

# Agenda Report

**TO:** CITY COUNCIL **DATE:** SEPTEMBER 16, 2002  
**FROM:** CITY MANAGER  
**SUBJECT:** PROGRESS REPORT ON BIKEWAY IMPLEMENTATION

## **RECOMMENDATION**

This report is for information only.

## **EXECUTIVE SUMMARY**

City Council directed staff to prepare a progress report on the bikeway implementation based on questions which were raised by a group of bicycle supporters at the August 19, 2002 meeting. The City was recently awarded two grants: one by Caltrans (BTA fund) and other by the Los Angeles County MTA (CMAQ fund) with two grants totaling \$614,000 for the design and construction of bikeways in the next four years. The BTA funds are available immediately and will be used for preliminary design, environmental clearance and construction of bike lanes. The CMAQ funds will be available on July 1, 2003 and will be used for construction. Construction cannot begin until these funds are released because projects already completed are not subject to reimbursement. In the meantime, staff has identified two streets that are "project ready" by the end of 2002 and can be constructed with city funds in 2003.

## **BACKGROUND**

In November 2000 the Council adopted the Bicycle Master Plan (*Century of Bikes*) which envisions a well-connected bicycle network (Attachment 1) throughout the City "where people can circulate without cars" as stated in the 1994 General Plan Mobility Element. A Program Environmental Impact Report (Program EIR) was prepared for the BMP and certified by the Council. The Program EIR examined the City's basic policy and broader policy alternatives on bikeway development and the recommended network without specifics. While the BMP prescribes three priorities for implementing these bikeways (see Attachment 2), the Program EIR concluded that future in-depth environmental review will be necessary as part of the implementation.

In May 2001 the Los Angeles County Metropolitan Transportation Authority (LACMTA) certified the City's Bicycle Master Plan for its compliance with the requirements of the Caltrans's Bicycle Transportation Account and the LACMTA's Bicycle Master Plan. Because of the LACMTA's certification, the City was able to submit competitive applications for various grants and was subsequently awarded two grants for implementation of these projects.

The two grants, totaling \$614,000, will fund construction of up to 24 miles on eight streets of bikeway in the next four years (see Attachment 3). The following breakdown summarizes each fund source, amount, availability and approved activities. A major restriction of the funds is that reimbursement will be received only for implemented Class II Bike Lanes (striped).

Source	Funded Amount	Required Local Match	Availability of Funding	Approved Project Activities
State Bicycle Transportation Account - <i>BTA</i>	\$324,000	\$36,000	Available immediately. Fund must be spent by June 30, 2004	<ul style="list-style-type: none"> <li>• Conduct preliminary engineering</li> <li>• Obtain necessary environmental clearance</li> <li>• Construction of Class II bike lanes</li> </ul>
Federal Congestion Management & Air Quality Fund - <i>CMAQ</i>	\$290,000	\$74,000	Available on July 1, 2003. Fund must be spent by June 30, 2006	<ul style="list-style-type: none"> <li>• Conduct preliminary engineering</li> <li>• Obtain necessary environmental clearance</li> <li>• Conduct public outreach</li> <li>• Construction of Class II and Class III</li> </ul>

The implementation of the eight priority streets would require the removal of parking along extensive portions of each route (see Attachment 4). As part of the General Plan update, staff examined the effects of the envisioned bicycle network on the City's transportation system on the curbside parking and roadway capacity (see Attachment 4). Strong opposition on several planned bicycle streets began to converge during the past 18 months of community outreach activities, particularly along Lake Avenue and South Orange Grove Boulevard. More recently, business community within the East Colorado Boulevard Specific Plan area expressed their oppositions at several community meetings due the potential impact on the available on-streets parking.

In order to resolve these different view points among all stakeholders (bicyclists, residents and business communities) and reach some consensus, additional outreach must be conducted.

If on-street parking cannot be eliminated, staff would then conduct a design program to assess the extent to which implementation of these priority routes are feasible in conjunction with on-street parking. The funding provided by BTA can be used for this detailed feasibility assessment that can be completed by the fall of 2003. At that time, staff will report to Council which streets will be feasible for implementing bikeways given the remaining BTA fund and the MTA fund which can only be used for construction.

If parking can be eliminated, a significant portion, as much as two-thirds of the first priority routes in the Bicycle Master Plan, could be implemented expeditiously by early 2004 if on-street parking could be eliminated on these designated routes.

#### Environmental Clearance

If bike lanes can be installed without significantly impacting curbside parking or vehicular capacity, the installation (striping) is categorically exempted under the California Environmental Quality Act (CEQA). Since several funded streets will require curbside parking removal, an Initial Study (IS) must be prepared for each planned street. Should these impacts be determined as less than significant and can be mitigated, then an EIR will not be necessary. However, if the Initial Study determines the new bike lane(s) will cause a loss of significant parking and become detrimental to the community, these impacts must be fully discussed along with mitigation measures in an EIR. The environmental clearance must be obtained prior to the installation.

#### Obligations and Constraints of Current Funding

The approved scope of work for BTA fund consists of preliminary engineering design, environmental clearance and construction. While some portion of the BTA fund can be used on the preparation of EIR and necessary outreach activities, the primary goal of the grant is to construct as many Class II Bike Lane as possible. On the other hand, the majority of CMAQ funds must be used on construction and no public outreach is permitted. Since the Letter of Agreement (LOA) between the City and LACMTA has not yet been signed, the City cannot initiate any related work prior to obtaining an Authorization to Proceed or the work will not be reimbursed. Once the agreement is executed, the City will be required to submit detailed progress reports to these funding agencies once the projects are commenced in order to ensure the eligibility of reimbursements.

#### Near-Term Installation

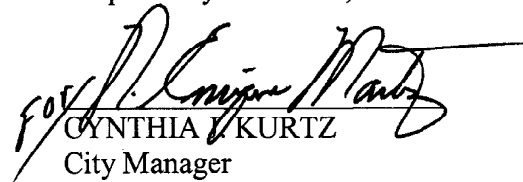
The design and review of bike lanes on two streets is nearing completion with city funds. These projects will commence construction in 2003:

- Paloma Street
  - Between Hill and Altadena (approximately 1.2 miles) with Class II Bike Lanes (striped)
  - Between Altadena and Sierra Madre Villa (approximately 1.1 miles) with Class III Bike Route (signed only)
  
- New York Drive between Sierra Madre Boulevard and the northern city limit (approximately 1.5 miles) with Class II Bike Lanes (striped)

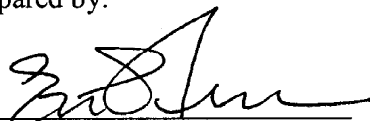
**FISCAL IMPACT:**

The CIP includes \$20,000 appropriated to Bikeway Development which be used as match for the BTA grant. BTA grant funds can then be used as local match for the CMAQ federal grant. An additional \$16,000 will be needed to complete the match for BTA. This adjustment will be requested during the mid-year cleanup.

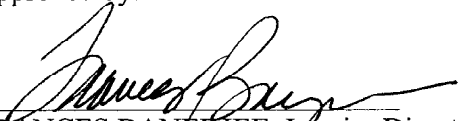
Respectfully submitted,

  
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Approved by:

  
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**LIST OF ATTACHMENTS:**

- Attachment 1: Bikeway Implementation Plan (Adopted in Nov. 2000)
- Attachment 2: Implementation Priorities (Adopted in Nov. 2000)
- Attachment 3: Funded Bikeways
- Attachment 4: New Bikeways & Potential Impacts