

RESOLUTION NO. 08-97

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
LANCASTER, CALIFORNIA, ADOPTING THE CITY OF
LANCASTER BICYCLE TRANSPORTATION PLAN 2008

WHEREAS, the California Bicycle Transportation Account (BTA) provides state funds for city and county projects that improve safety and convenience for bicycle commuters; and

WHEREAS, in accordance with the provisions of the California Streets and Highways Code, cities and counties are required by the state government to adopt a local Bicycle Transportation Plan, in order to be eligible for BTA grant funds; and

WHEREAS, the City Council now desires to adopt the City of Lancaster 2008 Bicycle Transportation Plan to become eligible for state grant funding.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED BY THE CITY COUNCIL OF THE CITY OF LANCASTER, STATE OF CALIFORNIA, THAT:

Section 1. This City Council hereby adopts the City of Lancaster Bicycle Transportation Plan 2008 hereto as "**Exhibit A**" and made a part hereof, which is on file in the City Clerk's Office.

PASSED, APPROVED and ADOPTED this ____ day of _____, _____,
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

STATE OF CALIFORNIA }
 COUNTY OF LOS ANGELES }ss
 CITY OF LANCASTER }

CERTIFICATION OF RESOLUTION
 CITY COUNCIL

I, _____, _____ City of Lancaster, CA, do hereby certify that this is a true and correct copy of the original Resolution No. 08-97, for which the original is on file in my office.

WITNESS MY HAND AND THE SEAL OF THE CITY OF LANCASTER, on this _____ day of _____, _____.

(seal)



City of Lancaster Bicycle Transportation Plan 2008

Prepared in conformance with
California Streets & Highways Code Section 891.2

R. Rex Parris, Mayor
Ronald D. Smith, Vice Mayor
Ed Sileo, Council Member
Ken Mann, Council Member
Sherry Marquez, Council Member

City Staff
Michelle Cantrell, City Traffic Engineer
Nicole West, Management Analyst

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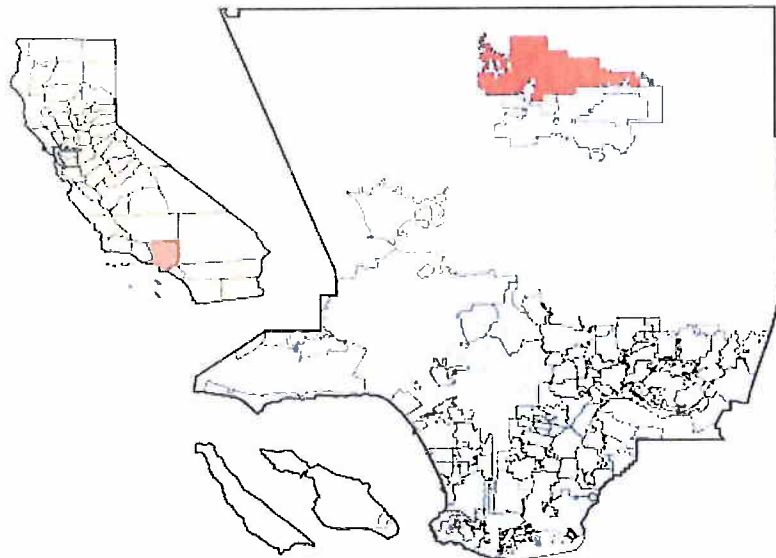
Introduction

The City of Lancaster Public Works department prepared this Bicycle Transportation Plan in compliance with the California Bicycle Transportation Act (California Streets and Highway Code, Chapter 8, Article 3, Section 891.2). This Plan is required for the City of Lancaster to be eligible for Bicycle Transportation Account grant funding. The City of Lancaster General Plan 2020, and the Metro Bicycle Transportation Strategic Plan (2006), recognize the need to reduce traffic congestion and improve air quality by promoting the use of bicycles as an alternative means of transport.

Lancaster is employing Los Angeles County Metropolitan Transportation Agency's Bicycle Transportation Account Compliance Document (2006) in establishing Bicycle Transportation Account compliance.

Location and Population

Lancaster is the eighth-largest city in Los Angeles County and located approximately 70 miles (112.5km) north (by road travel) of the city of Los Angeles in southern California's Antelope Valley. It is separated from the Los Angeles Basin by the San Gabriel Mountain Range to the south and from Bakersfield and the San Joaquin Valley by the Tehachapi Mountain Range to the north. The City of Lancaster has grown from 37,000 residents at the time of incorporation in 1977, to an estimated 145,243 residents in 2008, according to the California Department of Finance. The City area is colored red on the map below.



The city has a total area of 94.2 square miles (243.9 km²), of which, 94.0 square miles (243.5 km²) of it is land and 0.2 square miles (0.5 km²) of it (0.19%) is water.

Lancaster's elevation is 2,500 feet (760 m) above sea level on a high, flat valley surrounded by mountain ranges. The average daytime high in the summertime around 95°F (35°C) and the average winter daytime high in the low 60s. Overnight lows during the coldest months (December-March) can dip in the low 20s Fahrenheit.

BICYCLE TRANSPORTATION PLAN

Estimated Number of Bicycle Commuters

891.2. (a): The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.

LACMTA's Bicycle Transportation Account Compliance Document estimated the existing bicycle commuter trips for Lancaster at 3,275 daily bicycle trips (page 12). The future number of trips is estimated by MTA to be 9,128 daily bicycle trips. This estimate was developed for all agencies using the MTA Bikeway Off-Model Analysis, which is based on the US Census and other sources. A full description of this methodology is included in the Compliance Document in "Appendix A: Bicycle Commuter Estimating Methodology."

Land Use

891.2.2(b): A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.

The incorporated area of the City of Lancaster consists of two distinct land use density components: urban density which includes urban residential, commercial, industrial and public land uses, contained within the Urbanizing Area; and rural density which includes rural residential land uses located outside of the Urbanizing Area primarily in the outlying east and west portions of the incorporated area. State Route 14 and Southern Pacific Railroad pass

through the middle of Lancaster in a north/south direction. Agricultural land is situated on the out-skirts of the City. See Exhibit A in the Appendix for the City's Zoning Map.

Existing and Proposed Bikeways

891.2.2(c): A map and description of existing and proposed bikeways.

The City of Lancaster currently has approximately 6 miles of Class I bikeways, 30 miles of Class II bikeways, and 4 miles of Class III bikeways. An additional 5.5 miles of Class I bikeways, 3.25 miles of Class II bikeways, and 0.5 miles of Class III bikeways are currently proposed. See Exhibit C in the Appendix for a map of the existing and proposed bikeways.

The surrounding County offers bicyclists numerous options for enjoyable picturesque bike rides for on or off-roading. Many of the County's remote country roads offer beautiful rides through the rural desert, often with views of distant snow covered mountains. This plan recognizes the importance of providing links to the other bikeways so as to provide access to recreational riding.

End of Trip Bicycle Parking Facilities

891.2.2(d): A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.

Bike racks are located at many public buildings, schools, parks, and large employers in Lancaster. The City places the following standard condition on all site plan reviews. "The project shall comply with all requirements of the Municipal Code and of the specific zoning of subject property, unless shown on the approved plot plan or an adjustment has been granted by the Planning Director."

Lancaster Municipal Code states:

17.12.230 Design requirements: The following design requirements shall be met for development in the C zone:

- A. General requirements applicable to all development:
 - A. Access.

- a. Pedestrians and Bicycles.
 - 1) On-site pedestrian walkways serving all commercial buildings, freestanding or common walls as in a shopping center, shall be installed in a manner which will promote direct, safe and convenient pedestrian access to public sidewalks, crosswalks and transit stops with minimal interruption by vehicular traffic. Where the walkways are interrupted by traffic the design of the crosswalk shall be intended to slow the speed of traffic.
 - 2) Such pedestrian walkways shall be provided to each abutting street which is served by a sidewalk. The walkways shall be clearly designated through the use of raised walkways, decorative paving, placement of lighting, landscaping, shading devices, or other design features.
 - 3) Pedestrian walkways and seating should be visible from buildings, parking facilities, and rights-of-way to the greatest degree possible to provide surveillance of these areas.
 - 4) Access for bicycles shall be provided for all sites abutting or adjacent to planned bicycle and/or trail routes.
 - 5) Bicycle parking shall be provided in a convenient location near the entrance of the building.

Exhibit C in the Appendix identifies the known locations of businesses with bike parking facilities and proposed bike parking facilities.

Bicycle Transport and Parking Facilities for Connection with Other Transportation Modes

891.2.2(e): A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

LACMTA’s Bicycle Transportation Account Compliance Document lists Lancaster’s existing bicycle transport and parking facilities for connections and use of other transportation modes (page 66). Exhibit D in the Appendix maps the bicycle parking facilities for connection with other transportation modes. The acronym “AVTA” stands the Antelope Valley Transit Authority in the list below copied from the Compliance Document:

Address/Location	Zip Code	Owner	Operator	Transit Agencies	Bike Racks	Bike Lockers	Park & Ride?
1501 W. Avenue K	93534	Caltrans	Caltrans	AVTA	6		Yes
45045 N. 5 th Street East	93535	City	City	AVTA	6		Yes
43011 N. 10 th Street West, North Lot	93534	City	City	AVTA, Santa Clarita, Kern Co.	6	12	Yes
43011 N. 10 th Street West, South Lot	93534	City	City	AVTA, Santa Clarita	6	6	Yes
1011 East Avenue I	93535	Church	City	AVTA			Yes
44812 N. Sierra Highway	93534	City	City	Metrolink, Santa Clarita, Amtrak, AVTA	8	6	Yes

Facilities for Changing and Storing Clothes and Equipment

891.2.2(f): A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.

The City has one existing facility, the Wal-Mart center at Avenue J and 20th Street East for changing and storing clothes and equipment. These amenities, including showers, are available to the store’s employees. Currently, similar amenities are not proposed at other locations. The location of the existing facility is shown on Exhibit E in the Appendix.

Bicycle Safety and Education

891.2.2 (g): A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

The City of Lancaster has been a continued recipient of California Office of Traffic Safety competitive grant funds to provide pedestrian and bicycle safety education to school-age children. The latest OTS grant was during the period from 2006 to 2008. The goal of the 2006-2008 Bicycle and Pedestrian Safety Program was to prevent injuries and fatalities among children age 5-14 resulting from pedestrian-bicycle involved collisions by:

1. Conducting a comprehensive safety education program in 13 public elementary schools in Lancaster which included workshops and rodeos.
2. Developing a safety program and materials to be adopted as an on-going program in public elementary schools.

The City's contractor conducted traffic safety presentations in 11 schools by June 30, 2008. Attendance records indicate the contractor brought the program to over 6,000 students. As a result of the City's Bicycle and Pedestrian Safety Education program:

1. The number of bicyclists injured under the age of 15 decreased 20 percent from 12 to 10.
2. The number of bicyclists killed under the age of 15 was maintained at zero.
3. The number of pedestrians injured under the age of 15 decreased by 20 percent from 15 to 12.
4. The number of pedestrians killed under the age of 15 was maintained at zero.
5. Bicycle helmet compliance for public elementary school children increased 19 percentage points from 157 students to 187 students.

With the assistance of the on-going traffic safety education program, Lancaster hopes to maintain or further reduce injuries to people under the age of 15. Additional grant funding may be sought in the future to bring the Pedestrian and Bicycle Safety Education program to more Lancaster school children.

In the City's Bikeways map published in 2006 and widely distributed to our residents, "Rules of the Road" are featured, listing a summary of the bicycle section of the California Vehicle Code. The map, attached to this Plan, also lists "Biking Tips" and "Safety Tips" in an effort to educate bicyclists on how to stay safe on the road.

In addition to education, the Los Angeles County Sheriff's department conducts regular patrols in Lancaster so as to enforce traffic safety laws and remind motorists that law enforcement is committed to help reduce collisions involving bicyclists and pedestrians.

Citizen and Community Involvement

891.2.2 (h): A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.

The City of Lancaster conducted two planning meetings in support of the Plan. On October 27, 2008, in connection with the General Plan update, the City's Planning Commission met to discuss the Physical Mobility Element of the General Plan. This element includes discussions and policies regarding bicycle facilities. The discussion included questions regarding improvements needed and bike trail routing.

The second meeting was held in November 2006, where Lancaster staff met with members of the community who are invested in the promotion of bicycling as alternative to motor transport. Representatives from the High Desert Cyclists came with ideas on possible bikeway projects and their proposed project prioritization.

Consistency and Coordination with Other Plans

891.2.2 (i): A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.

This Plan is consistent with the City of Lancaster General Plan and with the METRO Bicycle Transportation Strategic Plan and Congestion Management Plan. These Plans discuss encouraging and establishing the following related to preservation of air quality and energy conservation:

1. Lancaster General Plan: 3.3.2(b) Consider providing incentives to the private sector that encourage implementation of air quality programs, such as infrastructure improvements in redevelopment areas, small business development programs, and loan programs to assist in implementing emissions reducing measures such as flex-time, bicycle facilities, and use of public transportation.
2. METRO Bicycle Transportation Strategic Plan (Page 2): "This Plan provides a new look at bicycle use to relieve congestion, improve air quality, reduce vehicle miles traveled (VMT), and increase transit visibility."

3. METRO Congestion Management Plan (Page 9): “The CMP was created for the following purposes:
- a. To link local land use decision with their impacts on regional transportation and air quality;
 - b. To develop a partnership among transportation decision makers on devising appropriate transportation solutions that include all modes of travel.”

In addition to the above Plans, the City is in compliance with LACMTA’s Congestion Management Plan through Lancaster Resolution 93-27 and Ordinance 633. The ordinance establishes a system for the management of transportation demand by, along with other motor trip reduction mechanisms, by requiring large developments to display “bicycle route and facility information, including regional/local bicycle maps and bicycle safety information.” In addition, “bicycle racks or other secure bicycle parking shall be provided to accommodate 4 bicycles per the first 50,000 square feet of non-residential development and 1 bicycle per each additional 50,000 square feet of non-residential development.... A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather.”

Description of Proposed Bikeway Projects and Priorities

891.2.2 (j): A description of the projects proposed in the plan and a listing of their priorities for implementation.

This Plan proposes the following bikeway construction projects currently programmed into the City’s 10-year Capital Improvement Program. Projects are listed in order of priority:

1. Class II bike lane and pavement widening on Lancaster Blvd. between 18th Street East and 30th Street East
2. Class II bike lane on Sierra Highway from Avenue J to Avenue I. This lane will connect the Class I bike path from Avenue M in Lancaster to the Metrolink station.
3. Class II bike lane on Avenue J-8, Challenger Way to 22nd Street East
4. Class II bike lane on 30th Street West, Avenue M to Avenue L
5. Class III bike path on 32nd Street West, Avenue J to Avenue J-8
6. Class I bike path on 35th Street West, Avenue J to Avenue I

7. Class I bike path on Avenue K-8, 70th Street West to 50th Street West (a portion from 65th Street West to 60th Street West already exists)
8. Class I bike path near the East Lancaster drainage channel from Lancaster Blvd. to Avenue L (a portion of this path already exists)
9. Amargosa Creek Pathways Phase II

Past Expenditures and Future Financial Needs

891.2.2 (k): A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

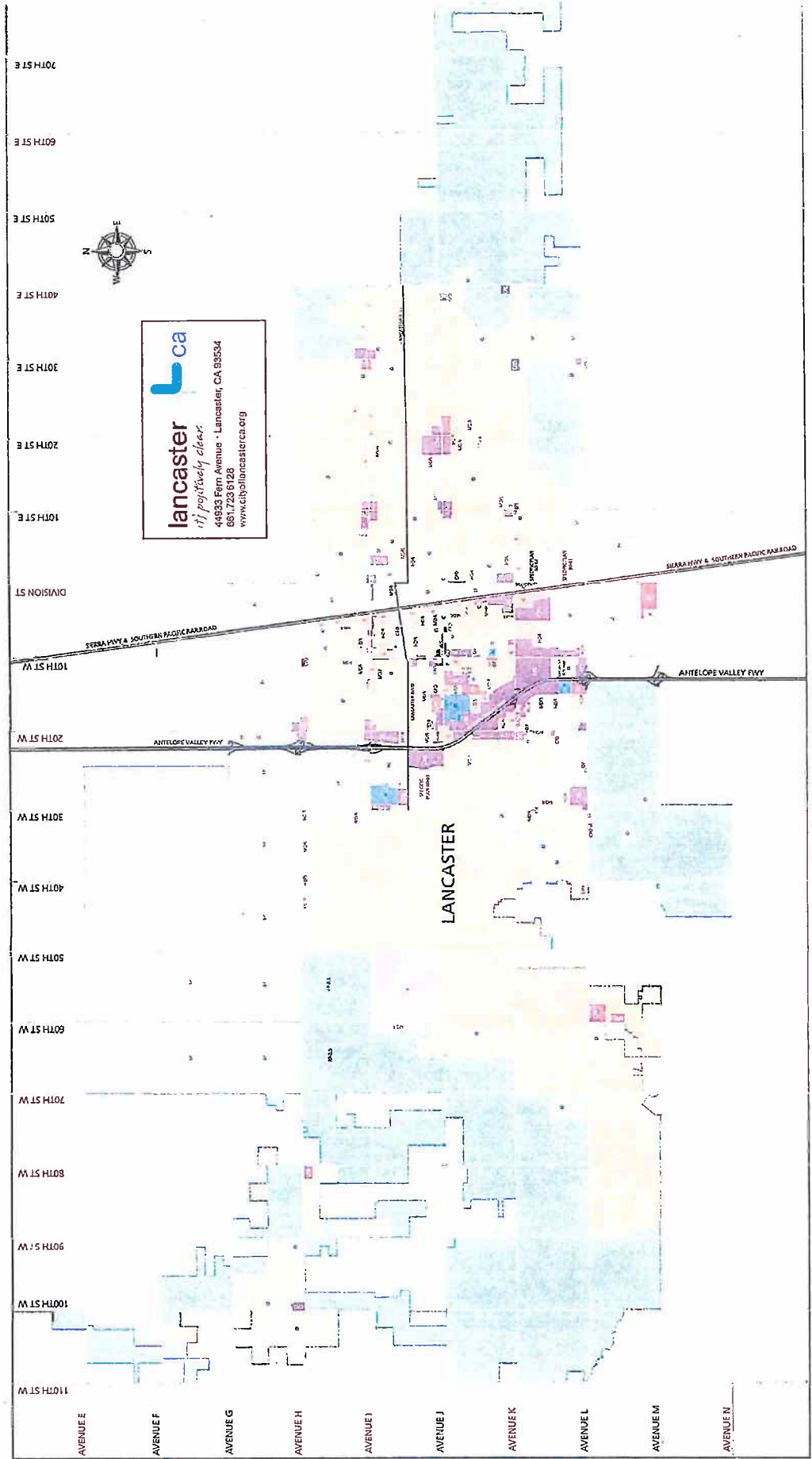
LACMTA’s Bicycle Transportation Account Compliance Document lists Lancaster’s past expenditures for bicycle facilities and future financial needs for projects that improve the safety and convenience for bicycle commuters in the plan area (page 18). In the table below, Lancaster staff updated the proposed bikeway and proposed cost figures to reflect the most current information available.

Existing Bikeways			Past Expenditures	Proposed Bikeways (2008)			Proposed Costs (Dollars) (2008)		
Class I	Class II	Class III		Class I	Class II	Class III	Class I	Class II	Class III
5.79	30.47	4.04	\$4,483,156	5.50	3.25	0.5	\$7,560,000	\$184,5000	\$5,000

Appendix

- Exhibit A – City of Lancaster Zoning Map
- Exhibit B – Existing and Proposed Bikeways
- Exhibit C – End-of-Trip Bicycle Parking Facilities
- Exhibit D – Bicycle Transport and Parking Facilities for Connection with Other Transportation Modes
- Exhibit E – Facilities for Changing and Storing Clothes and Equipment

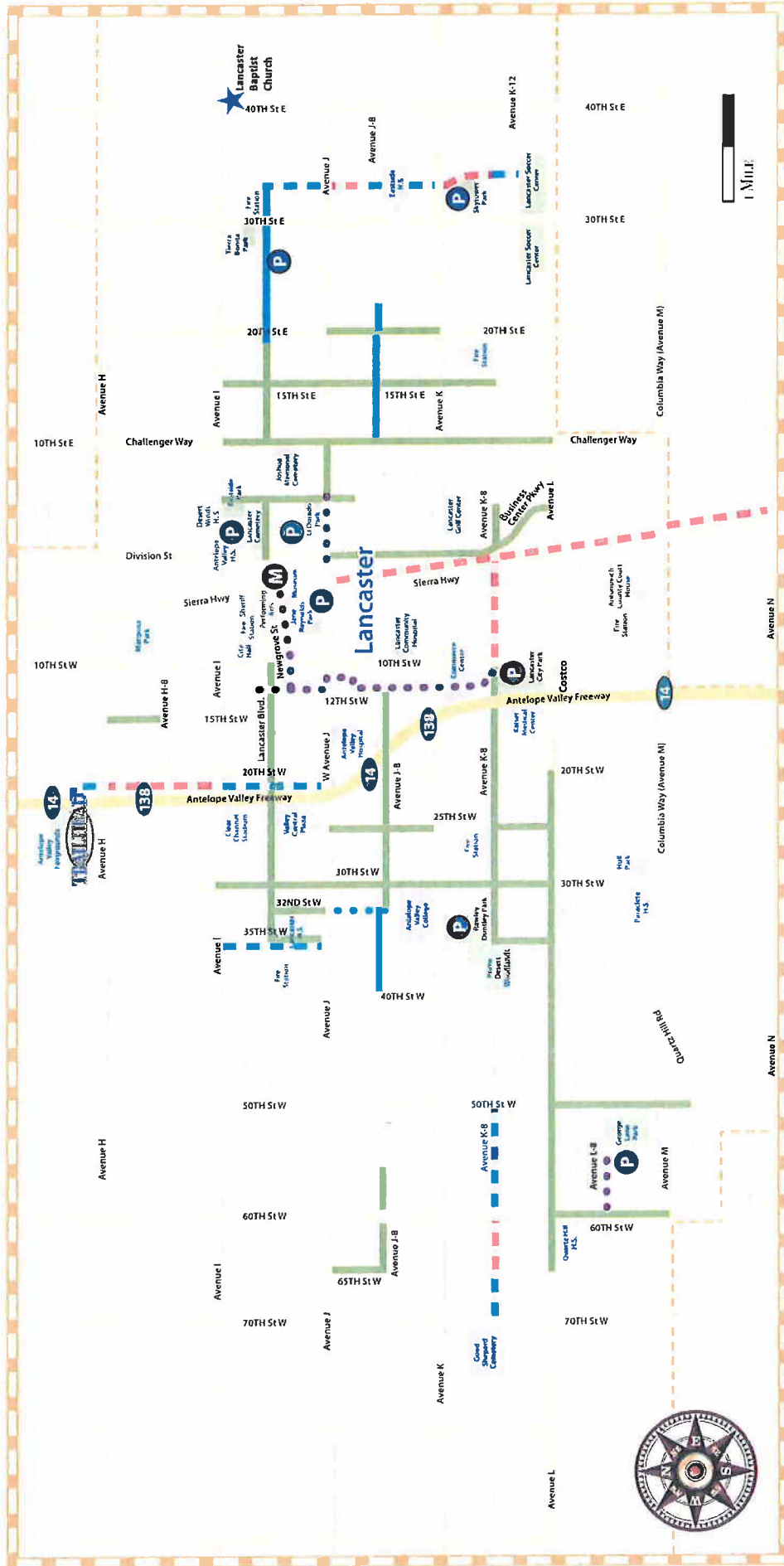
Exhibit A



lanaster **ca**
it positively clear.
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 www.ci.lancaster.ca.org

- LEGEND:**
- RURAL RESIDENTIAL
 - SINGLE FAMILY RESIDENTIAL
 - Moderate Density Residential of 7.1 - 15 Units / Acre
 - High Density Residential of 15.1 - 30 Units / Acre
 - Regional Commercial
 - Commercial
 - Commercial Planned Development
 - Central Business District
 - Public
 - Office / Professional
 - Light Industry
 - Heavy Industry
 - Hospital
 - Open Space
 - Specific Plan

Exhibit B



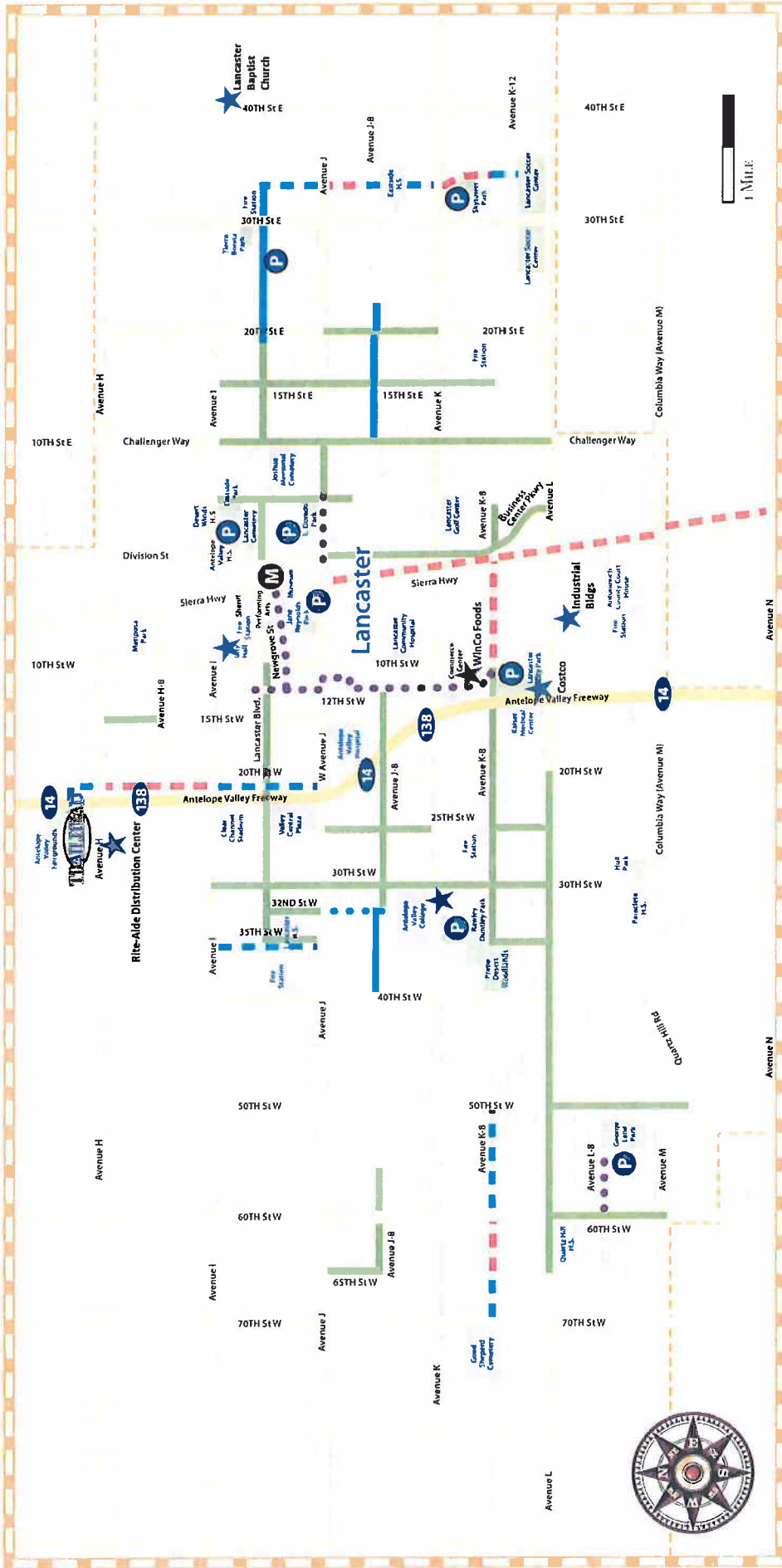
P PARK SITES **M** METROLINK STATION **CITY LIMITS** **PARKS**

CLASS I BIKE PATH OR TRAIL
 A SIDEWALK RIGHT-OF-WAY FOR BIKES AND TRAILERS. ACCESS IS LIMITED TO DESIGNATED POINTS.
 PROPOSED

CLASS II BIKE LANE
 A BIKER-TO-BIKER RIGHT-OF-WAY FOR BIKES ONLY. MOST OF ITS DESIGNATED RIGHT-OF-WAY IS A PAVED BIKE AND SHOULDER. MOTOR VEHICLES ARE PERMITTED TO USE THE BIKE LANE TO MAKE LEFT-TURN MANEUVERS AND AT ALL INTERSECTIONS AND PARKS (WHERE PERMITTED).
 PROPOSED

CLASS III BIKE PATH OR TRAIL
 A TRAIL AVAILABLE FOR BIKES AND MOTOR VEHICLES, DESIGNATED BY SIGNS ONLY. THIS TYPE OF BIKEWAY DOES NOT PROVIDE CYCLISTS WITH DESIGNATED PRIORITIES, BUT PROVIDES THROUGH MOVEMENT OF THE CYCLIST, ETC. ETC.
 PROPOSED

Exhibit C

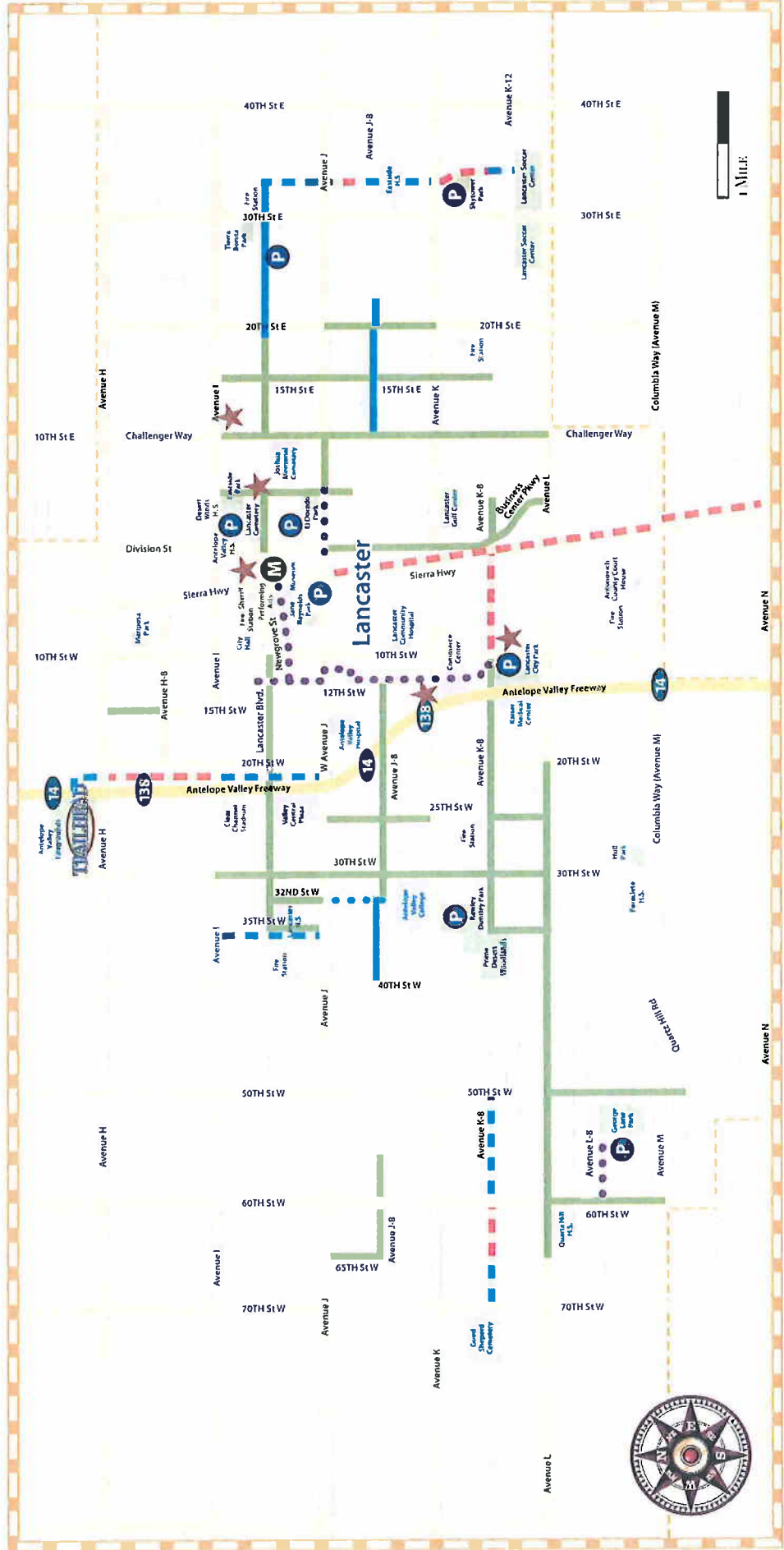


P PARK SITES
 M METROLINK STATION
 ★ BIKE PARKING FACILITIES (EXISTING & PROPOSED)
 CITY LIMITS
 PARKS

LEGEND

CLASS I	BIKE PATH OR TRAIL	CLASS II	BIKE LANE	CLASS III	BIKE PATH OR TRAIL
	A SEPARATE RIGHT-OF-WAY FOR BICYCLAS AND OTHER USERS. ACCESS MAY BE LIMITED TO DESIGNATED PARKING.		A BICYCLED RIGHT-OF-WAY FOR BICYCLAS, MOST OFTEN DESIGNATED BY A PAINTED LINE AND SIGNS ON THE ROAD. MOTOR VEHICLES ARE PERMITTED TO USE THE BIKE LANE TO MAKE TURNS WITHIN 300 FEET OF AN INTERSECTION AND PARK (WHEN PERMITTED).		A TRAVEL SHARED BY BICYCLAS AND MOTOR VEHICLES, DESIGNATED BY SIGNAGE. THIS TYPE OF BIKEWAY DOES NOT PROVIDE CYCLISTS WITH DESIGNATED PRIORITIES, BUT EXHIBITS FUTURE INTENTIONS OF THE ENGINEER FOR IT.
	PROPOSED		PROPOSED		PROPOSED

Exhibit D



BIKE PARKING FACILITIES CONNECTED TO OTHER TRANSPORTATION MODES

- PARK SITES
- METROLINK STATION
- PARKS

LEGEND

- CITY LIMITS
- PARKS

CLASS I BIKE PATH OR TRAIL

- A SEPARATE RIGHT-OF-WAY FOR BICYCLES AND OTHER USERS. ACCESS MAY BE LIMITED TO DESIGNATED POINTS.
- PROPOSED

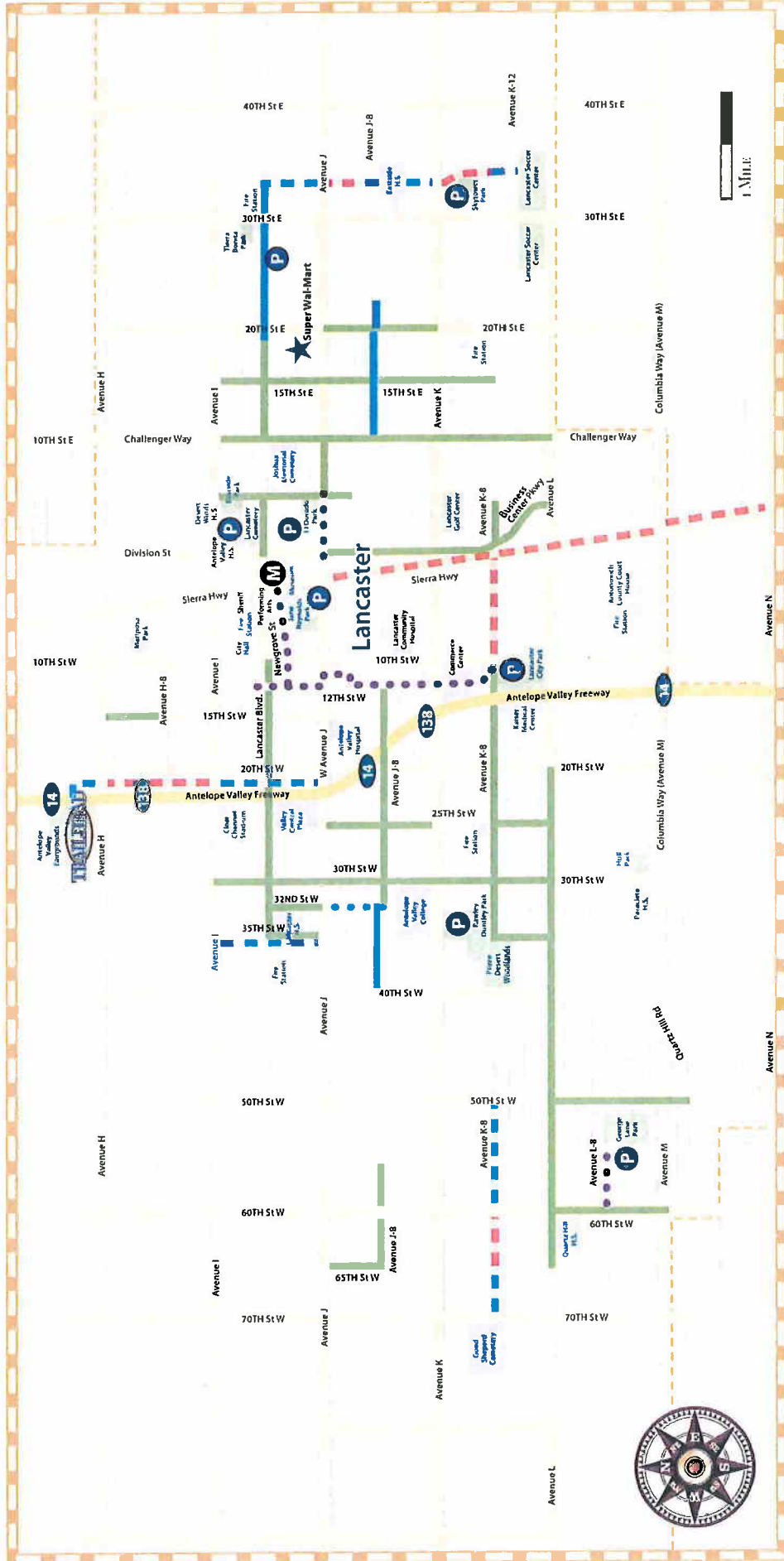
CLASS II BIKE LANE

- A SIDE-TO-SIDE BUILD-OUT FOR BICYCLES, MOST OFTEN DESIGNATED BY A PAINTED LINE AND SIGNAGE ON THE ROAD. MOTOR VEHICLES ARE PERMITTED TO USE THE BIKE LANE TO MAKE LEFT-TURN MANEUVERS AT INTERSECTIONS AND PARK (WHERE PERMITTED).
- PROPOSED

CLASS III BIKE PATH OR TRAIL

- A TRAIL LANE SHARED BY BICYCLES AND MOTOR VEHICLES. DESIGNATED BY SIGNAGE ONLY. THIS TYPE OF BIKEWAY DOES NOT PROVIDE CYCLISTS WITH SEPARATE PATHWAYS, BUT IS AVAILABLE TO OTHER MOTORISTS OF THE OVERLAPPING TRAIL.
- PROPOSED

Exhibit E



FACILITIES FOR CHANGING AND STORING CLOTHES AND EQUIPMENT

- P** PARK SITES
- M** METROLINK STATION
- ★** METROLINK STATION
- CITY LIMITS
- PARKS

CLASS I BIKE PATH OR TRAIL

- ASPHALT BUILT-UP-WAY FOR BICYCLISTS AND OTHER USERS. ACCESS MAY BE LIMITED TO DESIGNATED PORTALS.
- PROPOSED

CLASS II BIKE LANE

- A BUILT-UP BUILT-UP-WAY FOR BICYCLISTS. MOST OFTEN DEMARKED BY A PAVED LINE AND SIGNS ON THE ROAD. METROBIKES ARE PERMITTED TO USE THE BIKE LANE TO MAKE U-TURNS, APPROVE OF AN INTERSECTION AND PARK (WHERE PERMITTED).
- PROPOSED

CLASS III BIKE PATH OR TRAIL

- A TRAIL UNCHARGED BY BICYCLISTS AND MOTOR VEHICLES. USUALLY OF SIGNIFICANT. THIS TYPE OF BIKEWAY DOES NOT PROVIDE CONTACT WITH PAVED SURFACES, BUT RATHER, IT PROVIDES MOTIVATION OF THE CYCLING ROUTE.
- PROPOSED

LEGEND