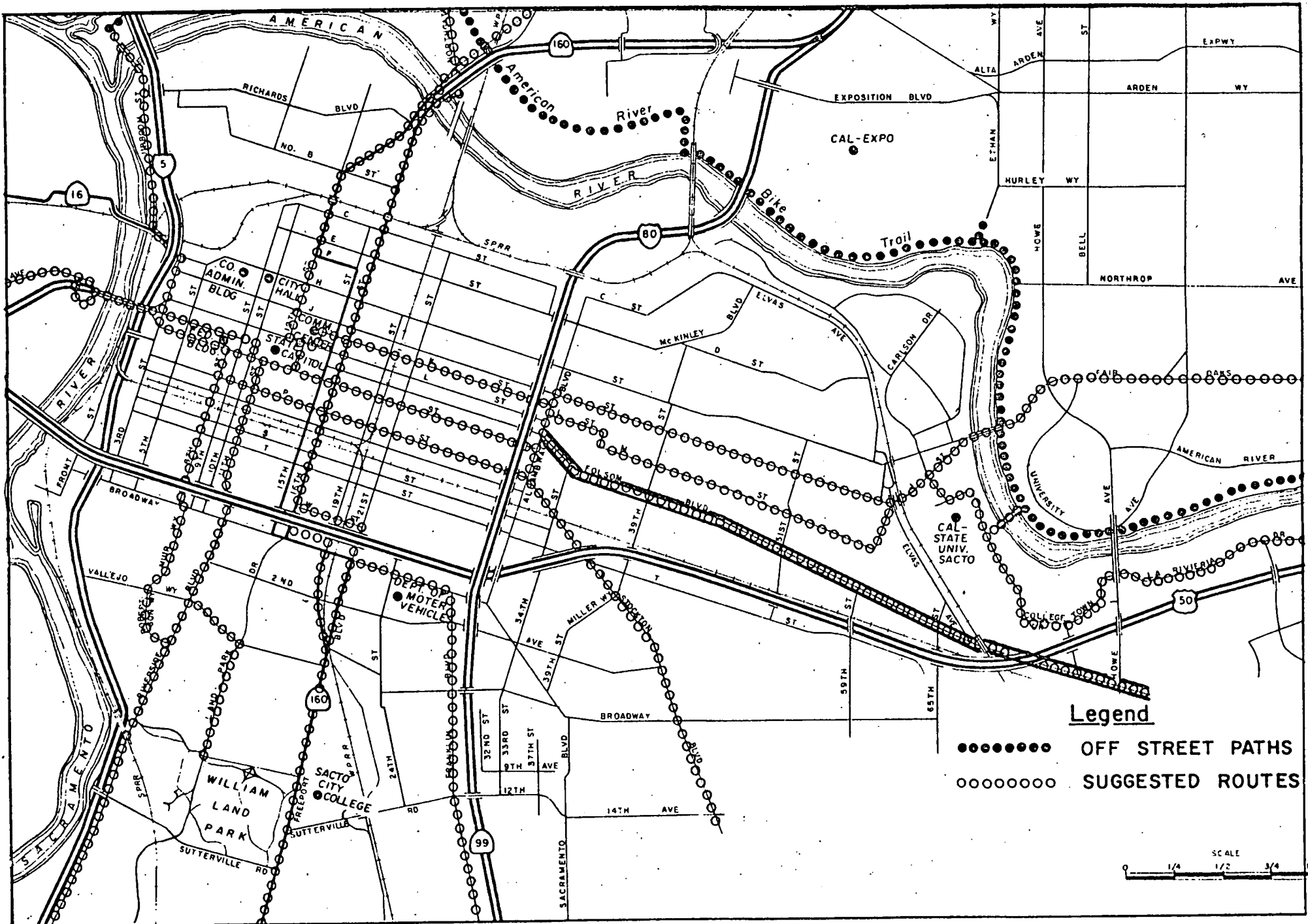
Contingency expenses (line removal, gutter im-  
provement 2,400.00

\$18,176.17

The project will be designed to meet design standards set forth in the "Planning and Design Criteria for Bikeways in California, 1978." The City of Sacramento Traffic Engineering Division will be responsible for designing and completing the project. The City of Sacramento Street Maintenance Division will be responsible for periodic sweeping of the completed project. If funding is made available by spring 1981, it is estimated the project can be completed by summer or early fall of 1981.

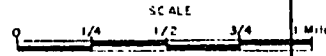


STATE OF CALIFORNIA  
CITY OF SACRAMENTO  
BICYCLE PROJECT  
FOLSOM BLVD  
ALHAMBRA BLVD  
TO  
HORNET DRIVE  
PROJECT LENGTH: 3.0 M



**Legend**

- OFF STREET PATHS
- SUGGESTED ROUTES



APPLICATION FOR FUNDING FROM THE BICYCLE LANE ACCOUNT  
FOR A BICYCLE TRANSPORTATION PROJECT AS AUTHORIZED  
BY SECTION 2385 OF THE CALIFORNIA BIKEWAYS ACT

BY

CITY OF SACRAMENTO  
TRAFFIC ENGINEERING DIVISION

NOVEMBER 1980

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## APPENDIX

- A. Bicycle Project, 24th Street, Location Map A
- B. Location Map B

I. APPLICATION FOR BICYCLE LANE ACCOUNT FUNDING: PROJECT SYNOPSIS

A. Applicant

City of Sacramento  
Traffic Engineering Division  
1023 J Street, Suite 202  
Sacramento, CA 95814

B. Project

Class III bike route along 21st Street from Sutterville Road to 20th Avenue, 20th Avenue from 21st Street to 23rd Street, 23rd Street from 20th Avenue to 22nd Avenue and 22nd Avenue from 23rd Street to 24th Street.

Class II bike lanes along 24th Street from 22nd Avenue to Meadowview Road.

Project Length: 4.4 miles

C. Funds Sought

\$20,500

D. Contact

Rick Moss  
Bicycle Facilities Coordinator  
1023 J Street, Suite 202  
Sacramento, CA 95814

(916) 449-5644

II. LOCATION AND DESCRIPTION OF PROJECT

The City of Sacramento has a population over 270,000. It has an area of 94 square miles with approximately one thousand miles of streets. The City serves both as the Capitol for the State of



California and the seat of government for the County of Sacramento. Most of the City is urbanized area. Because of its relatively flat terrain and its climate within the central valley area, Sacramento is particularly suited for bicycle use.

The City of Sacramento's application for funds under the California Bikeways Act is for construction of a proposed on-street bikeway project. The project consists of striping 4½ foot bike lanes for each direction of travel on 24th Street, from 22nd Avenue to Meadowview Road. A Class III bike route would be established along 21st Street from Sutterville Road to 20th Avenue, 20th Avenue from 21st Street to 23rd Street, 23rd Street to 24th Street (see Location Map, Appendix A). The total project length is approximately 4.4 miles.

### III. NEED FOR PROJECT

Twenty-Fourth Street serves as an access road for residents of south Sacramento to Sacramento City College and routes into the Central City.

The closest adjacent bikeways are along Riverside Boulevard and also near Land Park. On an average weekday, these bikeways have an average of 85 bicyclists during peak commuter periods. The additional bikeway along 24th Street will attract bicyclists who find these two facilities inaccessible.

The 1975 Sacramento Bikeway Master Plan includes the 24th Street Project in Phase One of the bikeway implementation program.

At the present time, 24th Street has four auto lanes averaging 12 feet in width. Bicyclists are forced to ride without any designated lane. Typical automobile traffic is approximately 8,000 vehicles per day in both directions. Completion of bicycle lanes along this route would promote the use of bicycles for recreation and commuting in this part of Sacramento.

Sacramento has one commuter bicycle organization. This organization has been consulted on the need for bicycle lanes along 24th Street and concur with the staff recommendations.

### IV. INTENT OF PROJECT

The intent of constructing the proposed bicycle route is as follows:

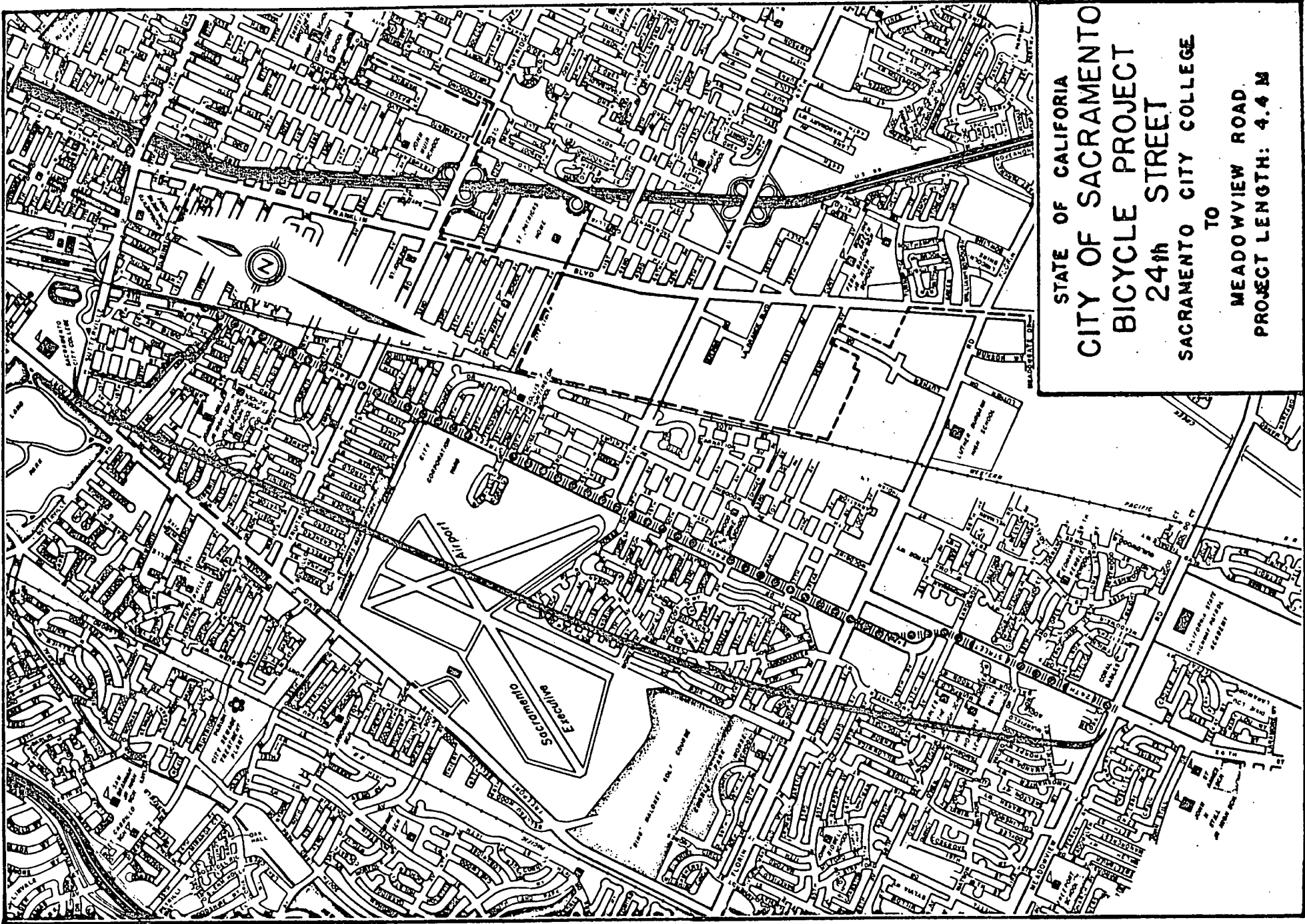


Class II

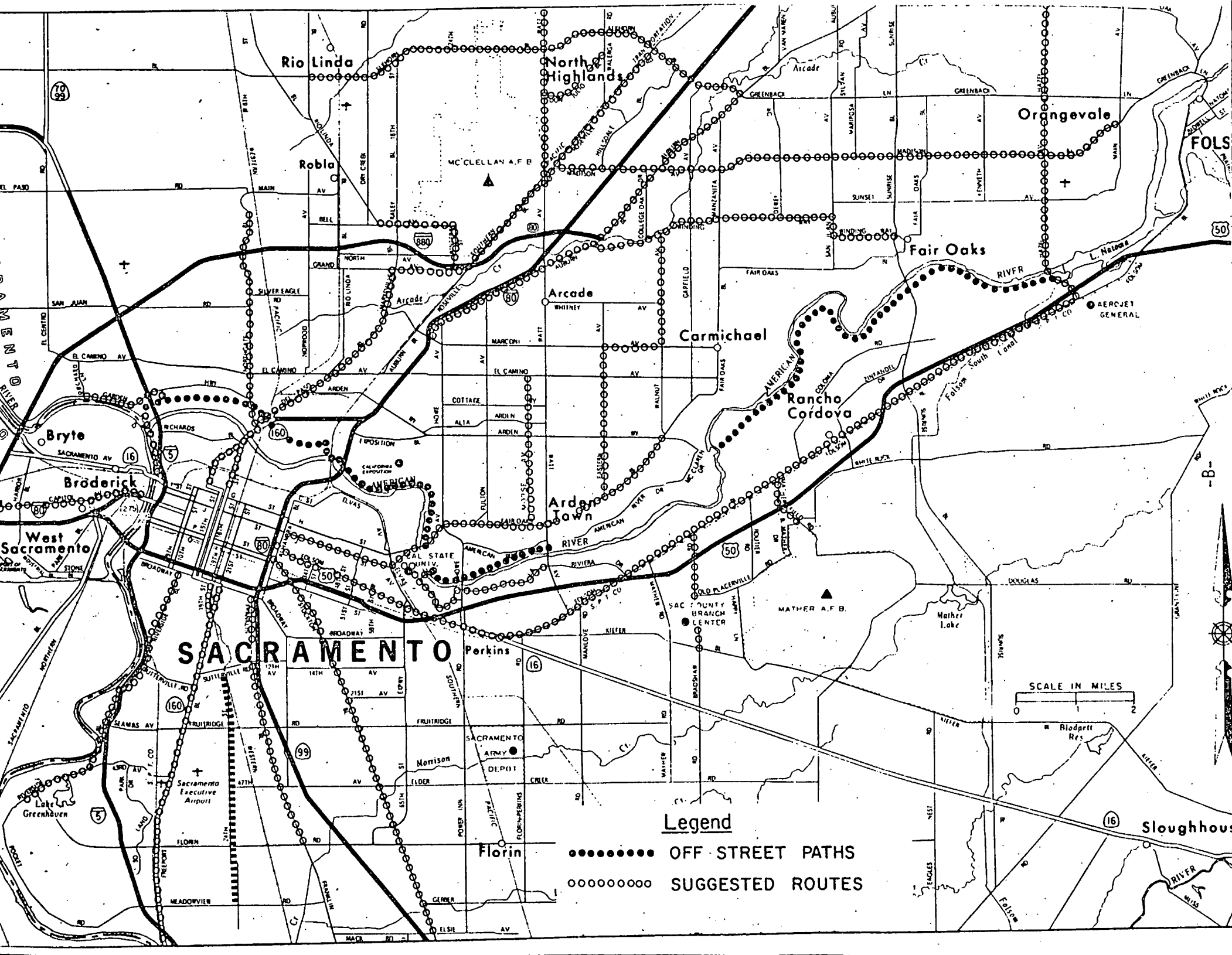
24th Street - 22nd Avenue to Meadowview Road

185 ea. R-26 Signs-Materials @ \$44.35 ea.	\$8,204.75
40 ea. G-93 Signs-Materials @ \$35.85 ea.	1,434.00
Materials, Paint and Beads @ \$22.35 per block	737.55
Labor per block, Sign installation, \$18.33 per hr.	604.55
Labor per block - Layout, paint, stencil, @ \$56	1,848.00
Contingency expenses (line removal, gutter improvement)	<u>10,000.00</u>
TOTAL	\$22,829.19

The project will be designed to meet design standards set forth in the "Planning and Design Criteria for Bikeways in California, 1978." The City of Sacramento Traffic Engineering Division will be responsible for designing and completing the project. The City of Sacramento Street Maintenance Division will be responsible for periodic sweeping of the completed project. If funding is made available by spring 1981, it is estimated the project can be completed by summer or early fall of 1981.



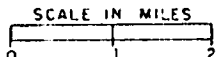
STATE OF CALIFORNIA  
CITY OF SACRAMENTO  
BICYCLE PROJECT  
24th STREET  
SACRAMENTO CITY COLLEGE  
TO  
MEADOWVIEW ROAD  
PROJECT LENGTH: 4.4 M



# SACRAMENTO

## Legend

- OFF STREET PATHS
- SUGGESTED ROUTES



16 Sloughhouse

RIVER

APPLICATION FOR FUNDING FROM THE BICYCLE LANE ACCOUNT  
FOR BICYCLE PARKING FACILITIES AS AUTHORIZED  
BY SECTION 2385 OF THE CALIFORNIA BIKEWAYS ACT

BY

CITY OF SACRAMENTO  
TRAFFIC ENGINEERING DIVISION

NOVEMBER 1980

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### APPENDIX

- A. Proposed Additional Bicycle Spaces
- B. Proposed Additional Bicycle Parking Spaces, Map

I. APPLICATION FOR BICYCLE LANE ACCOUNT FUNDING: PROJECT SYNOPSIS

A. APPLICANT

City of Sacramento  
Traffic Engineering Division  
1023 J Street, Suite 202  
Sacramento, CA 95814

B. PROJECT

Installing Class II bicycle parking facilities in City of Sacramento parking lots.

C. FUNDS SOUGHT

\$10,700

D. CONTACT

Rick Moss  
Bicycle Facilities Coordinator  
1023 J Street, Suite 202  
Sacramento, CA 95814

(916) 449-5644

II. LOCATION AND DESCRIPTION OF PROJECT

The City of Sacramento has a population over 270,000. It has an area of 94 square miles with approximately one thousand miles of streets. The City serves both as the Capitol for the State of California and the seat of government for the County of Sacramento. Most of the City is urbanized area. Because of its relatively flat terrain and its climate within the central valley area, Sacramento is particularly suited for bicycle use.

The City of Sacramento's application for funds under the California Bikeways Act is for purchase and installation of Class II parking facilities in City of Sacramento parking lots.



At present, bicycle parking facilities are provided at five of the City's 16 lots. Total spaces provided are 20 Class I and 115 Class III.

The proposed project would add an additional 175 Class II bicycle parking spaces.

### III. NEED FOR PROJECT

Recent studies by the United States Department of Transportation have shown that 50% of those surveyed in five U. S. cities said they were afraid their bicycle would be stolen if they rode it to work.<sup>1</sup> Given that this is a major deterrent to bicycle commuting, it is important to attempt to resolve this problem.

The proposed project would provide Class II bicycle parking facilities at locations throughout the core area of the Central City.

### IV. INTENT OF PROJECT

The intent of providing the proposed additional bicycle parking facilities is as follows:

- A. Encourage and promote the use of bicycles for commuting by providing secure bicycle parking facilities.
- B. Enhance the security of bicycles parked in the Central City.

### V. PARKING MANAGEMENT PLAN

The City of Sacramento has completed a draft Parking Management Plan as mandated by the regional Air Quality Plan. Several measures are designed to develop incentives and facilities to encourage single-occupant automobile drivers to select an alternative transportation mode such as bicycles. The proposed increase in bicycle parking facilities will partially satisfy the requirements of the Parking Management Plan.

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<sup>1</sup>U.S. Department of Transportation, Federal Highway Administration, Bicycle Transportation for Energy Conservation, April 1980.

VI. PROJECT FINANCING AND IMPLEMENTATION

As proposed, the entire cost of the Bicycle Parking Facilities project would be \$11,881.01. Bicycle Lane Account funds at 90% maximum participation would be \$10,700. Preliminary cost estimates are given below:

Bicycle Parking Facilities Project Cost Estimate

108 Rally Racks, Model 200 (or equivalent), \$37 each	\$ 3,996.00
67 Rally Racks, Model 300 (or equivalent), \$75 each	5,025.00
6% California State Sales Tax	541.26
Cost of Installation:	
Labor, \$18 per hour (2 workers install 4 per hour)	1,575.00
Equipment, \$17 per hour	743.75
TOTAL	<u>\$11,881.01</u>

PROPOSED ADDITIONAL BICYCLE SPACES

	Existing Spaces/ Class	Proposed Additional Spaces/Class	Type <sup>1</sup>	Cost
City Lot A (7th & L Streets)	2/I	12/II	RR-200	\$ 444
City Lot B (10th & I Streets)	0	12/II	RR-200	444
City Lot C (15th & H Streets)	0	8/II	RR-200	296
City Lot E (13th & J Streets)	6/I	15/II	RR-200	555
City Lot G (3rd & L Streets)	0	25/II	(15) RR-200 (10) RR-300	1,305
City Lot H (10th & L Streets)	6/I 84/III	20/II	RR-300	1,500
City Lot K (5th, 6th, J, K Streets)	4/I 15/III	20/II	(15) RR-200 (5) RR-300	930
City Lot O (Front & L Streets)	0	7/II	RR-200	259

<sup>1</sup>The City of Sacramento proposes to install bicycle parking facilities manufactured by RALLY RACKS, or equivalent, of Sonoma, California. The two models have been chosen on the basis of security needed at each lot and space available for installation. Model RR-200 costs \$37 per unit, and Model RR-300 costs \$75 per unit.

PROPOSED ADDITIONAL BICYCLE SPACES - Page 2

City Lot P-1 (I-5 & J Streets)	0	7/II	RR-300	\$ 525
City Lot P-2 (I-5 & J Streets)	0	10/II	RR-300	750
City Lot R (Front Street & Capitol Mall)	2/I 16/III	10/II	RR-300	750
City Lot U (4th & J Streets)	0	11/II	RR-200	407
City Lot V (5th & J Streets)	0	13/II	RR-200	481
City Lot W (I-5 & I Streets)	0	5/II	RR-300	375

---

TOTALS

20/I  
115/III

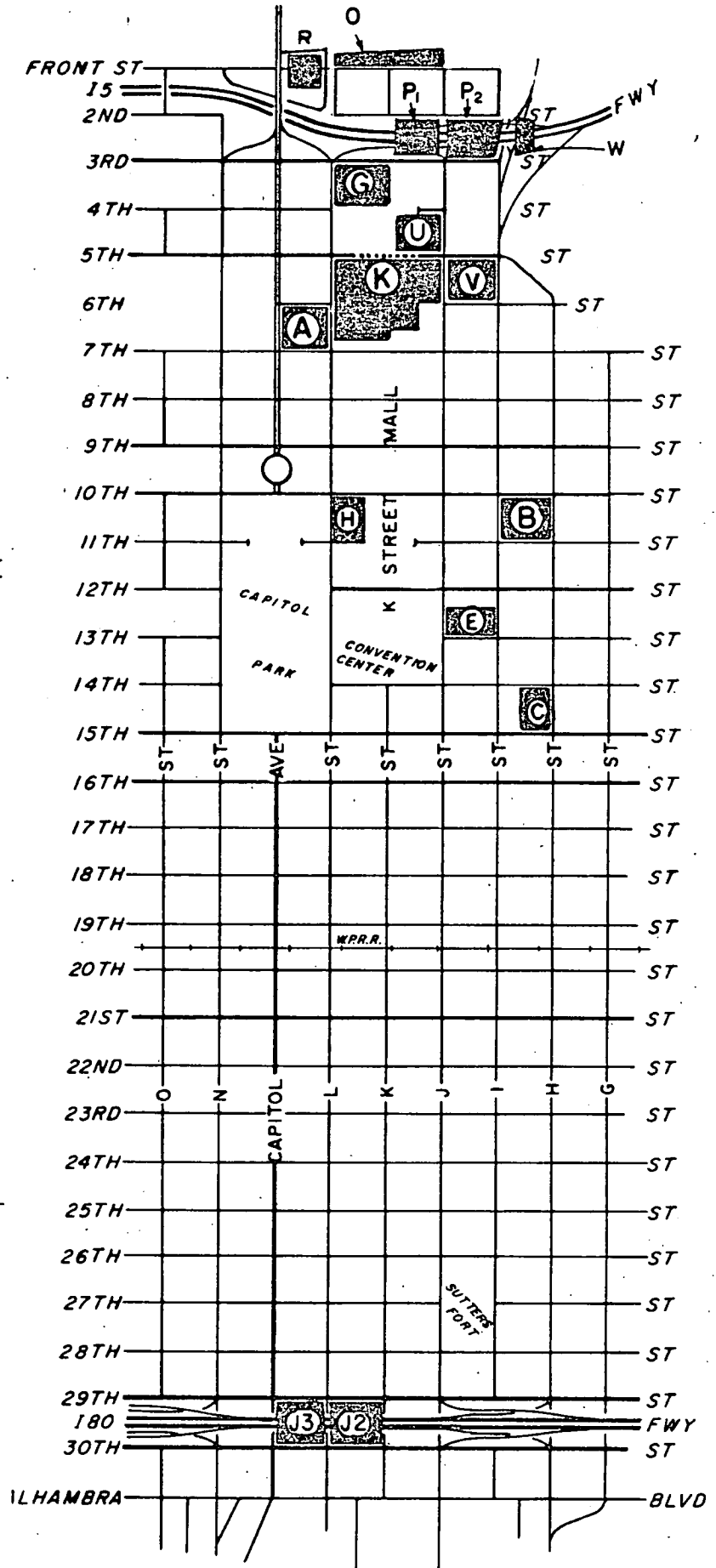
175/II

(608) RR-200  
(67) RR-300

\$9,021

BICYCLE PARKING SPACES

Lot	Existing	Proposed Additional
A	2 Class I	12 Class II
B	0	12
C	0	8
E	6 Class I	15
G	0	25
H	0	20
K	6 Class I, 84 Class III	20
O	4 Class I, 15 Class III	7
P-1	0	7
P-2	0	10
R	0	10
U	2 Class I, 16 Class III	11
V	0	13
W	0	5
	20 Class I	175 Class II
	115 Class III	



CITY OWNED  
PUBLIC PARKING FACILITIES