



# CITY OF SACRAMENTO

27

TRAFFIC ENGINEERING DIVISION  
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CITY MANAGER'S OFFICE

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January 21, 1980

FILED

RECEIVED

JAN 21 1980

By the City Council  
Office of the City Clerk

*Cont'd to  
2-5-80*

JAN 29 1980

City Council  
Sacramento, California

Honorable Members in Session:

SUBJECT: Riverside Parking Removal for Bicycle Lanes

## SUMMARY

The City Council requested the Traffic Engineering staff to review various alternatives for the routing of a bicycle route to mitigate the removal of parking along certain segments of Riverside Boulevard.

## BACKGROUND INFORMATION

The Traffic Engineering Division Bicycle Coordinator and Assistant Traffic Engineer have reviewed the various viable alternatives in the field. The Bicycle Coordinator has prepared a report describing the various alternatives and it has been attached to provide additional background information.

As the City Council requested, handouts were given to the affected residents and to apartment managers so that they could contact the staff for information or attend the January 2, 1980 City Council meeting to express their opinions on this matter. Only one person chose to attend that City Council meeting, and we have contacted him to discuss the matter further.

The proposed parking removal sent to the City Council on December 10, 1979 covered Riverside Boulevard on the east side between Derick Way and Weber Way and on the west side between Rio Lane and Piedmont Drive as well as from Casilada Way to south of 35th Avenue.

The addition of the on-street bicycle path between Derick Way and 35th Avenue will make this north-south bikeway the longest continuous one in the City. It will cover a total distance of 5½ miles. The route will go from the State Capitol south via 11th Street between Capitol and Interstate 80 and then continue along Riverside Boulevard between Interstate 80 and Greenhaven Drive to the Pocket Area.

FINANCIAL DATA

The cost of the bicycle program has been budgeted in the 1979-80 Street Capital Improvement Program. Twenty-Five Thousand Dollars of gas tax money is available for this fiscal year. This project will cost about \$7,300 as currently proposed so adequate funding is available.

RECOMMENDATION

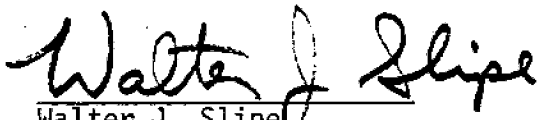
It is recommended that parking be removed as recommended in the letter to the City Council dated December 10, 1979 so that a Class II bicycle route can be provided on Riverside Boulevard.

Respectfully submitted,



L. M. Frink  
Traffic Engineer

Recommendation Approved:



Walter J. Slipe  
City Manager

LMF/mf  
Attachment

January 29, 1980  
District 7

# THE RIVERSIDE BOULEVARD BICYCLE ROUTE

## ALTERNATIVE STUDY

### PURPOSE

The purpose of this report is to present a description of alternatives for the Riverside Boulevard Bicycle Route between Derick Way and 35th Avenue.

It is the intent of this study to examine and evaluate alternative routes based on safety, physical characteristics, route directness and accessibility. The original route met the above criteria; however, the "no Parking" regulations that would be required have been questioned. It should also be considered that similar situations regarding parking restrictions, as presented on Riverside Boulevard, may occur in the future for other approved bicycle routes.

### DEFINITIONS

The following descriptions of bikeways have been defined in Section 2373 of the Streets and Highways Code:

#### Class I Bikeway (Bike Path or Bike Trail)

Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

#### Class II Bikeway (Bike Lane)

Provides a restricted right-of-way designated for the exclusive or semiexclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motor vehicles permitted.

#### Class III Bikeway (Bike Route)

Provides a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

### INTRODUCTION

The Riverside Bicycle Route facilitates the commuter and recreational bicyclist. It would be the longest bicycle route within the City Limits. Collectively, it would measure  $5\frac{1}{4}$  miles. It would serve the downtown area starting at the Capitol on 11th Street, continuing on Riverside Boulevard to Greenhaven Drive. At the present time,  $3\frac{1}{4}$  miles of this project have been completed. A small segment on Riverside Boulevard between X Street and Beverly Way will be striped later this year, thus connecting the Capitol and Derick Avenue.

The portion of Riverside Boulevard Bicycle Route between Derick and 35th Avenue would affect the plans of the Sacramento River Parkway. The Parkway, once constructed, would provide off-street bicycle route facilities. In order to promote continuity of the off-street facility, it is necessary to designate a route on Riverside Boulevard between 25th Avenue and 35th Avenue, and on Riverside Boulevard to Greenhaven Drive.

The original route remains the most viable alternative. However, four other alternatives will be discussed. The alternatives are: (1) to designate the route on Riverside Boulevard between Derick Way and 35th Avenue as a Class III Bike Route, (2) to pave an off-street bike route in conjunction with a Class III sidewalk route, (3) to utilize various residential streets by passing Riverside Boulevard, and (4) not designate a bike route on Riverside Boulevard between Derick Way and 35th Avenue. Each alternative will be addressed below.

Original Route: The original plan restricts parking on Riverside Boulevard between Derick Way and Weber Way on the east side, and both sides of Rio Lane and Piedmont, along with the west side of Casilada Way and 35th Avenue. The "no parking" regulations on Riverside Boulevard would allow adequate width to restripe two motor vehicle lanes in each direction and two bicycle lanes in each direction. This route would provide directness and continuity to the Sacramento River Parkway and the Riverside Boulevard Bicycle Route.

Alternate 1: The first alternate designates Riverside Boulevard between Derick Way and 35th Avenue as a Class III bike route. The Class III routes provide continuous and direct travel in bicycle demand corridors by placing bike route signs along the roadway. Since the facilities are shared with motor vehicles, its establishment is utilized only when Class I or II bikeways are not feasible.

This will allow parking to remain on Riverside Boulevard.

Alternate 2: The second alternative would be an off-street bike route utilized in conjunction with a bike route on the sidewalk.

The off-street bike route would be constructed for northbound bicycle travel between Seamas Avenue and 25th Avenue. The four-foot wide asphalt bike route would be separated from the existing sidewalk. A steep slope between Dorset and Sagamore, and the sound wall located near Piedmont, would prohibit the construction of the off-street bike route. At these sites, widening of the existing sidewalk to accommodate the bicyclist and the pedestrian will be required. The pedestrian overcrossing at Casilada Way would necessitate cutting the fence and leveling the area in order to install the bike route. Removal and relocation of sprinkler heads would be required between Piedmont Way and Rio Lane.

The bicycle route southbound between Seamas and 25th Avenue would be designated on the sidewalk. The potential hazards to the bicyclist would be produced by visual interference of parked cars and motorists not expecting bicyclists traveling at higher speeds than pedestrians on the sidewalk.

The bike route between 25th Avenue and Derick Way would also be designated on the sidewalk. This poses the same problems as stated previously. The southbound bike route would create highly hazardous conditions due to the narrow four-foot sidewalk wedged between the sound wall and the street. The bicyclist has no alternative mobility in case of emergency except to use the street.

Alternate 3: In order to bypass the segment on Riverside Boulevard under dispute, the following alternative routes were studied:

- (a) From the original route via Volz Drive, South Land Park, 35th Avenue to Riverside Boulevard.
- (b) From the original route via Brownwyk Drive, Euclid Avenue to Riverside Boulevard.
- (c) From the original route via Brownwyk Drive, Euclid Avenue, 27th Avenue, Elmer Way, Karbet Way, Seamas Avenue, Lonsdale Drive, 35th Avenue to Riverside Boulevard.

Each of the street routes described above would increase the distance the bicyclist must travel. Commuting bicyclists generally choose the arterial routes in order to minimize delays. If the desired route is inadequate, then a closely parallel street may be selected. However, the routes available near Riverside Boulevard neither closely parallel nor provide a direct route between the segment under discussion. When the bikeway is not located along the desired line, then inconvenience will probably keep most bicyclists from using it.

The usage of alternate residential streets, particularly 35th Avenue, would face the same difficulties as on Riverside Boulevard. The "no parking" regulations may be required on one or both sides of the street in order to accommodate the bike lanes.

The safety of the bicyclist is another concern. The critical area of hazard occurs while making turns at intersections and passing driveways. On the alternate streets, additional turns and intersections increase the point of conflict for the cyclist.

Alternate 4: The final alternate would be not to place a bike route between Derick Way and 35th Avenue. The secondary priority and discontinuity given to bicyclists on this route would probably discourage its usage.

#### PARKING

The complaint about loss of parking presented to the Council was from an owner of an apartment complex on the east side of Riverside Boulevard between Derick Way and Weber Way. This apartment complex has 18 units and 18 off-street parking spaces. Before the freeway was constructed, there was a large unpaved area on public right-of-way in front of the apartments that was used for parking by the tenants.

Residents and/or property owners on Riverside Boulevard have two options they may exercise. They may opt to purchase property nearby and construct off-street parking in order to supplement present off-street parking space. Or they may choose to utilize the street parking available to the public on the adjacent streets. We do not feel the City has any obligation to provide on- or off-street parking for this apartment development.

CONCLUSION

The priorities of the alternatives presented in this study should be evaluated on safety, directness and continuity.

The original recommendation would provide a direct and safe route. It would promote the continuity of the longest bicycle route in the Bikeway Master Plan.

The Alternative 1, Class III Bike Route adds continuity to a route. However, bicyclists are given secondary priority in the use of the facilities. The lack of a designated separation, such as striping, may cause conflict between the motorist and bicyclist.

Safety is a key factor in the evaluation of alternatives. Alternate 2 would utilize an off-street bikeway in conjunction with a Class III Bike Route on the sidewalk. In general, sidewalk usage for bicycle travel is unsatisfactory due to high hazards created by physical conditions.

The Alternate 3 (Class II Bike Route) and Alternate 4 (no bike route) lack continuity and direction. These major drawbacks may render the route unusable by most bicyclists.

*Cheryl Shiba*

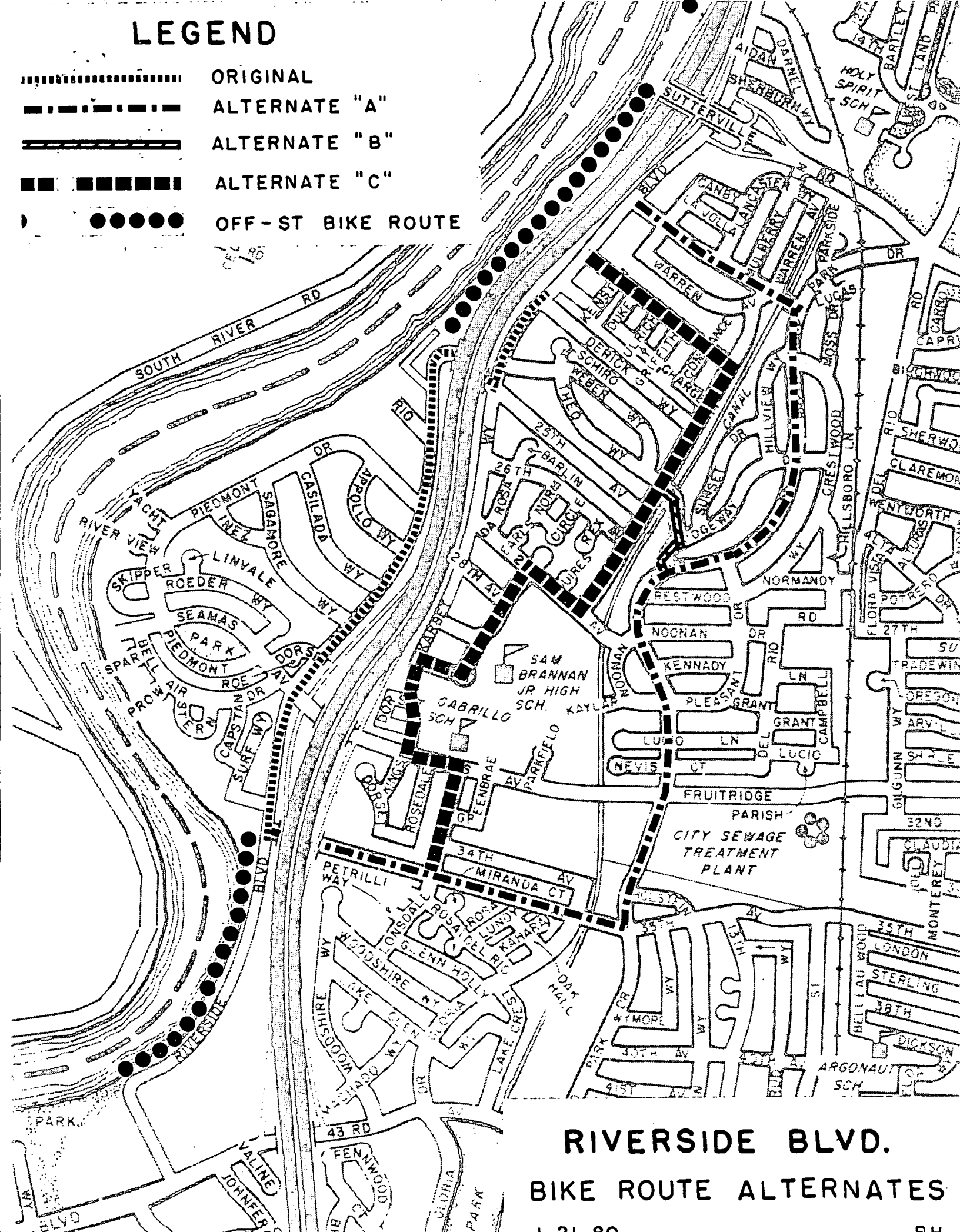
Cheryl Shiba  
Bicycle Coordinator

January 21, 1980

CS/mf  
Attachment

# LEGEND

- ..... ORIGINAL
- ALTERNATE "A"
- ===== ALTERNATE "B"
- ALTERNATE "C"
- OFF-ST BIKE ROUTE



**RIVERSIDE BLVD.  
BIKE ROUTE ALTERNATES**



# capitol bicycle commuters assn. 27

P. O. BOX 1541  
SACRAMENTO, CA 95807

January 21, 1980

Councilwoman Lynn Robie  
Sacramento City Hall  
Room 202  
915 "I" Street  
Sacramento, CA 95814

Dear Ms. Robie:

As you requested, we have reviewed that portion of Riverside Boulevard between Sutterville Road and 43rd Avenue. In addition to the field review, we talked to several commuters who use that corridor. Based on these conversations and our field review, we recommend the following action by the City Council:

- That the City Council eliminate parking as proposed between Derrick Way and Weber Way for the following reasons:
  1. Riverside Boulevard provides for commuter access between the Pocket area and downtown Sacramento.
  2. There is no other reasonable alternate that will serve and be used by bicycle commuters.
  3. The portion of Riverside Boulevard under consideration appears to be the only section that has not had parking removed. It should be noticed also that from a traffic safety standpoint that it is narrow in addition to being on a horizontal curve.
  4. It appears that the few cars to be displaced from the east side of the street could find alternative parking on the side streets.
  5. The 1978 Bikeways Map for the City of Sacramento shows Riverside Boulevard having a designated lane, on-street all the way to 25th Avenue.

In addition to the above recommendations, we would suggest that in the future the City consider eliminating parking and pave shoulders on those portions of Riverside Boulevard southerly from 25th Avenue to 43rd Avenue which lead into the Pocket area.





Councilwoman Lynn Robie

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January 21, 1980

It has been our pleasure to review this portion of the City's commuter routes for you and to offer our recommendations. We look forward to helping you in any way that we can in the future. If you need any further information, please feel free to contact us.

Sincerely,

A handwritten signature in cursive script that reads "Jim Baetge". The signature is written in dark ink and is positioned above the typed name.

JIM BAETGE  
President, CBCA