

City of Davis Bicycle Lane History

CHRONOLOGY OF CITY COUNCIL ACTIONS/HISTORY

MARCH 1963 through JUNE 1967

Compiled by Duane Copley – September 2007

Dec. 14, 1964 Received petition from 533 citizens to provide bicycle paths on all arterial and collector streets, to provide bicycle parking in shopping centers, and to take these steps now before growth.

Letter from PTA Council urging attention to bicycle safety education, bicycle parking downtown, aggressive enforcement of traffic rules for bicycle riders, and completion of the 3rd St. mall to facilitate bicycle traffic.

The City Administrator recommended augmenting the Traffic Commission with representatives of interest groups to give the bicycle safety problem a thorough review. Frank Child and the PTA rep spoke of experiences in other countries. One citizen stated she believed bicyclists should be encouraged to avoid arterial streets. The City Council expressed concern about the problem and asked the Traffic Commission, as augmented, to do a wide range of study about the total problem of bicycle safety. Chief Bartholomew stated there were 7,280 licensed bicycles, with about 10% more unlicensed.

Jan. 25, 1965 The PTA Council presented a petition signed by 1,147 residents requesting solutions to traffic hazards confronting children and related issues. The City Administrator reported the augmented Traffic Commission will be meeting on this subject soon and will report to the Council for review during budget sessions. The Council commented on the seriousness of the situation and want recommendations for feasible solutions.

Nov. 8, 1965 The City Council discussed a letter from Frank Child on the subject of bicycle traffic and providing bicycle pathways in Davis and in new development.

The City Manager informed the Council that research is going on about the feasibility of prohibiting bicycles on some streets and the legality of such action. Councilman Gill stated he feels there has not been enough study on the Council level and urged haste.

November 1965 Discussion of newspaper article about a proposal to the Traffic Commission that 3rd St. be a bicycle thoroughfare between B and F. The City Manager thought it was made to a citizens committee set up to discuss bicycle problems. Councilman Aronson suggested making 3rd street a bicycle

thoroughfare, without building a mall, perhaps permitting vehicular traffic too, but with a separation.

Dec. 27, 1965 Discussion of legality of prohibiting bicycles or automobiles from designated streets. The City Attorney stated he had checked with the Attorney General's office and the League of Cities and found that bicycles could not be prohibited from streets. Councilman McMurdie said he found that the City can prohibit autos from a bicycle mall, but no agreement on prohibiting bicycles on City streets, so it is up to the City Council.

Jan. 24, 1966 Frank Child informed the Council a petition had been circulated asking for bike lanes and bike parking as soon as possible. He stated the 1,295 signatures show substantial support for bicycle pathways.

City Manager Birkelo reviewed past City Council and Traffic Safety Committee discussions regarding bicycle problems. He reported the Traffic Commission has requested the staff to prepare cost estimates on the grid system and bring it to the City Council as soon as possible. Birkelo said work had started on the request. Also, he will be contacting the railroad about possible use of their right-of-way.

Councilman McMurdie moved, Aronson seconded, to instruct staff to study the grid system proposed by the Traffic Advisory Committee. After discussion of bicycle facilities on 1st Street, L Street, and especially 3rd Street, the motion passed.

Feb. 7, 1966 Frank Child presented the bicycle facilities petition with 1,461 signatures. Mayor Markham thanked him and commented about the Council's own interest in this area.

Apr. 11, 1966 Council Accepts General Approach for Bicycle Lane

The Council discussed the report of the Public Works Director outlining his recommendations for bicycle paths. (1) Bicycles prohibited from using major streets, with alternate routes on adjacent paths of nearby streets; (2) On selected collector and secondary streets, one-way bicycle lanes adjacent to vehicle lanes should be delineated; and (3) Bicycles encouraged to use local streets. He presented a map showing the suggested location of separated paths, streets with bike lanes, and streets where bikes should be prohibited. As a pilot program, the report recommends bike lanes on 3rd St., between B and K; West 8th St., between Sycamore and A; and Sycamore Lane, between Russell and 8th.

Frank Child, Chair of the Citizens Bicycle Safety Group, approved of most of the recommendations. However, he said he feels it might be safer to place the bicycles next to the curb, where there is heavier parking.

Councilman Aronson moved, McMurdie seconded, to accept the general approach outlined in the report and authorize staff to proceed with the pilot program upon finalization of the budget. Motion carried.

April 12, 1966 Maynard Skinner and Norm Woodbury were elected to the City Council, replacing McMurdie and Markham.

July 25, 1966 The Council discussed the 3rd Street Parade related to bicycles. Passed a motion to study partial closure to automobiles and have it be a trial street for bicycle traffic from the University to L St.

(Yes votes: Kent Gill, Norm Woodbury and Maynard Skinner. No votes: Ralph Aaronson and Gene McChesney)

Sept. 26, 1966 Approval of Initial Bicycle Lanes.

Mayor Gill reviewed a report he prepared regarding bike path implementation. The recommendations, including the type of treatment, were for (1) 3rd St., A to F and 3rd St., F to L; (2) Sycamore Lane, Russell to 8th; (3) West 8th St., Sycamore to A; and (4) J St., 8th to 3rd. The report also included consideration of signs and stencils and six more items related to bicycle paths routes, policies, etc.

Frank Child recommended that bike paths be placed adjacent to the curb, then parking, then traffic. Acting City Manager Fred Kendall said he had qualms about that arrangement. He also suggested no action on 3rd St. at this time, but the City could go ahead with Sycamore and other areas without too much difficulty.

Following considerable discussion, the Council approved a motion to establish a bicycle path system on Sycamore Lane, with the portion from Russell to Wake Forest to be experimental, with the bicycle lane next to the curb and the portion from Wake Forest to 8th to have the parking next to the curb, subject to approval by the City Attorney as to its legality.

The Council approved a motion to have a bicycle path on West 8th St. from Sycamore to A with the parking next to the curb.

The Council approved a motion to establish bicycle paths on 3rd St., from F to K, with the parking next to the curb; on J St., from 8th to 3rd; and that 3rd St., B to F, be considered at a later date, with the thought of closing this section to thru traffic.

Oct. 24, 1966 Howard Reese appointed as City Manager

Feb. 13, 1967 The Council was presented with a plan of the Sycamore Lane bike lane. The City Attorney discussed his letter containing comments and observations with regard to the legality of City's creation of bike paths, noting the basic problem is possible pre-emption by the State in the area of regulation of bicycles, and incidentally, motor vehicles.

The Council approved a motion to approve the plans presented by the Public Work Director and to instruct him to proceed; and, to instruct the City Attorney to draft the necessary ordinances and to secure the necessary clarification of City authority to proceed.

Also, the Council approved a motion to instruct the Traffic Committee to study alternatives to providing a bicycle pathway on 3rd St. between B and F.

May 1, 1967 At a special meeting, there was considerable comments and discussion, with a great deal of citizen input, about the 3rd St. Parade, including bicycle traffic, partial or full street closure, and the effect on downtown and the adjacent businesses. The Council decided more study was needed.

May 8, 1967 The Public Works Director reported all materials for construction of bike lanes have been ordered and should be received within two weeks. At that time construction can begin.

The Council discussed plans for an educational program to be coordinated with the construction project.

City Attorney Calloway reported on the status of the bicycle legislation, the next major hurdle is related to the reaction of the Division of Highways.

May 22, 1967 Introduction of an ordinance creating bike lanes.

The Council unanimously approved on ordinance creating "bicycle lanes and the regulation of bicycles and vehicles with respect thereto".

Councilman Woodbury reported on the S.B. 1299 hearing, the Marler-Johnson Bill regarding the establishment of bicycle lanes. The bill will was on the consent calendar for approval on May 23. He suggested a resolution to Senator Marler expressing appreciation.

June 12, 1967 Adoption of the ordinance creating bike lanes.

The Council unanimously adopted **Ordinance 442**, creating bike lanes.

Also:

Feb. 27, 1968 The Council, after heated discussion and considerable testimony about loss of parking and effects on business, approved creation of bike lanes on 3rd St with No Parking on the street until after 9 AM.