



CITY OF CARSON

PLANNING COMMISSION STAFF REPORT

PUBLIC HEARING: June 11, 2013
SUBJECT: Master Plan of Bikeways
APPLICANT: City of Carson
REQUEST: To consider General Plan Amendment 92-13 to amend the General Plan Circulation Element and adopt the City of Carson Master Plan of Bikeways
PROPERTY INVOLVED: City-wide

COMMISSION ACTION

- Concurred with staff
 Did not concur with staff
 Other

COMMISSIONERS' VOTE

AYE	NO		AYE	NO	
		Chairman Faletogo			Gordon
		Vice-Chair Verrett			Piñon
		Brimmer			Saenz
		Diaz			Schaefer
		Goolsby			

Item No. 11A

I. Introduction/Background

The last update to the Planning Commission for the Master Plan of Bikeways project was on March 26, 2013 (Exhibit No. 1). A comprehensive background is provided in the March 26, 2013 staff report, therefore only events after that time and/or not included in that report will be discussed below.

Since March 26, 2013, staff released the complete draft Master Plan of Bikeways on May 9, 2013 for a 30-day public review and comment period, held a community meeting, and met with several stakeholder groups.

Staff organized a community meeting on May 16, 2013 to present the full draft of the Master Plan of Bikeways to attendees, answer questions, and gather comments. The majority of attendees were in support of the plan, however the StubHub Center (formerly known as the Home Depot Center) expressed concerns with the proposed cycle tracks surrounding their property and California State University, Dominguez Hills (CSUDH). Staff held separate meetings with representatives from the StubHub Center and the University to further discuss their concerns. The results of the meetings are discussed in this report.

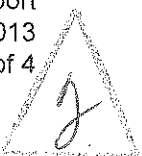
Staff also attended the Public Safety Commission meeting on March 21, 2013, conducted an outside agency/businesses stakeholders meeting on March 27, 2013, Carson-Dominguez Employers Alliance (CDEA) on April 9, 2013, and the Economic Development Commission meeting on May 2, 2013. The Public Safety Commission was in overwhelming support of the draft plan and recommended approval of the plan to the Planning Commission.

Staff had several other meetings with stakeholders throughout this time, including representatives from CSUDH, Watson Land Company, and StubHub Center

Issues of Concern

StubHub Center/California State University, Dominguez Hills

During the review period for the draft Master Plan of Bikeways, staff met with representatives of StubHub Center and CSUDH to discuss concerns for the proposed cycle tracks along Victoria Street and University Avenue. Following the meeting, StubHub Center submitted a comment letter to the City (Exhibit No. 2) including, (1) a request to remove the preferred option of cycle tracks along Victoria Street and University Avenue to standard bike lanes, (2) opposition to the lane reduction on Albertoni Street for a cycle track connecting to Stevenson Park, and (3) opposition to the reduction of traffic lanes on Avalon Boulevard between Victoria Street and University Avenue. Based on their concerns for safety and circulation, staff proposes removing the cycle tracks surrounding StubHub Center and CSUDH as the preferred option. Staff requests the option for a cycle track be placed as a "secondary option or option 2", in case circumstances in the future allow for the addition of a cycle track within these streets.



The proposed cycle track along Albertoni Street will result in the removal of one eastbound travel lane. Currently, this portion of Albertoni has two westbound travel lanes and three eastbound travel lanes with parking on both sides. The cycle track will remove parking and an excess eastbound travel lane and will not affect the on-ramp capacity to the 91 freeway. There is currently only one dedicated on-ramp for the 91 freeway and this will remain. The cycle track will provide a safe connection from neighborhood and businesses to Stevenson Park. The City's Traffic Engineer has reviewed the proposed plan and is in support of the removal of the excess eastbound travel lane for the cycle track.

In reference to comment number three, the plan does not propose a lane reduction for Avalon Boulevard between Victoria Street and University Avenue.

Watson Land Company/Economic Development Commission

Staff attended the Economic Development Commission (EDC) on May 2, 2013. During that time, the EDC made a motion to recommend the removal of the proposed bike lanes along Wilmington Avenue between 223rd Street and Sepulveda Boulevard, otherwise they were in support of the plan.

In addition, staff met several times with representatives from Watson Land Company and they also requested the removal of Wilmington Avenue between 223rd and Sepulveda Boulevard and the bike lanes proposed along Watson Center Road.

Staff does not recommend the removal of the proposed bike lanes along Wilmington Avenue, between 223rd Street and Sepulveda Boulevard. Based on traffic data, field surveys, and the existing/proposed conditions, bike lanes on Wilmington Avenue or Watson Center Road will not have an impact on the number of travel lanes.

Bike lanes on Wilmington Avenue will provide access for people that work in the industrial facilities along Wilmington Avenue and in the eastern part of Carson. The removal of the Wilmington Avenue connection results in an underserved population to the residents and businesses within east Carson since no other north-south bikeway is provided that serves that area. This section of Wilmington Avenue is one of the few through streets provided in east Carson, therefore no acceptable alternative routes are available. The Wilmington Avenue connection will also connect Sepulveda Boulevard to the Dominguez Channel bike path.

During field surveys, several cyclists were observed riding along this stretch of Wilmington Avenue even though it is identified as a truck route. Placing bike lanes provide for a safer ride for cyclists and allow for a safe separation from cyclists and trucks. Bike lanes provide additional visibility for truck drivers and other motorists. The installation of bike lanes along Wilmington Ave and Watson Center Road will not result in the removal of a travel lane and will not impede traffic. With the proposed buffered bike lanes (5' bike lane with 3' buffer), the travel lanes will remain 13'-14' wide, which exceed average lane widths of 11'-12' lanes. The minimum lane width within the State of California is 10 feet. The installation of bike lanes along Wilmington Avenue and Watson Center Road will not compromise

safety, the number of lanes, or compromise lane widths. The bike lanes will provide safer routes for cyclists and improve safety for trucks, cyclists, and motorists. Staff's recommendation is to maintain the bike lanes along Wilmington Avenue and Watson Center Road since no adverse impacts will result from the proposal, rather safety will improve.

II. Environmental Review

The proposed project is not subject to the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) since the project has no potential to cause a significant effect on the environment. The General Plan Amendment and adoption of the Master Plan of Bikeways is a guiding document and is not considered to be a project that has a potential to cause a significant effect on the environment. No environmental impacts will result.

III. Recommendation

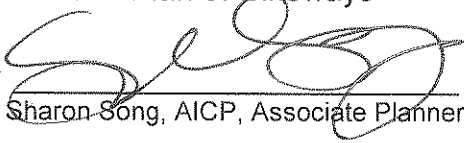
That the Planning Commission:

- WAIVE further reading and ADOPT Resolution No. 13- entitled, "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON RECOMMENDING APPROVAL TO THE CITY COUNCIL OF GENERAL PLAN AMENDMENT NO. 92-13 TO AMEND SECTION 3.3 OF THE GENERAL PLAN CIRCULATION ELEMENT AND ADOPT THE CITY OF CARSON MASTER PLAN OF BIKEWAYS"; and
- Amend the draft Master Plan of Bikeways to remove the proposed cycle tracks along University Drive and Central Avenue surrounding the California State University, Dominguez Hills campus and StubHub Center as a preferred priority and replace with standard bike lanes.


IV. Exhibits

1. Planning Commission Staff Report without exhibits, dated March 26, 2013
2. Letter from StubHub Center, dated June 5, 2013
3. Draft Resolution
4. Draft Master Plan of Bikeways

Approved by:


Sharon Song, AICP, Associate Planner

Reviewed by:


John F. Signo, AICP, Senior Planner

Approved by:


Sheri Repp Loadsman, Planning Officer



CITY OF CARSON

PLANNING COMMISSION STAFF REPORT

NEW BUSINESS DISCUSSION: March 26, 2013
SUBJECT: Workshop and update on the Master Plan of Bikeways
APPLICANT: City of Carson
REQUEST: Receive and File
PROPERTY INVOLVED: City-wide

COMMISSION ACTION

Concurred with staff
 Did not concur with staff
 Other

COMMISSIONERS' VOTE

AYE	NO		AYE	NO	
		Chairman Faletogo			Goolsby
		Vice-Chair Verrett			Gordon
		Brimmer			Saenz
		Diaz			Schaefer

I. Introduction/Background

The last update to the Planning Commission in regards to the Master Plan of Bikeways project was on September 25, 2012. Since then, staff organized bicycle counts at 8 locations in the city, held a second workshop on Saturday, January 26, 2013, distributed a survey to learn about the bicycling community and environment in Carson, provided an "interactive online map" to gather feedback and knowledge, and prepared a draft map and networks for public to review and comments (Exhibit No. 1).

In addition, staff is organizing the "Tour de Carson Bike Tour and Festival" scheduled for April 13, 2013 at City Hall to gather comments on the draft networks and for the public to participate in an organized bike ride along the proposed routes. The complete draft Master Plan of Bikeways will be made available for public review and comments mid-April 2013 and will be before the Planning Commission for consideration mid-May 2013.

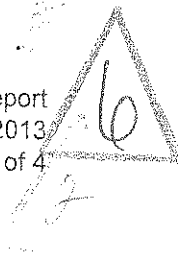
Second Workshop – Saturday, January 26, 2013

At this workshop, the Master Plan of Bikeways consultant, Ryan Snyder and Associates introduced the draft bikeway network to the public. The goal of the workshop was to invite community members to provide feedback on the draft network and to prioritize draft routes. A brief explanation of the types of bikeways and design treatments were discussed and attendees were asked to participate in two feedback exercises where they could mark their preferences for which projects to prioritize. The projects that received the most dots were: Victoria Street, University Drive, Figueroa Street south of Del Amo Boulevard, and 223rd Street.

Another roadway treatment dot exercise was conducted where attendees were asked if they supported the use of road diets and narrow travel lanes to implement bikeways (road diets would only be recommended when traffic impacts are negligible). All attendees supported the use of road diets and narrower travel lanes to implement bikeways. In order to receive additional feedback from the public, staff provided the two surveys/exercises and a copy of the draft networks and map on the City's bikeways website (<http://ci.carson.ca.us/bikeways>) and have made them available until April 13, 2013 (Exhibit No. 2). The results of the surveys will be included in the draft Master Plan of Bikeways.

Survey – Bicycling Community and Environment in Carson and Interactive Map

The City distributed a survey to learn about the bicycling community and environment in Carson. The survey was available online from July 9, 2012 to October 2, 2012 and paper copies were also available at City Hall and the Community Center. The survey asked (1) information on the surveyor, (2) reasons for bicycling in Carson, (3) barriers to bicycling in Carson, and (4) suggestions for bikeways and bicycle parking location. 102 people responded to the survey and ages ranged from 13 to 78 years old. The vast majority of respondents (92%) stated one of the major barriers to riding bicycles in Carson is the lack of safe streets to ride on. Complete survey results will be included in the draft Master Plan of Bikeways.



Tour de Carson Bike Tour and Festival

A large component of the project and requirements for the grant funding for the Master Plan of Bikeways includes garnering public participation, educating the public, and encouraging active public involvement throughout the planning process. Therefore, as part of the Master Plan of Bikeways project, staff and the Los Angeles County Bicycle Coalition (LACBC) are organizing a community bicycle event, Tour de Carson Bike Tour and Festival on Saturday, April 13, 2013 at the City Hall parking lot. The event will focus on gathering comments for the draft networks and map currently released for public comments and a guided bike ride of the proposed routes. The event will also include bicycle education sessions to promote bicycle safety and awareness. Local bicycle and health vendors have also been invited to provide additional information for participants. The event is fully funded by the Master Plan of Bikeways grant, therefore is free to the public. Up to 200 people who participate in the event will be offered a free lunch and opportunities to win prizes such as bicycle safety wear, lights, helmets and a bicycle (Exhibit No. 3 and 4).

Safety banners will also be displayed in the medians of the major intersections of the bike ride to provide awareness and educate drivers to "Be Safe and Share the Road".

Complete Draft Master Plan of Bikeways

The results and feedback from the workshops, surveys, and the Tour de Carson bike ride will be fully implemented in the complete draft Master Plan of Bikeways. The Master Plan of Bikeways will identify bicycle routes/networks, policies for community involvement/integration, utilization of existing resources, facility design, implementation, maintenance, funding, and special programs. The plan will serve as a planning document to guide future city improvements, development and maintenance of the city's bicycle network for local and regional commuters and recreational riders. The survey results will identify projects for capital improvements and provide a priority list of projects depending on public opinion, public safety, and feasibility. The goals of the Master Plan of Bikeways will reflect the public's needs and comments gathered during this process, which include improving bicycle safety, mobility, and connectivity within the city and South Bay region.

The draft networks and map are currently available and under review, however the full draft will be released for public comments after the Tour de Carson event and scheduled for Planning Commission consideration and recommendation in mid-May. Staff anticipates the final Master Plan of Bikeways to be adopted by City Council by June 2013.

II. Recommendation


That the Planning Commission:

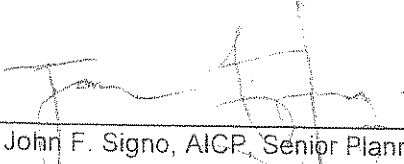
- **RECEIVE and FILE.**



III. Exhibits

1. Planning Commission Staff Report, dated September 25, 2012
2. Draft networks and map
3. Flyer for Tour de Carson and Mock-up of Safety Banners
4. Draft routes for the Tour de Carson guided Bike Ride

Approved by: 
Sharon Song, AICP, Associate Planner

Reviewed by: 
John F. Signo, AICP, Senior Planner

Approved by: 
Sheri Repp Loadsmán, Planning Officer



June 5, 2013

Sharon Song
Associate Planner
City of Carson
701 E. Carson Street
Carson, CA 90745

Dear Ms. Song,

The Home Depot Center has reviewed the Draft Carson Master Plan of Bikeways. The Home Depot Center supports bicycles as an alternate mode of transportation and is generally supportive of the Plan.

However, we do have some concerns regarding some of the proposed improvements in the vicinity of the Home Depot Center.

As you know, the Home Depot Center is a world class sports stadium and event center. It is home to two professional MLS soccer teams, the Los Angeles Galaxy and C.D. Chivas USA, numerous community sporting events, and regularly stages concerts and other community events. As such, it is a key economic generator for the City of Carson and the surrounding region.

Convenient and efficient access and egress to the facility is essential to its operation. In obtaining environmental clearance and approvals, the Home Depot Center was required to adopt and implement certain roadway mitigations to eliminate traffic impacts and improve traffic flow.

As such, we are very concerned that any of the proposed bikeway improvements and associated facilities may negatively impact the access and egress to the facility and its parking.

We note that the draft Bike Plan does not contain any specific roadway cross sections that enable the reviewer to accurately determine if roadway capacity will be reduced to install bike facilities.

We are in support of bike lanes where the existing street capacity is maintained. We are not in support of cycletracks if roadway capacity will be reduced on roadways that are adjacent to or approaching the facility from nearby freeways. We are specifically concerned over the following segments:

- University Avenue between Avalon Boulevard and Central Avenue

The Plan proposes to remove one westbound traffic lane and add a 15-ft cycletrack on the north side. This would negatively impact ingress/egress operation for events.

EXHIBIT NO. 2

- Central Avenue between Victoria Street and University Avenue

The plan is proposing to install a cycletrack on the west side of the street. Since there is an already existing bike path, this cycletrack is redundant and would not be consistent with the bike facilities in the adjacent area, which are mostly bike lanes and paths.

- Albertoni/SR-91 FWY between Avalon Boulevard and on/off ramps

We are opposed to any lane reduction around the SR-91 on/off ramps as this would negatively impact our ability to move cars to and from the facility.

- Avalon Boulevard between Victoria and University and near I-405

The Plan is also proposing lane reductions on a segment of Avalon between I-405 and the Dominguez Channel. Reducing auto capacity on one of the main approaches to the Home Depot Center will negatively impact the ability for cars to move to and from the facility.

Based on these concerns, we suggest the following alternatives:

1. University Avenue

Do not remove westbound traffic lane. Do not add cycletrack if it means removing traffic lane. Consider a bike lane with buffers as long as it does not reduce roadway capacity.

2. Central Avenue

Install bike lane instead of cycletrack as long as it does not reduce roadway capacity.

3. Albertoni/SR-91 FWY

Do not reduce number of traffic lanes.

4. Avalon Boulevard

Do not reduce number of traffic lanes.

The Home Depot Center supports bicycles as an alternate mode of transportation and we are supportive of the Plan. However, we are concerned over some specific improvements and how they would affect the facility. We hope the City makes the proper adjustments to have the Plan not negatively impact traffic operations near the Home Depot Center.



Sincerely,

Katie Pandolfo

Katie Pandolfo
General Manager
Home Depot Center



CITY OF CARSON
PLANNING COMMISSION
RESOLUTION NO. 13-

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON RECOMMENDING APPROVAL TO THE CITY COUNCIL OF GENERAL PLAN AMENDMENT NO. 92-13 TO AMEND SECTION 3.3 OF THE GENERAL PLAN CIRCULATION ELEMENT AND ADOPT THE CITY OF CARSON MASTER PLAN OF BIKEWAYS

THE PLANNING COMMISSION OF THE CITY OF CARSON, CALIFORNIA, HEREBY FINDS, RESOLVES AND ORDERS AS FOLLOWS:

Section 1. The City Council approved the filing of a grant application on March 16, 2011, identifying the Los Angeles County Bicycle Coalition (LACBC) as a sub-recipient with the California Department of Transportation for a Community-Based Transportation Planning grant to create a city-wide Master Plan of Bikeways.

Section 2. The City Council authorized to accept the planning grant from Caltrans and appropriated a local match fund of \$15,000.00 from the Transportation Development Act (TDA) Article 3 Fund for FY 2010/11 on September 6, 2011.

Section 3. The project officially commenced on March 1, 2012 with the consultant team led by Ryan Snyder and Associates. The goals of the project included developing a Master Plan of Bikeways that is Caltrans Bicycle Transportation Account (BTA) compliant and a result of widespread public outreach and involvement.

After over a year of extensive outreach, public meetings, data analysis, and a 30-day public review period for the draft Master Plan of Bikeways, a public hearing was duly held on June 11, 2013, at 6:30 P.M. at City Hall, Council Chambers, 701 East Carson Street, Carson, California. A notice of time, place and purpose of the aforesaid meeting was duly given.

Section 4. Evidence, both written and oral, was duly presented to and considered by the Planning Commission at the aforesaid meeting.

Section 5. The Planning Commission finds that:

- a) The Master Plan of Bikeways is a product of an interactive public participation and input process. The plan is also BTA compliant.
- b) The proposed General Plan Amendment and adoption of the City of Carson Master Plan of Bikeways is consistent with other elements of the City's General Plan pursuant to section 65300.5 of the State Government Code.
- c) The notification procedures for the proposed General Plan Amendment and Master Plan of Bikeways are consistent with Section 65091 of the State Government Code.
- d) The proposed General Plan Amendment and Master Plan of Bikeways will not be detrimental to the public health, safety and welfare of the community.
- e) The proposed General Plan Amendment and Master Plan of Bikeways will allow for the implementation of safer bicycle networks, improved facilities, and quality of life for residents, businesses, and patrons of the City of Carson.



Section. The Planning Commission further finds that the adoption of the Master Plan of Bikeways and General Plan Amendment is not subject to the California Environmental Quality Act pursuant to Section 15061 (b)(3), General Rule Exemption of the California Environmental Quality Act Guidelines(CEQA). The General Plan Amendment and adoption of the Master Plan of Bikeways is a guiding document and is not considered to be a project that has a potential to cause a significant effect on the environment. No impacts will result.

Section. Based on the aforementioned findings, the Commission hereby recommends approval of the Master Plan of Bikeways and recommends approval of General Plan Amendment No. 92-13 to amend Section 3.3 of the Circulation Element.

Section. The Secretary shall certify the adoption of this Resolution and shall transmit copies of the same to the applicant (City).

Section. This action shall become final and effective fifteen days after the adoption of this Resolution unless within such time an appeal is filed with the City Clerk in accordance with the provisions of the Carson Zoning Ordinance.

PASSED, APPROVED AND ADOPTED THIS 11th DAY OF June, 2013.

CHAIRMAN

ATTEST:

SECRETARY

