

Agenda Report

TO: CITY COUNCIL

DATE: NOVEMBER 6, 2000

FROM: CITY MANAGER

SUBJECT: CERTIFICATION OF THE PROGRAM ENVIRONMENTAL IMPACT REPORT AND APPROVAL OF THE BICYCLE MASTER PLAN

RECOMMENDATION:

It is recommended that the City Council:

- 1) Adopt a resolution certifying the Environmental Impact Review, making the findings required by the California Environmental Quality Act (Attachment A);
- 2) Approve the De Minimis Impact Finding on State Fish and Wildlife Habitat (Attachment B);
- 3) Adopt a resolution adopting the Bicycle Master Plan (April 24, 2000 edition), shown as in Attachment C; and
- 4) Direct the City Clerk to file a Notice of Determination with the Los Angeles County Recorder.

COMMISSION REVIEW AND RECOMMENDATION:

The draft Plan and the EIR (April 2000 edition) were reviewed and recommended for approval by the Transportation Advisory Commission at its meeting of June 9, 2000 with no comments or additions. Staff presented the revised Plan and Draft Final Program EIR to the Recreation and Parks Commission for their review and comments on September 5, 2000 and attained a recommendation for approval with some comments shown in Attachment G. The Planning Commission unanimously recommended approval of the Plan and Draft Final Program EIR with no comments or additions on October 18, 2000.

EXECUTIVE SUMMARY:

The Plan presents a guideline for the City to provide the safe and attractive environment needed to promote bicycling as a transportation mode by recommending improvements for bikeways on thirty-three streets and explaining how Pasadena can better promote and manage existing bicycle facilities.

In addition to physical improvements, the Plan also incorporates incentives, such as installing bicycle-sensitive loop detectors at signalized intersections, furnishing bicycle parking and lockers at planned Blue Line light rail stations, and the innovative concept of providing attendant bicycle parking at Rose Bowl events. The description of different parking types for varying users, as well as the explanation of the need for bicycle parking at different types of land uses is quite detailed and complete and will assist with improving and planning bicycle facilities.

The Plan provides a strong vision of the need for and benefit of bicycle improvements in Pasadena. Not only does it recognize the need for good maintenance of existing bicycle facilities and the importance of encouraging bicycling through physical improvements and incentives, but it also emphasizes the importance of bicycle safety and describes various education methods with specific regard for youth safety.

Implementation Plan:

In order to evaluate and prioritize the installation of bikeways citywide, Chapter IV of the Plan sets forth the following implementation priorities:

- First Priority – Bikeways serving major destinations and transit stations, and providing a parallel bikeway approximately every mile.
- Second Priority – Bikeways completing a half-mile grid.
- Third Priority – Bikeways along Mountain Street, Fair Oaks Avenue, Oak Knoll Avenue and San Gabriel Boulevard.

Following the adoption of the Bicycle Master Plan and its Environmental Impact Report, both documents will be submitted to the California State Department of Transportation (Caltrans) for the certification of Compliance With the California Bikeways Act. Once certified by the State, the City will be eligible for future considerations of receiving the Bicycle Lane Account (BLA) grants. In the meantime, staff will utilize the Capital Improvement Program funding of \$10,000 annually, which is allocated for the development and maintenance of bicycle facilities.

The vision and goals of the Bicycle Master Plan will be incorporated in future development plan review process, wherever appropriate. Public outreach including the

preparation of bicyclist/pedestrian safety brochures will be integrated into the Department's future work plan.

Environmental Review:

Following the review process, staff recognized the Plan, as drafted, due to adverse impacts, was unlikely to be approved by the City Council. The first draft of the Bicycle Master Plan suggested specific actions, including capital improvements, elimination of on-street parking, and a reduction in widths of travel lanes on designated Mobility Corridors. These specific provisions created significant impacts that could not be mitigated. The Plan authors and the EIR consultant worked together with staff to resolve these issues and to eliminate significant negative impacts from the Plan. The revised Plan (April 24, 2000 edition, Attachment D) reflects general, rather than specific, parameters and conditions for future bikeway development. In turn, the EIR was updated to reflect the Plan's revisions. During the update, Alta Consulting determined that the EIR should be reduced from a Master EIR, which is more specific, to a Program EIR (Attachment E), which is more general. Alta Consulting advised the Department that it was not necessary for the EIR to go through an additional public review process since both documents were revised to eliminate recommendations and specifications of the Plan that the Master EIR stated would potentially cause significant negative impacts (Attachment F).

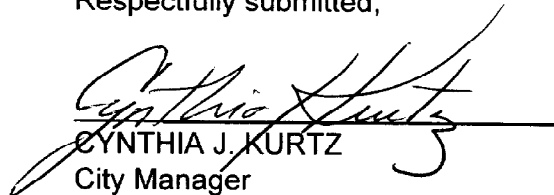
CHILDREN, YOUTH, AND FAMILY IMPACTS:

The Bicycle Master Plan will create positive children, youth and family impacts by providing for bikeway improvement opportunities throughout the City. The Plan encourages an increase in bicycle trips, which could result in a reduction of traffic congestion and related negative impacts caused from congestion. In addition, the Plan provides ways to increase bicycle safety and reduce bicycle accidents, including education programs in our schools and public information provided in pamphlets and on the City web site.

FISCAL IMPACT:

Approval of the Bicycle Master Plan will have no immediate fiscal impact. The adoption of the Bicycle Master Plan will provide the City with opportunities to pursue state and federal funding for planning and construction of bicycle facilities throughout the City. In the meantime, the Capital Improvement Program allocates \$10,000 per year to bicycle facility improvements. The CIP allocation will provide funding for routine maintenance, as well as some elements within the adopted Plan.

Respectfully submitted,


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C. BERNARD GILPIN, Director
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- Attachment A: Resolution certifying the Environmental Impact Report
- Attachment B: De Minimis Finding on State Fish and Wildlife Habitat
- Attachment C: Resolution adopting the Bicycle Master Plan
- Attachment D: Draft Bicycle Master Plan, April 24, 2000 edition
- Attachment E: Draft Final Program EIR, April 27, 2000 revision
- Attachment F: Letter from Alta Consulting confirming CEQA compliance
- Attachment G: Summary of the Parks and Recreation Commission Comments