



CITY COUNCIL AGENDA REPORT

City of Anaheim PLANNING AND BUILDING DEPARTMENT

DATE: MAY 23, 2017

FROM: PLANNING AND BUILDING DEPARTMENT

SUBJECT: 2017 BICYCLE MASTER PLAN - GENERAL PLAN
AMENDMENT NO. 2017-00513

ATTACHMENT (Y/N): YES **ITEM # 38**

RECOMMENDATION:

That the City Council, by Resolution, approve the 2017 Bicycle Master Plan and associated General Plan Amendment No. 2017-00513 and determine that these actions have been adequately analyzed pursuant to the California Environmental Quality Act (CEQA) by the Addendum to Program Environmental Impact Report No. 330 (EIR 330) and Supplemental Environmental Impact Report No. 346 (EIR 346).

DISCUSSION:

City-Initiated Project:

The 2017 Bicycle Master Plan (the “Plan”) is a City-initiated update of the City’s 2004 Bicycle Master Plan that City Council approved as part of the 2004 citywide, comprehensive update of the City’s General Plan and Zoning Code. The Plan was reviewed by the Planning Commission at two public hearings held on April 17 and March 20, 2017. Following these hearings, the Planning Commission unanimously recommended City Council approval of the Plan. The Plan provides the vision for building out the bikeway network for the City of Anaheim over the next 20 years. The goal of the Plan is to improve bicycling safety, comfort, and accessibility. The Plan identifies a network of existing and proposed bicycle facilities that could improve connectivity and increase bicycling as a mode of transportation, especially for short trips. The existing and proposed bicycle facilities include a system of on-street bike lanes and routes and off-street bike paths to connect residents, visitors, and workers to their destinations. The Plan does not propose to remove any vehicle travel lanes in favor of bicycle lanes. In addition to approval of the Plan, staff is requesting approval of a General Plan Amendment to provide consistency between the Plan and the City’s General Plan.

Collaborative Process/Community Outreach:

The development of the Plan was an interdepartmental effort between the City’s Planning and Building, Community Services and Public Works Departments. Throughout the process, staff engaged the community with public outreach at

Neighborhood Council Meetings, an open house, an online survey, through local bicycling stakeholders and interest groups, employers that provide incentives for bicycling, and organizations that promote active transportation. Staff held a public workshop with the Planning Commission on August 8, 2016, at which staff received input on the Plan. The Plan is included as part of Attachment 1 to this report.

The Plan was prepared in accordance with the requirements of the California Streets and Highways Code. It includes the required maps and descriptions of existing and proposed land uses, the existing and proposed bikeways network, end-of-trip parking and changing facilities, and connections with other modes of transportation. The Plan describes bicycle safety and education programs and enforcement by Anaheim Police and Fire Departments; the public involvement in developing the Plan; its coordination with other local and regional plans; a priority ranking for project implementation according to criteria of demand, utility, connectivity, and project readiness; and past and potential future expenditures for implementation. The following table illustrates the number of existing and planned bikeways that are included in the Plan.

Summary of Bikeway Network Mileage

Class	Centerline Miles		
	Existing	Proposed	Total
Class I: Bike Path	14.78	30.05	44.83
Class II: Bike Lane	43.80	71.13	114.93
Class III: Bike Route	1.28	19.13	20.41
Class IV: Cycle Track	0	0	0
Total	59.86	120.31	180.17

Revisions Resulting from Planning Commission Hearings:

Prior to and at the March 20, 2017 Planning Commission meeting, approximately five members of the public raised concerns regarding the implementation of certain off-street Class 1 Bike Paths, particularly related to the potential establishment of homeless encampments at these locations. Class I bike paths are designed to be completely separated from on-road vehicle traffic and are designated for the exclusive use of bicycles and pedestrians. The Santa Ana River Trail and Carbon Creek Flood Control Channel are examples of off street Class I bike paths. The issues raised included the lack of privacy for homeowners whose properties adjoin the off-street Class 1 bike paths, ensuring that the bike paths are patrolled, the design of fencing and walls along the bike paths, vandalism and trespassing, and homeless encampments. Following discussion and public comment, the Planning Commission continued the hearing to April 17 in order for staff to develop language that could be included in the Plan in response to the residents' concerns, specifically by memorializing the process by which the City would implement future Class 1 Bike Paths in a manner that would address the concerns raised by the public. As requested by the Planning Commission, staff revised the Plan to include the following processes related to the implementation of off-street Class I Bike Paths. Appendix G: *Implementation Toolbox*, was amended to indicate the range of City Parks Construction Standards for fencing,

walls, gates, and lighting related to park facilities that may be appropriate for installation on off-street Class I Bike Paths. The implementation of off-street Class 1 Bike Paths involves a collaborative process between staff from the Planning and Building, Public Works, and Community Services Departments working with affected stakeholders. The process would include coordination with the property owner, such as the County of Orange, if the City does not own the property on which the bike path is planned. As part of this coordination, staff and the property owner would identify law enforcement jurisdiction and maintenance responsibilities. Next, in collaboration with the surrounding community, staff would engage in outreach to identify potential issues/solutions vital to the implementation of the project. Community members would be invited to form a community advisory working group that would work closely with staff and consultants throughout the project process. In parallel, staff would pursue funding, typically through grant programs. Each project would be subject to environmental review pursuant to CEQA and possibly NEPA, which processes typically provide opportunity for public participation. Once the project is funded, a design consultant would work closely with staff and the community advisory working group to address specific design issues such as walls, fencing, access, and lighting. Once the design is complete, and any other agreements or required permits are in place, construction could be awarded.

Environmental Review:

An Addendum to EIR 330 and EIR 346 has been prepared to analyze the environmental impacts associated with approval of the Plan. EIR 330 was certified for the 2004 General Plan and Zoning Code Update, which included the adoption of the 2004 Bicycle Master Plan. EIR 346 was prepared as a supplemental EIR to EIR 330 and was certified in conjunction with the Housing Opportunities Sites Rezoning Project. The Addendum analyzed whether the environmental effects from the Plan would be any different from those disclosed by EIR 330 and 346. The Addendum concluded that the proposed project would not result in any environmental impacts beyond those that are analyzed and addressed in EIR 330 and 346. Applicable mitigation measures from EIR 330 and EIR 346 are included as conditions of approval within the attached resolution.

Summary/Recommendation:

Staff and the Planning Commission recommend City Council approval of the 2017 Bicycle Master Plan and associated General Plan Amendment. The Plan effectively analyzes and addresses the City's bikeways network and is reflective of the extensive community input received through the public outreach process. The policies contained within the document reflect the City's continued commitment towards promoting the development of a bikeways network to meet the needs of all types of bicyclists and outlines a strategy for implementing bikeways as part of park and roadway projects, and through competitive grants.

IMPACT ON BUDGET:

The City received a \$200,000 grant from the Southern California Association of Governments (SCAG) Sustainability Program to prepare the Plan. Additional costs associated with the preparation of the Plan were included in the adopted Community Services, Public Works and Planning and Building Departments' budgets.

Respectfully submitted,

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Planning and Building Director

Rudy Emami
Director of Public Works

Brent Dennis
Community Services Director

Attachments:

1. Draft Resolution
 - a. 2017 Bicycle Master Plan
 - b. General Plan Amendments
 - c. Mitigation Monitoring Plan No. 343
2. April 17, 2017 Planning Commission Staff Report (without attachments)
3. March 20, 2017 Planning Commission Staff Report (without attachments)
4. Addendum
5. April 17, 2017 Planning Commission Minutes
6. March 20, 2017 Planning Commission Minutes