



REPORT TO COUNCIL

City of Sacramento

915 I Street, Sacramento, CA 95814-2604
www. CityofSacramento.org

CONSENT
November 17, 2009

**Honorable Mayor and
Members of the City Council**

**Title: Ordinance Amendment Allowing Bicycles on Portions of the K Street
Pedestrian Mall**

Location/Council District: K Street Pedestrian Mall/District 1

**Recommendation: 1) Review an Ordinance amendment to Title 12, section 44 of the
City Code relating to Bicycles on K Street, and 2) pass for publication the Ordinance
title as required by Sacramento City Charter 32(c) to be adopted November 24, 2009**

Contact: Chris Dougherty, Associate Planner, 808-5680

Presenters: Chris Dougherty

Department: Transportation

Division: Office of the Director

Organization No: 15001041

Description/Analysis

Issue: Current City Code section 12.44.070 prohibits bicycle riding on pedestrian malls. This proposed ordinance amendment will remove the restrictions for bicycle riding on portions of the K Street Pedestrian Mall to provide a better cycling connection to Old Sacramento and the K Street Mall.

Policy Considerations: The proposed City Code amendment is consistent with the City of Sacramento Strategic Plan's three year goals of improving and expanding public safety and achieving sustainability and livability.

Environmental Considerations:

California Environmental Quality Act (CEQA): This activity is not subject to the California Environmental Quality Act (CEQA) because it does not constitute a "project" as defined in section 15378 of the CEQA Guidelines.

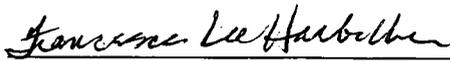
Sustainability Considerations: This project is consistent with the City's Sustainability Master Plan. It conforms with the Air Quality Focus Area by improving and optimizing transportation infrastructure.

Commission/Committee Action: Proposed City Code changes were presented to the Disabilities Advisory Commission (DAC) on October 5th 2009. Staff brought the item back to the DAC after it initially acted to oppose the project but rescinded the action. When staff returned, the DAC: approved the project from 13th Street to 12th Street with the condition that bicycle traffic be separated from pedestrian traffic, approved the project from 12th Street to 7th Street with the addition of audible crossing signals, and did not approve bicycle traffic on the section of K Street from 4th Street to 2nd Street. This proposed City Code change was presented to the Bicycle Advisory Committee (BAC) on October 13th, 2009. The BAC approved the project. On September 15th, 2009 the Law and Legislation Committee voted to approve the project and forward to City Council for adoption.

Rationale for Recommendation: The proposed City Code amendments are necessary to allow bicyclists to ride on the K Street Pedestrian Mall which opens additional routes for bicyclists in the downtown area and Old Sacramento.

Financial Considerations: There are no financial considerations associated with this action. Subsequent to the adoption of this ordinance, the Department of Transportation will initiate a construction project that will modify the existing signage, add new signage and traffic controls and other related improvements. Funds to design and construct this project will come from the Downtown Transportation System Management Program Capital Improvement Program (T15100700).

Emerging Small Business Development (ESBD): There are no ESBD considerations as there are no goods or services being purchased.

Respectfully Submitted by: 
Francesca Halbakken
Operations Manager

Approved by: 
Jerry Way
Director of Transportation

Recommendation Approved:



Ray Kerridge
City Manager

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Attachment 1**Background:**

Existing city code provisions prohibit bicycling on the K Street Mall. These provisions were enacted because the mall was designated primarily for use by pedestrians. The proposed City Code amendment allows bicycles on portions of the K Street Pedestrian Mall. The area includes the sections of K Street from 13th Street to 7th Street and from 4th Street to 2nd Street. This will allow bicycle traffic throughout the K Street Mall with the exception of Westfield Downtown Plaza. This will increase the bicycle connectivity through the Central Business District and to Old Sacramento. Additionally, allowing bicycles on K Street will provide a safer environment for slower, more casual riders than the faster J and L Streets.

A stakeholder group was assembled who discussed at length the safety concerns associated with this project. The stakeholder group consisted of representatives from Regional Transit, the Police Department, a representative from the Disabled Advisory Committee, Sacramento Area Bicycle Advocates and Economic Development.

With safety as the primary concern with the reintroduction of bicycles on K Street, the stakeholder group identified several safety concerns when mixing light rail, bicycle and pedestrian traffic. They are the following:

- The light rail tracks are a potential fall hazard for cyclists.
- Potential pedestrian/bicycle conflicts.
- Lack of signalized intersections for bicycle crossing.

The proposed ordinance amendment will only allow bicycle traffic in the travel lanes in the areas between the yellow detectable warning strips. Bicycles would not be allowed on the sidewalk areas of K Street. This is consistent with the exclusion of bicycles from sidewalks in the remainder of the City (with the exception of residential areas). Additionally, the bicycles would be limited to a 10 mile per hour speed limit.

Staff's recommendations to address these concerns are primarily through additional signage throughout the mall. The signage would address the following:

- The dangers of bicycle tires getting stuck in the tracks, causing a fall
- 10 mph speed limit for bicycle traffic
- Yield to both pedestrians and light rail at all times
- To use the pedestrian crossing signals to cross the intersections.

With the increased signage and the level of enforcement on the K Street Pedestrian Mall staff believes that the potential safety concern can be mitigated sufficiently.

During the "Fix I-5" Project, the Department of Transportation temporarily opened up the K Street mall to bicycle traffic to provide additional bicycle commute opportunities. There were no incidents or conflicts with light rail or pedestrians reported.

ORDINANCE NO. 2009-

Adopted by the Sacramento City Council

Date Adopted 00/00/0000

AN ORDINANCE AMENDING SECTIONS 12.44.070 AND 12.44.090 OF CHAPTER 12 OF THE SACRAMENTO CITY CODE, RELATING TO BICYCLE RIDING ON PEDESTRIAN MALLS

BE IT ENACTED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1

Section 12.44.070 of the Sacramento City Code is amended to read as follows:

12.44.070 Bicycle riding and parking.

A. Except as authorized under subsection B of this section, or Chapter 5.94 of this code regarding the regulation of pedicabs, no person shall ride a bicycle upon that portion of K Street Mall between 7th Street and 4th Street.

B. The provisions of subsection A of this section shall not apply to the following persons:

1. Peace officers, as defined in Penal Code Section 830, who are on scheduled duty and who are acting within the course and scope of their employment.

2. Employees of the Sacramento downtown district (hereafter "district") who meet all of the following standards: (i) perform guide or related services as employees of the district; (ii) are on scheduled duty and are acting within the course and scope of their employment with the district; (iii) have been designated in writing by the district as required to ride a bicycle; and (iv) have received a permit from the city manager after making written application therefore.

3. On-duty emergency medical personnel as designated by the fire chief of the city.

C. The city manager shall, prior to issuance of any permit pursuant to subsection (B)(2) of this section, develop and implement an appropriate application form, criteria to implement the standards set forth in subsection (B)(2) of this section, and a form of permit. No permit shall be issued without a written request from the district, which designates individual employees as being required to ride bicycles in the

course and scope of their duties as employees of the district. The city manager may limit the number of permits issued pursuant to this section.

SECTION 2

Section 12.44.090 of the Sacramento City Code is amended to read as follows:

12.44.090 Speed.

No person shall operate any vehicle on any mall at a speed of more than five miles per hour; provided, however, that this speed limit shall not apply to the light rail transit vehicles and shuttle buses (thirty (30) passengers or less) operated by the Sacramento regional transit district. It is understood that light rail transit vehicles are governed by and shall operate in compliance with the regulations of the California Public Utilities Commission relating to the speed of light rail vehicles on pedestrian malls such as the K Street mall. Shuttle buses and bicycles shall not be operated on any mall at a speed faster than is reasonable under the circumstances but in no event more than ten (10) miles per hour.

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12.44.070 Bicycle riding and parking.

A. Except as authorized under subsection B of this section, or Chapter 5.94 of this code regarding the regulation of pedicabs, no person shall ride a bicycle upon that portion of K Street Mall between 7th Street and 4th Street. Any mall, except that portion of 13th Street between the north right of way line of K Street and the south right of way line of K Street. ~~Nothing in this section shall be constructed so as to prohibit the walking or pushing of a bicycle upon a mall. The parking of bicycles upon a mall is prohibited except designated bicycle parking racks provided by the city.~~

B. The provisions of subsection A of this section shall not apply to the following persons:

1. Peace officers, as defined in Penal Code Section 830, who are ~~actually~~ on scheduled duty and who are acting within the course and scope of their employment.

2. Employees of the Sacramento downtown district (hereafter "district") who meet all of the following standards: (i) perform guide or related services as employees of the district; (ii) are ~~actually~~ on scheduled duty and are acting within the course and scope of their employment with the district; (iii) have been designated in writing by the district as required to ride a bicycle; and (iv) have received a permit from the city manager after making written application therefore.

3. On-duty emergency medical personnel as designated by the fire chief of the city.

C. The city manager shall, prior to issuance of any permit pursuant to subsection (B)(2) of this section, develop and implement an appropriate application form, criteria to implement the standards set forth in subsection (B)(2) of this section, and a form of permit. No permit shall be issued without a written request from the district, which designates individual employees as being required to ride bicycles in the course and scope of their duties as employees of the district. The city manager may limit the number of permits issued pursuant to this section.

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Attachment 1**Background:**

The J Street Two-Way Conversion Project (T15008005) is part of the Central City Two-Way Conversion Project (T15008001) that was approved by the City Council on March 20, 2007. This project consists of converting J Street between 30th Street and Alhambra Boulevard from one-way to two-way operations. The conversion will result in two lanes eastbound and one lane westbound, with parking on both sides of the street.

Improvements will include signal modifications at the intersections of J and 30th Streets, and J Street and Alhambra Boulevard, and signing and striping modifications within the project boundaries.

The project was advertised and bids were received on October 7, 2009. The bids are summarized below:

Contractor	Bid Amount	ESBE Participation
M & M Electric	\$127,735.50	27.6%
Pacific Excavation	\$137,588.50	6.7%
Steiny & Company, Inc.	\$176,120.50	16.6%
Angelo Utilities	\$181,298.22	49.4%
Richard A. Heaps	\$193,224.50	22.2%

The Engineer's estimate was \$125,000. It is recommended the contract be awarded to M & M Electric for its lowest responsible bid.

Construction is anticipated to begin in November 2009 and completed in March 2010.

The striping portion of the project will be done in two phases. The first phase of the striping will be temporary and will be done in paint as part of the two-way conversion. The permanent striping with thermoplastic which requires warm weather for installation will be done in late spring or early summer of 2010, as part of the 2010 slurry seal project.

Attachment 2

RESOLUTION NO.

Adopted by the Sacramento City Council

**APPROVING PLANS AND SPECIFICATIONS AND AWARDED
CONTRACT FOR THE J STREET TWO-WAY
CONVERSION PROJECT (T15008005)**

BACKGROUND

- A. This project consists of converting J Street between 30th Street and Alhambra Boulevard from one-way to two-way operations.
- B. Bids were received and M & M Electric is the lowest responsible bidder.

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

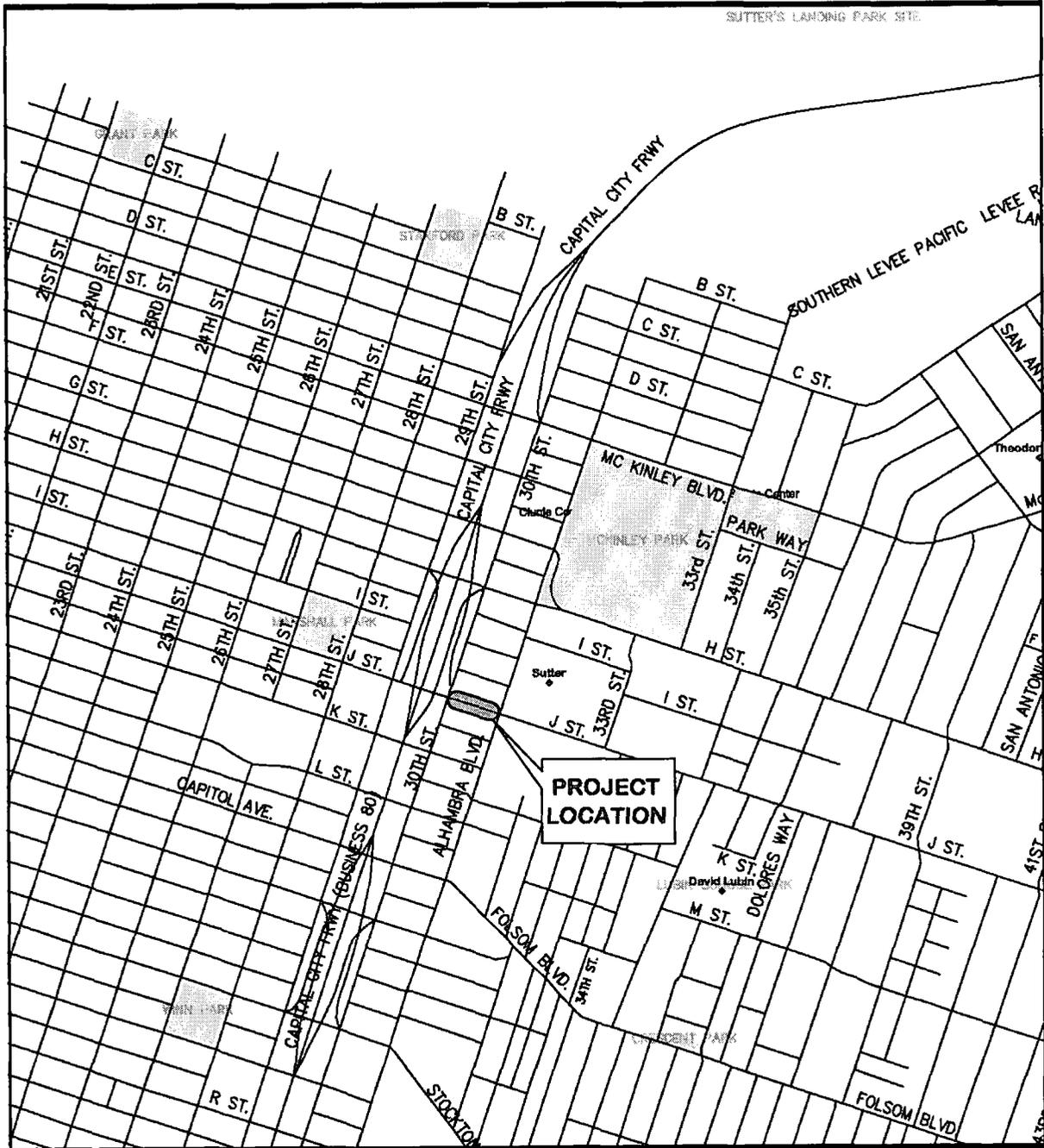
- Section 1. Plans and specifications for the J Street Two-Way Conversion Project (T15008005) are approved.
- Section 2. The City Manager is authorized to award a construction contract to M & M Electric for an amount not to exceed \$127,735.
- Section 3: Exhibit A is hereby incorporated into and is a part of this resolution.

Table of Contents:

- Exhibit A: Map of J Street Two-Way Conversion Project (T15008005)

EXHIBIT A

**Location Map for
J STREET TWO-WAY CONVERSION PROJECT
(T15008005)**



Department of
TRANSPORTATION
City of Sacramento

Map Contact
A. Del Carmen
Nov. 2009

