

**ADC ACTION:** APPROVED (4-0-0-2) with  
modifications as noted on the comments matrix.  
(ABSENT: Stallworth and Wiley)

AGENDA ITEM: 2.

DATE: 12-01-11

## STAFF REPORT

### MASTER PLAN OF TRAILS AND BIKEWAYS

DATE: December 1, 2011

TO: Lancaster Architectural and Design Commission

FROM: Planning Department *BJ*

REQUEST: City of Lancaster Master Plan of Trails and Bikeways

RECOMMENDATION: Adopt Resolution No. 11-02, a resolution of the Architectural and Design Commission of the City of Lancaster, recommending to City Council approval of the Master Plan of Trails and Bikeways.

BACKGROUND: In June 2010, the City of Lancaster received \$240,000 grant from the Los Angeles County Department of Public Health's Renewing Environments for Nutrition, Exercise, and Wellness program. Lancaster was one of nine cities in the County to receive this highly competitive grant. This is in large part due to the City's commitment to improving the health of their residents through preventative measures, such as encouraging active transportation and providing programming to support and encourage exercise.

The development of the Master Plan of Trails and Bikeways was a collaborative effort with the City of Lancaster, Antelope Valley Partners for Health, the Architectural Design Commission, a Technical Advisory Committee, interested citizens, community groups, and the City's consultants: Ryan Snyder of Ryan Snyder Associates; Dan Burden, Executive Director of the Walkable and Livable Communities Institute, Inc., and Hogle-Ireland.

The overall intent of the Master Plan of Trails and Bikeways is to guide the planning and design of pedestrian, bicycle and equestrian facilities in a comprehensive manner throughout Lancaster. The City's vision is to create a connected network of on-road and off-road trails and bikeway facilities to accommodate users of all ages and abilities including equestrians. When implemented, this network will provide linkages between residential areas, commercial centers, transportation hubs, employment centers, and recreational activities.

ENVIRONMENTAL REVIEW: Pursuant to Section 15162 and 15168(c)(2) of the California Environmental Quality Act (CEQA) Guidelines, the proposed Master Plan of Trails and Bikeways is within the scope of the Program Environmental Impact Report (SCH #2007111003) prepared for the Lancaster General Plan, and no further environmental review is required at this time.

LEGAL NOTICE: Notice of Availability was mailed, posted in three places, and noticed in a newspaper of general circulation per prescribed procedure.

ANALYSIS: The Master Plan includes a list of goals, policies, and actions, which is a comprehensive blueprint by which the City can become more bicycle and pedestrian friendly and economically viable. Some of the goals are: provide a safe, connected and convenient street environment; create a network of off-street shared-use paths; provide amenities and facilities to increase bicycling and walking; provide opportunities to bicycle and walk for commuting; support safe access to and from schools; and, develop routes and facilities to enhance the economic viability of Lancaster.

The Master Plan of Trails and Bikeways is a comprehensive plan containing a Bicycle Plan, Trails Plan, Pedestrian Plan, and ADA Transition Plan. The Bicycle Plan recommends an additional 40 miles of Class I bike paths, 137 miles of Class II bike lanes, and 37 miles of Class III bike routes. The Bicycle Plan provides details for proposed bikeways and street improvements, installation of bicycle parking, providing for end-of-trip amenities, and educational programs to promote bicycling. The Trails Plan calls for 48 miles of equestrian trails, 6 miles of multi-purpose paths, and 24 miles of jogging trails, ultimately allowing residents and visitors to walk, jog, bicycle, ride a horse, skateboard, or find another non-motorized way to recreate on a separate network of different type of trails. The Pedestrian Plan discusses recommendations and improvements for 60 locations within the City. The tables within the Pedestrian Plan list existing conditions and provide graphic illustration of the proposed changes for each site. Some of the potential improvements include high-visibility crosswalks, new or widened sidewalks, bulb-outs and curb extensions, new audio signals and countdown signals, and median islands. In the ADA Transition Plan, identifies the physical obstacles that limit accessibility, describes methods to make these facilities more accessible, allocates budget to the needed improvements; provides a schedule for improvements, and identifies specific City staff, to be responsible for coordinating implement of the Plan.

There was an aggressive public outreach effort to learn the needs and priorities of local cyclists, pedestrians, equestrians, and the disabled community. The City set up a Technical Advisory Committee (TAC), distributed a survey, held seven workshops, hosted three walk audits, and received public comments via email, mail, phone calls, and faxes. The TAC was assembled to advise the project team of current concerns, and to provide guidance and input on the development of the Master Plan. The Master Plan TAC was comprised of representatives from Antelope Valley Transit Authority, Los Angeles County Department of Public Health, Antelope Valley Union High School District, Eastside Union School District, Lancaster School District, Los Angeles County Sheriff's Department, local business owners, equestrian and trails advocates, runner groups, bicycling groups, residents, and City staff. The City's residents have been actively involved in the development of the Master Plan and are supportive of the overall vision, because they recognize the community-wide benefits, including better health, safety, economic vitality, and sustainability that implementation of the Plan will foster.

The final chapter in the Master Plan of Trails and Bikeways discusses design guidelines, landscape design, and public realm enhancements for bicycle facilities, trails, staging areas, trail amenities, weather refuges, and new development, which will ensure the implementation of best practices and to continue to development in a manner that encourages active living.

Objective 10.2 of the City's adopted General Plan calls for the adoption and implementation of a Master Plan of Trails, stating "Through the adoption and implementation of a Master Plan of trails, establish and maintain a hierarchical system of trails (including equestrian, bicycle, and pedestrian trails) providing recreational opportunities and an alternative means of reaching schools, parks and natural areas, and places of employment, and connecting to regional trails systems." Staff believes this Master Plan of Trails and Bikeways would provide the framework for achieving these objectives.

The Master Plan of Trails and Bikeways provide clear expectations and provides a means to implement the City's General Plan Policy 14.4.3 to "encourage bicycling as an alternative to automobile travel for the purpose of reducing vehicle miles traveled, fuel consumption, traffic congestion, and air pollution by providing appropriate facilities for the bicycle riders", as well as Specific Action 14.2.3(a), which states: "Where conflicts arise between motorist convenience and the livability and wellbeing of neighborhoods, the latter concerns shall have priority." The Master Plan of Trails and Bikeways examines the need for on-street bicycle lanes and reiterates the need to improve the bicycle network and connectivity. This Master Plan provides an opportunity to make new development bicycle and pedestrian friendly.

The Master Plan of Trails and Bikeways directly responds to citizen input from the general planning process. The residents would like to see increased opportunities for outdoor recreation, and opportunities to travel safely by foot and bicycle. The Master Plan is one of many steps to create a healthier and more active City. Therefore, staff is proposing that the Commission recommend to City Council approval of the Master Plan of Trails and Bikeways, with any modifications deemed appropriate by the Commission.

Respectfully submitted,



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Elma Watson, Assistant Planner

## RESOLUTION NO. 11-02

### A RESOLUTION OF THE ARCHITECTURAL AND DESIGN COMMISSION OF THE CITY OF LANCASTER, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL APPROVAL OF THE MASTER PLAN OF TRAILS AND BIKEWAYS

WHEREAS, the City applied for and was awarded a grant from the Los Angeles County Department of Public Health's Renewing Environments for Nutrition, Exercise, and Wellness program; and

WHEREAS, the City used the grant proceeds to implement a Master Plan of Trails and Bikeways project to provide a guiding document for planning and design of pedestrian, bicycle, and equestrian facilities in a comprehensive manner throughout Lancaster; and

WHEREAS, this was a collaborative effort with the City of Lancaster, Antelope Valley Partners for Health, the Architectural Design Commission, a Technical Advisory Committee, interested citizens, community groups and consultants: Ryan Snyder of Ryan Snyder Associates; Dan Burden, Executive Director of the Walkable and Livable Communities Institute, Inc., and Hogle-Ireland; and

WHEREAS, the City's vision is to create a connected network of on-road and off-road trails and bikeway facilities to accommodate users of all ages and abilities including equestrians; and

WHEREAS, when implemented, this network will provide linkages between residential areas, commercial centers, transportation hubs, employment centers, and recreational activities; and

WHEREAS, the City has made a diligent effort to achieve public participation of all segments of the community in the development of the Master Plan; there was an aggressive public outreach effort to learn the needs and priorities of local cyclist, pedestrians, equestrians, and the disabled community; has set up a Technical Advisory Committee (TAC); has distributed a survey; has held seven workshops; has hosted three walk audits; has received public comments via email, mail, phone calls, and faxes; and

WHEREAS, the City's General Plan Objective 10.2, calls for the adoption and implementation of a Master Plan of Trails, which states: "Through the adoption and implementation of a Master Plan of trails, establish and maintain a hierarchical system of trails (including equestrian, bicycle, and pedestrian trails) providing recreational opportunities and an alternative means of reaching schools, parks and natural areas, and places of employment, and connecting to regional trails systems."; and

WHEREAS, the City's General Plan Policy 14.4.3, states: "Encourage bicycling as an alternative to automobile travel for the purpose of reducing vehicle miles traveled, fuel consumption, traffic congestion, and air pollution by providing appropriate facilities for the bicycle riders"; and

WHEREAS, the City's General Plan Specific Action 14.2.3(a), states: "Where conflicts arise between motorist convenience and the livability and wellbeing of neighborhoods, the latter concerns shall have priority."; and,

WHEREAS, the Architectural and Design Commission hereby adopts the following findings in support of approval of this Master Plan of Trails and Bikeways:

1. The Master Plan of Trails and Bikeways directly responds to citizen input from the general planning process. The residents would like to see increased opportunities for outdoor recreation, and opportunities to travel safely by foot and bicycle.
2. The Master Plan of Trails and Bikeways would provide the framework for implementing various provisions of the Plan for Active Living and Plan for Physical Mobility.
3. The Master Plan of Trails and Bikeways is to guide the planning and design of pedestrian, bicycle and equestrian facilities in a comprehensive manner throughout Lancaster.
4. The Master Plan is an important component of the City's vision for a Livable Community, which includes health, safety, economic vitality, and sustainability.
5. The Master Plan is one of many steps to create a healthier and more active Lancaster.

NOW, THEREFORE, BE IT RESOLVED:

This Architectural and Design Commission hereby recommends that the City Council adopt the Master Plan of Trails and Bikeways as attached hereto, incorporating revisions and amendments as identified in Exhibit "A".

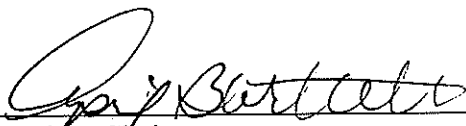
PASSED, APPROVED and ADOPTED this 1<sup>st</sup> day of December 2011, by the following vote:

AYES: Commissioners Hawse, Pursley, Vice Chairman Mercy, and Chairperson Bartlett.


NOES: None.

ABSTAIN: None.

ABSENT: Commissioners Stallworth and Wiley.

  
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April Bartlett, Chairperson  
Lancaster Architectural and Design Commission

ATTEST:

  
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BRIAN S. LUDICKE, Planning Director  
City of Lancaster



**EXHIBIT "A"**  
**ATTACHMENT TO ADC RESOLUTION NO. 11-02**  
**MASTER PLAN OF TRAILS AND BIKEWAYS**  
**December 1, 2011**

1. Per the direction of the Architectural and Design Commission, on page 1-6, modify heading from "Fewer Airborne Pollutants and Greenhouse Gas Emissions" to "Fewer Airborne Pollutants."
2. Per the direction of the Architectural and Design Commission, on page 1-6, change the sentence "The first three reductions contribute to local and regional air quality, and the reduction in CO2 equivalent combats global warming." to "These reductions contribute to local and regional air quality."
3. Per the direction of the Architectural and Design Commission, on pages 5-26, 6-27, and 8-72 under Enforcement, add a bullet point "Design for safety should be the focus for pathways and parking areas. Crime Prevention Through Environmental Design (CPTED) should ensure proper design and effective use the built environment which can enhance physical features to maximize visibility."
4. Per the direction of the Architectural and Design Commission, on page 7-5, add a trail on 90<sup>th</sup> Street West from Avenue J north to Avenue G to connect to the proposed Los Angeles County trail.
5. Per the direction of the Architectural and Design Commission, add the existing and proposed Los Angeles County trail system to the map on page 7-11.
6. Per the direction of the Architectural and Design Commission, on page 7-13, add a bullet under "Other Potential Trailheads Sites" to include "Littlerock Wash."
7. Per the direction of the Architectural and Design Commission, on page 7-13, add a bullet between "Staging area for unloading horses" and "Restrooms" to include "Pull through trailer parking."
8. Per the direction of the Architectural and Design Commission, on page 12-34 add bullet "Provide pull through parking areas with a minimum 40-foot-long stalls."
9. Per the direction of the Architectural and Design Commission, on page 12-46 add "Parking lots in new commercial development should be pedestrian friendly in keeping with the goals of the City. Walkways should be in place to gain entry to the parking lot and pedestrian friendly arteries should be in place to allow for easy and safe walking between buildings."
10. Per City staff, correct all typographical errors in the document.