

RESOLUTION NO. 12-02

A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF LANCASTER, CALIFORNIA, ADOPTING THE
MASTER PLAN OF TRAILS AND BIKEWAYS

WHEREAS, in 2010, 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 prepare a Master Plan of Trails and Bikeways to provide a guiding document for the planning and design of pedestrian, bicycle, and equestrian facilities in a comprehensive manner throughout Lancaster; and

WHEREAS, this was a collaborative effort of the City of Lancaster, Antelope Valley Partners for Health, the Architectural and 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 has made a diligent effort to engage the 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 disable 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 e-mail, mail, phone calls, and faxes; and

WHEREAS, staff has performed necessary investigations, prepared a written report, and recommended approval of the Master Plan of Trails and Bikeways; and

WHEREAS, the Architectural and Design Commission held public hearings on November 3, 2011, and November 22, 2011, to receive public comment for the incorporation into the Master Plan of Trails and Bikeways, and at the December 1, 2011, public meeting, the Architectural and Design Commission recommended adoption of Master Plan with amendments; and

WHEREAS, the City Council makes the following findings:

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 contained in the City of Lancaster General Plan.

3. The Master Plan of Trails and Bikeways is intended 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 the first of many steps to create a healthier and more active community.

NOW, THEREFORE, BE IT RESOLVED:

This City Council adopts the Master Plan of Trails and Bikeways as attached hereto, including amendments as listed in Exhibit "A".

PASSED, APPROVED and ADOPTED this _____ day of _____, 2012, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

APPROVED:

GERI K. BRYAN, CMC
City Clerk
City of Lancaster

R. REX PARRIS
Mayor
City of Lancaster

EXHIBIT "A"

MASTER PLAN OF TRAILS AND BIKEWAYS

January 10, 2012

City Council Meeting

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 90th 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.

Draft Master Plan of Trails and Bikeways
Public Comments

12/1/2011

| Item | Date Received | Submitted By | Comments | Staff Comments | ADC Recommendation | Date |
|------|--------------------|--|--|---|-------------------------------------|------------|
| 1 | 11/1/2011 email | Douglas Wade Northrop Grumman Cycling Commissioner | <p>a) Thinks the plan is solid.</p> <p>b) Likes simpler design treatments, like Road Diets, where re-stripping has better cost returns.</p> <p>c) Wants more awareness for cyclists.</p> <p>d) Wants the CicLAvia idea implemented in different parts of town, ASAP.</p> <p>e) Would like to volunteer to assist with education and adopt-a-path programs.</p> <p>f) Would like to see the BLVD more bike friendly, Sheriff to ticket bad behavior, local businesses to purchase a bike rack. No bike racks on the BLVD.</p> | <p>a, b) Comments noted, no action required.</p> <p>c, d, e) Page 6-26 addresses Encouragement and Education Programs. Program implementation will depend on funding and community interest.</p> <p>f) Page 4-5, part of the Goals, Policies, and Actions - the City will take steps to ensure bicycle parking is available, secure and convenient throughout Lancaster. Also on page 6-20, the City will seek funding opportunities to purchase bicycle racks.</p> | ADC appreciates support. No action. | 11/22/2011 |
| 2 | 11/3/2011 email | Robert B. Harris Cyclist | <p>a) Thinks the plan looks good.</p> <p>b) Bike lanes need to be clearly marked. For example, the bike lane in 30th St W, the only indication that the lane is for bikes is painted on the road surface at intersections. Been challenged by cars repeatedly in this lane.</p> <p>c) City's standards must be changed to add signs on lampposts frequently for the entire length of bike lanes as well as the painted marker in frequently on the road surface in the lanes for the safety of riders.</p> | <p>a) Comments noted, no action required</p> <p>b) Long term goal is to add colored bike lanes on 30th Street West from Lancaster Blvd to Avenue L.</p> <p>c) Pages 12-1 thru 12-23 contains the design standards for bikeways, including signage and striping.</p> | ADC appreciates support. No action. | 11/22/2011 |

**Draft Master Plan of Trails and Bikeways
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|-------------|----------------------|--|--|--|-------------------------------------|-------------|
| 3 | 11/3/2011 email | Michele Chavez AV Bicycle Coalition | a) No specific plan for making bicycling safer on the Avenue L/14 Freeway overpass. B) Thinks the plan is fairly well done. | a) Intent of Plan is to direct bicycle traffic around Avenue L overpass. This is done because of high potential for bicycle/vehicle conflicts in the current configuration of lanes and ramps connections. Avenue K-8 is an alternative crossing. Staff recommends no changes. b) Comment noted, no action required. | Approve staff comments to item a. | 12/1/2011 |
| 4 | 11/3/2011 email | Elaine Macdonald Technical Advisory Committee Member | a) Letter in support of the Master Plan. b) Encourage the Commissions to support the Plan and vote yes! | a, b) Comments noted, no action required. | ADC appreciates support. No action. | 11/22/2011 |
| 5 | 11/3/2011 ADC mtg | Tim Wiley ADC Commissioner | a) Is the future built into the plan? Connection when there is new development to the outlying areas? | a) Pages 12-41 thru 12-46 address new development. As new development occurs it presents opportunities to have a network of bikeways and trails that connect to existing facilities throughout Lancaster. | ADC appreciates support. No action. | 11/22/2011 |

Draft Master Plan of Trails and Bikeways

12/1/2011

Public Comments

| Item | Date Received | Submitted By | Comments | Staff Comments | ADC Recommendation | Date |
|------|----------------------|----------------------------------|---|--|---|------------|
| 6 | 11/3/2011 ADC mtg | Amanda Hawse ADC Commissioner | <p>a) Will buffered bike lanes have a separation strip, for example landscaping or plantings?</p> <p>b) Plans for future large parking lots to be more pedestrian friendly?</p> | <p>a) Class I bike path is completely separated from the street; Class II bike lane is on a street and separated by only a stripe between the bicycle and vehicle lane. A buffered bike lane provides an additional painted stripe between the bike lane and the vehicle travel lane.</p> <p>b) This Plan is to address a public network of bicycle and walking facilities. On-site facilities constructed by private individuals are not generally addressed by this plan, only that bicycle parking is required. On-site design for cyclist and pedestrians is addressed in the adopted Lancaster Design Guidelines, pages 21 and 22 "Pedestrian & Alternative Transportation Features" and pages 100, 101, 107 "Building Architecture, Form & Character".</p> | <p>b) Add statement to page 12-46 "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 building."</p> | 11/22/2011 |

Draft Master Plan of Trails and Bikeways

12/1/2011

Public Comments

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|------|----------------------|--|--|--|-------------------------------------|------------|
| 7 | 11/3/2011 ADC mtg | Nicole Parsons Speaker from the floor | <p>a) For the future roundabout on 10th St W and Lancaster Blvd - the speed limit may be too high; how will it fit; and how will her grandma drive through it.</p> <p>b) No maps in the presentation, are maps cited in the plan?</p> <p>c) ADA - dust out the bus stops?</p> <p>d) Beautiful landscape, shrubs, and signage.</p> <p>e) She wrote a plan for railway - ADA safety for wheelchairs.</p> | <p>a) Roundabout was designed for low driving speed, 25 mph; roundabout will fit with minimal additional right-of-way; studies show that roundabouts are safer than traditional intersections.</p> <p>b) Maps are contained within the Plan.</p> <p>c) Plan contains ADA compliance regulations for bus stops.</p> <p>d) Plan contains design guidelines for signage; and, design guidelines and a maintenance program for landscaping.</p> <p>e) Recommended Intersection Improvements for Pedestrians section addresses pedestrian gates with flashing lights, sidewalk repairs, and signage at train crossings.</p> | ADC appreciates support. No action. | 11/22/2011 |
| 8 | 11/7/11 email | Arnie Wilenken High Desert Cyclist | <p>a) Thanks the City for investing the time and funds for this project.</p> <p>b) Community will benefits in numerous ways.</p> <p>c) Lancaster is improving its image.</p> <p>d) Glad to see the City embrace the plan and he enthusiastically supports the plan.</p> | <p>a, b, c) Comments noted, no action required.</p> | ADC appreciates support. No action. | 11/22/2011 |

**Draft Master Plan of Trails and Bikeways
Public Comments**

12/1/2011

| Item | Date Received | Submitted By | Comments | Staff Comments | ADC Recommendation | Date |
|-------------|----------------------|------------------------------------|---|--|--|-------------|
| 9 | 11/9/2011 email | Drew Mercy ADC Commissioner | <p>a) Page 34, change heading from "Fewer Airborne Pollutants and Greenhouse Gas Emissions" to "Fewer Airborne Pollutants"</p> <p>b) Page 34, change the sentence "The first three reductions contribute to local and regional air quality, and the reduction in CO2 equivalent combats global warming." to read "This contributes to local and regional air quality."</p> | <p>a) Page 1-6, Change heading to "Fewer Airborne Pollutants"</p> <p>b) Page 1-6, change sentence to "These reductions contribute to local and regional air quality."</p> | <p>Approve staff comments to change a & b.</p> | 11/22/2011 |
| 10 | 11/22/11 ADC mtg | Sandra Pursley ADC Commissioner | <p>a) Concerns regarding the jogging loops - ensure visibility and safety. For example the landscaping on Sierra Hwy needs to be trimmed, she recommends that the Plan call out small shrubs and ground cover to used instead of large trees and dense tall shrubs. Amenities need to be accessible on the trails, not located away from the trail in dark corners. Call boxes or other such devices need to be investigated. Also, lighting and signage elements are important for safety.</p> <p>b) She stated in her conversation with Commissioner Stallworth, she would like to see paseoes incorporated with new development.</p> | <p>a) 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 of the built environment which can enhance physical features to maximize visibility."</p> <p>b) This document focuses on the framework for public trail network. When new developments are submitted, it will be evaluated for it's connectivity.</p> | <p>Approve staff comments to change item a.</p> | 12/1/2011 |

Draft Master Plan of Trails and Bikeways

Public Comments

| Item | Date Received | Submitted By | Comments | Staff Comments | ADC Recommendation | Date |
|------|---------------------|--------------------------------|---|---|--|-----------|
| 11 | 11/22/11 ADC mtg | Drew Mercy ADC Commissioner | <p>a) Having amenities every half mile on the equestrian trails is not necessary. Would like to ensure that the staging areas have all the right amenities, especially pull-through spaces for trailers.</p> <p>b) Make sure we tie into the County trail system. Add the County trails onto the Plans proposed maps.</p> <p>c) The trail from the AV Fairgrounds staging area has the horses going over Avenue H bridge, would like to see the trail go under the freeway.</p> <p>d) The County has trail at 90th Street West and Avenue G heading north to connect into Kern County, would like to have a connection to this trail.</p> <p>e) Recommends keeping in mind zoning for future development for trails. For example 45th Street East or Littlerock Wash areas could be possible staging areas.</p> | <p>a) Page 12-36 addresses Trail Amenities and Weather Refuges. Trails can take the form of bike paths, paved or earthen multipurpose paths, jogging trails, or equestrian trails. It is not the intent to have every amenity located every 1/2 mile; it only provides an option for the amenity, if feasible for that location. On page 12-34, add bullet "Provide pull through parking areas with a minimum 40-foot-long stalls."</p> <p>b) Add the existing and proposed County trail system to the map on page 7-11.</p> <p>c) City's long term plan is to bring the trail under the freeway to connect with the Amargosa Creek Pathway.</p> <p>d) Page 7-5, add a trail on 90th Street West from Avenue J to Avenue G to connect to the proposed County trail.</p> <p>e) Page 7-13, add bullet for "Other potential trailhead sites" - Littlerock Wash</p> | <p>Approve staff comments to items a, b, d, and e.</p> | 12/1/2011 |

Draft Master Plan of Trails and Bikeways
Public Comments

| Item | Date Received | Submitted By | Comments | Staff Comments | ADC Recommendation | Date |
|------|---------------------|----------------------------------|--|---|---|-----------|
| 12 | 11/22/11 ADC mtg | Amanda Hawse ADC Commissioner | <p>a) What is the possibility of a full loop for the equestrian trails?</p> <p>b) Some of the new trails don't seem to connect to anything, for example 20th Street East and Avenue L-8, they seem to be fragmented. Would like a little feedback on this.</p> <p>c) Page 7-13 states "All of these trailheads are suitable to provide the amenities shown in the Design chapter. These amenities consist of at least the following:", bullet 3 is "Trailer parking", bullet 5 is "Staging area for unloading horses". Amenities should be expanded to include "Pull-through trailer parking".</p> <p>d) Page 12-34 graphic shows pull-through parking, but the details do not specify the requirement.</p> <p>e) Consider Littlerock Wash as a staging area.</p> <p>f) What is the feasibility of adding pocket parks along jogging trails? With the amenities of benches, drinking fountains, and shade structures.</p> <p>g) Page 12-46, for new development to embrace walkability and bikeability, this Plan needs to address large commercial parking lots. Add requirements to make more pedestrian friendly for existing commercial developments applying for tenant improvements, .</p> <p>h) Would like to see the County trails incorporated into our maps.</p> | <p>a) Existing development patterns make it difficult for a southern equestrian connection. However, staff will investigate the feasibility for a multipurpose path on Avenue M.</p> <p>b) The trails around the subdivision perimeter provide connection to the trail network. The street design within these subdivisions provide access for equestrians.</p> <p>c) Page 7-13, add bullet between "Staging area for unloading horses" and "Restrooms" - "Pull through trailer parking".</p> <p>d) See comment 11a.</p> <p>e) See comment 11e.</p> <p>f) This will be considered with the design layout of new development.</p> <p>g) See comment 6b.</p> <p>h) See comment 11b.</p> | <p>Approved staff comments to change items c.</p> | 12/1/2011 |

Draft Master Plan of Trails and Bikeways
Public Comments

| Item | Date Received | Submitted By | Comments | Staff Comments | ADC Recommendation | Date |
|------|---------------------|------------------------------------|---|---|---------------------|-----------|
| 13 | 11/22/11 ADC mtg | Tim Wiley ADC Commissioner | <p>a) Publish the Plan so that we get use out of it. The Plan is a nice idea, but more importantly he wants the City to use the trails with Bike Days and bike-a-thons. Would like for us to be a bike-friendly city.</p> <p>b) There should be a respectability from the motorist and bike riders. Ticket those who don't obey the rules. Enforcement is key.</p> | <p>a) Yes, staff would like this as well.</p> <p>b) The Plan calls out education and enforcement in the Goals and Policy sections. Also, there is a section on "Education Programs and Promotional Campaigns" on pages 5-26 and 5-27.</p> | No action required. | 12/1/2011 |
| 14 | 11/22/11 ADC mtg | April Bartlett ADC Commissioner | <p>a) Landscape on Sierra Hwy Path is over grown. For the safety of the riders, low shrubs need to be called out in the Plan.</p> <p>b) Current Plan does not provide connection for Avenue L to the Sierra Hwy bike path. Re-routing to Avenue K-8 does not provide a safe connection. The path ends at the west side of Sierra Hwy, the east side of Sierra Hwy is where the actual path is located. So taking Avenue K-8, you end at the west side of Sierra Hwy which forces the rider south on Sierra Hwy to Avenue L to connect to the bike path on the other side of the street. Connectivity for Avenue L from 10th to 15th Street West needs to be indicated on the map with a 6' color lane with a 2' buffer.</p> | <p>a) Chapter 12, Design Guidelines, covers landscaping, screening, planting, and trail maintenance.</p> <p>b) Staff will provide a presentation at the 12/1/11 ADC meeting.</p> | No action required. | 12/1/2011 |

**Draft Master Plan of Trails and Bikeways
Public Comments**

| Item | Date Received | Submitted By | Comments | Staff Comments | ADC Recommendation | Date |
|------|---------------------|---|---|---|-------------------------------------|-----------|
| 15 | 11/22/11 ADC mtg | Elaine Macdonald Technical Advisory Committee Member | <p>a) Trail on Avenue M and 20th Street West needs to be wider for two horses to be side by side or to be able to turn around.</p> <p>b) Would like to see horse trails and horse keeping when new development comes in (minimum half acre lots to allow horse ownership on the property).</p> <p>c) Provide staging at Littlerock Wash. This provides access to Lancaster and to the County trails.</p> <p>d) Would like to see Lancaster Trails Days once a year, which would incorporate equestrian and hiking (which goes well together) to celebrate the trails.</p> | <p>a) Page 12-24, Plan calls for equestrian trails to have a clear width of 12 feet for passing and two-way use.</p> <p>b) Rural residential zones provide for the keeping of horses.</p> <p>c) See comment 11e.</p> <p>d) Page 7-15 address promotional programs, and it calls out "Lancaster Trail Days" and "Earth Day".</p> | No action required. | 12/1/2011 |
| 16 | 11/22/11 ADC mtg | Michele Chavez High Desert Cyclist LA County Bicycle Coalition | <p>a) Happy with the Plan overall.</p> <p>b) Issue with the Avenue L overpass, it does not connect, and Avenue L is not safe. Please make it safe for bicyclist.</p> <p>c) How does Avenue L connect to the Sierra Hwy bike path?</p> <p>d) Avenue K-8 does not cross to the Sierra Hwy bike path.</p> | <p>a) Comments noted, no action required.</p> <p>b) See comment 14b.</p> <p>c) No plans at this time to connect Avenue L to the Sierra Hwy bike path. Access to Sierra Hwy bike path would be at Avenue K-8.</p> <p>d) Plans are to add a bike activated signal to cross Sierra Hwy.</p> | No action required. | 12/1/2011 |
| 17 | 11/22/11 email | Nancy Lemos 24 year Lancaster resident and local cyclist | <p>a) Encourages the Commission to support the Plan, the identified routes and paths are important to cyclist. Please vote yes.</p> | <p>a) Comments noted, no action required.</p> | ADC appreciates support. No action. | 12/1/2011 |
| 18 | 11/22/11 email | David Burrell Cyclist | <p>a) Supports of the Master Plan. Rides his bike for fitness and endurance events. Agrees with the Plan recommendations and urges the Commission to adopt the Plan in its entirety.</p> | <p>a) Comments noted, no action required.</p> | ADC appreciates support. No action. | 12/1/2011 |
| 19 | 11/24/2011 | Patrick James Hogan Resident | <p>a) Supports of the Master Plan. Believes important bikeways and trails have been identified. Would like the Commissioners to vote yes on the Plan.</p> | <p>a) Comments noted, no action required.</p> | ADC appreciates support. No action. | 12/1/2011 |

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,



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 disable 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 1st 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.



April Bartlett, Chairperson
Lancaster Architectural and Design Commission

ATTEST:



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 90th 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.