



City Council Staff Report

DATE: July 6, 2016 UNFINISHED BUSINESS

SUBJECT: CONSIDERATION ON THE INITIATION OF AN AMENDMENT TO THE CITY OF PALM SPRINGS GENERAL PLAN TO REVISE THE CIRCULATION ELEMENT AND BIKEWAYS MAP

FROM: David H. Ready, City Manager

BY: Public Works & Engineering Department

SUMMARY

On June 15, 2016, the City Council reviewed a certain number of proposed bicycle facilities identified on the Palm Springs Bikeways Map, including Class II (striped bicycle lanes) on streets where implementing the Class II facility would require either: 1) elimination of all on-street parking, or 2) preserving on-street parking and eliminating existing travel lanes (a "road diet" converting 4-lane roadways to 2-lane roadways). At that time, the City Council deferred considering certain roadways, referring the item to the City Council Subcommittee (Kors/Roberts) to review with the Sustainability Commission's Active Transportation Committee ("ATC"). On June 28, 2016, the City Council Subcommittee and representatives of the ATC met to review and recommend to the City Council initiation of a General Plan Amendment to reclassify certain roadways to accommodate Class II bike lanes. The purpose of this item is to consider the recommendations from the City Council Subcommittee and provide direction to staff on including certain roadways as part of the initiation of a new amendment to the General Plan to revise the Circulation Element and Bikeway Map accordingly.

RECOMMENDATION:

- 1) Approve the following 4-lane roadways to be reclassified as "Minor Mobility Corridors" as part of an Amendment to the General Plan to revise the Circulation Element and Bikeway Map:
 - a. Camino Real (E. Palm Canyon Dr. to La Verne Way)
 - b. Crossley Road (Ramon Road to 34th Avenue)
 - c. Farrell Drive (Ramon Road to E. Palm Canyon Dr.)
 - d. La Verne Way (S. Palm Canyon Dr. to Twin Palms Dr.)
 - e. Mesquite Avenue (Sunrise Way to Compadre Road)
 - f. San Rafael Drive (N. Palm Canyon Dr. to Sunrise Way)

ITEM NO. 4A

- 2) Direct staff to initiate an amendment to the 2007 Palm Springs General Plan to revise the Circulation Element and Bikeways Map, and proceed with further public review in accordance with state law, including review by the Palm Springs Planning Commission and subsequent approval by the City Council;
- 3) On the basis that direction is given to reclassify Camino Real, Crossley Road, La Verne Way, Mesquite Avenue, and San Rafael Drive to a “Minor Mobility Corridor” to accommodate proposed Class II bike lanes and preserve on-street parking, authorize issuance of a Purchase Order in an amount not to exceed \$100,000 with the City’s “on-call engineering firm, Albert A. Webb & Associates, pursuant to Agreement No. 6443, for civil and traffic engineering services associated with the CMAC/CVAG Bicycle Lane Project, City Project No. 14-14;
- 4) Approve the implementation of a “road diet” for that portion of Farrell Drive between Ramon Road and E. Palm Canyon Drive to convert the existing 4-lane roadway to a “Minor Mobility Corridor” as part of the 2015 Citywide Annual Slurry Seal, City Project No. 15-02;
- 5) Authorize the City Manager to approve Construction Contract Change Orders up to an additional amount not to exceed of \$250,000 with Intermountain Slurry Seal, Inc., to accommodate revised traffic striping to implement proposed Class II bike lanes and other associated work as part of the 2015 Citywide Annual Slurry Seal, City Project 15-02, (A6774); and
- 6) Authorize the City Manager to execute all necessary documents.

BACKGROUND:

On June 15, 2016, the City Council received a presentation on the current 2007 Palm Springs General Plan which has incorporated the Coachella Valley Non-Motorized Transportation Master Plan (“NMTMP”), and includes a Local Bicycle Plan for the City of Palm Springs, (the “Palm Springs Bikeways Map”), identifying existing bicycle facilities and proposed bicycle facilities.

A complete copy of the June 15, 2016, staff report has not been attached to this staff report, but is incorporated herein by reference, and is available on-line at:

<http://palmspringsca.gov/home/showdocument?id=43808>

Approved 4-Lane Roadway Reclassifications to 2-Lane Roadways to Accommodate Proposed Class II Bike Lanes

As a part of staff’s presentation, the City Council was provided with recommendations for initiating an Amendment to the General Plan to reclassify certain 4-lane roadway designations on the Circulation Element of the 2007 Palm Springs General Plan to allow for conversion to 2-lane roadways through implementation of a “road diet”. At that time,

the City Council approved initiating an Amendment to the General Plan to officially reclassify the 4-lane roadway designation to a 2-lane roadway consistent with its current operation for the following streets as shown in Table 1:

Roadway	From	To
Alejo Road (See Note 1)	Indian Canyon Drive	Civic Drive
Amado Road	Indian Canyon Drive	Sunrise Way
Arenas Road	S. Tahquitz Drive	Hermosa Drive
Avenida Caballeros (See Note 2)	San Rafael Drive	Ramon Road
Baristo Road (See Note 2)	Avenida Caballeros	El Cielo Road
Calle El Segundo	Amado Road	Ramon Road
El Cielo Road (See Note 3)	Ramon Road	Escoba Drive
Escoba Drive (See Note 3)	E. Palm Canyon Drive	El Cielo Road
Murray Canyon Drive (See Note 4)	S. Palm Canyon Drive	Toledo Avenue
Saturnino Road	Calle El Segundo	Avenida Caballeros
Toledo Avenue (See Note 5)	La Verne Way	Murray Canyon Drive

Table 1

Note 1: Class II bike lanes have been installed on Alejo Road, with traffic striping that maintained the previous 2-lane configuration. Although Alejo Road is currently designated as a 4-lane secondary thoroughfare, it had not previously been striped with 4-lanes and a General Plan Amendment was not necessary to implement revised striping with Class II bike lanes while maintaining 2 travel lanes. However, initiation of a General Plan Amendment is recommended to officially reclassify the designation to a 2-lane roadway consistent with its current operation.

Note 2: Class II bike lanes have previously been installed on segments of Avenida Caballeros and Baristo Road through implementation of a “road diet” converting the 4-lane roadway to a 2-lane roadway. Staff recommends initiation of a General Plan Amendment to officially reclassify the designation of these 4-lane roadways (as identified on the current General Plan) to 2-lane roadways consistent with their current operation, and to allow for completion of Class II bike lanes on the remaining segments of the street.

Note 3: Class II bike lanes have been installed on El Cielo Road (south of Ramon Road) and Escoba Drive, with traffic striping that maintained the previous 2-lane configuration. Although El Cielo Road (south of Ramon Road) and Escoba Drive are currently designated as a 4-lane secondary thoroughfare, each had not previously been striped with 4-lanes and a General Plan Amendment was not necessary to implement revised striping with Class II bike lanes while maintaining 2 travel lanes. However, initiation of a General Plan Amendment is recommended to officially reclassify the designation to a 2-lane roadway consistent with its current operation.

Note 4: On April 6, 2016, the City Council approved implementation of revised traffic striping on Murray Canyon Drive to install Class II bike lanes. Staff recommends initiation of a General Plan Amendment to officially reclassify the designation to a 2-lane roadway consistent with its proposed operation.

Note 5: Many years ago Class II bike lanes were installed on Toledo Avenue through implementation of a “road diet” converting the 4-lane roadway to a 2-lane roadway. Staff recommends initiation of a General Plan Amendment to officially reclassify the designation to a 2-lane roadway consistent with its current operation.

Approved Class II Bike Lane Designations to Class II Bike Routes

At that time, the City Council approved initiating an Amendment to the General Plan to officially reclassify currently identified Class II bike lanes to Class III bike routes for the following streets as shown in Table 2:

Roadway	From	To
Araby Road	E. Palm Canyon Drive	End
Barona Road	E. Palm Canyon Drive	End
Compadre Road	Mesquite Avenue	Sonora Road
N. Palm Canyon Drive	Tram Way	Alejo Road
Paseo Dorotea	Ramon Road	Mesquite Avenue
Sonora Road	El Cielo Road	Crossley Road
Sunny Dunes Road	Ramon Road	Escoba Drive
Via Escuela	N. Palm Canyon Drive	Gene Autry Trail

Table 2

Deferred 4-Lane Roadway Reclassifications to 2-Lane Roadways to Accommodate Proposed Class II Bike Lanes

On June 15, 2016, the City Council deferred any action to initiate an Amendment to the General Plan to reclassify certain 4-lane roadway designations on the Circulation Element of the 2007 Palm Springs General Plan to allow for conversion to 2-lane roadways through implementation of a “road diet”, as shown in Table 3. At that time, the City Council referred the consideration of these roadways to the City Council Subcommittee; a meeting with the Subcommittee was held on June 28, 2016, to review these roadways and recommend which, if any, should be included in an Amendment to the General Plan.

Roadway	From	To
Camino Real	E. Palm Canyon Drive	La Verne Way
Crossley Road	Ramon Road	34th Avenue
Farrell Drive (See Note 1)	Ramon Road	E. Palm Canyon Drive
La Verne Way	S. Palm Canyon Drive	E. Palm Canyon Drive
Mesquite Avenue	Sunrise Way	El Cielo Road
Racquet Club Road (See Note 2)	N. Palm Canyon Drive	Farrell Drive
S. Palm Canyon Drive (See Note 3)	E. Palm Canyon Drive	Acanto Drive
San Rafael Drive	N. Palm Canyon Drive	Sunrise Way

Table 3

Note 1: On April 20, 2016, the City Council considered implementation of revised traffic striping on Farrell Drive south of Ramon Road to preserve on-street parking and install Class II bike lanes. The Los Compadres and Sonora-Sunrise neighborhood organizations have communicated support of the proposed reclassification of Farrell Drive. However, the City Council requested that staff solicit comments from the Mesquite Country Club Homeowners Association prior to giving formal approval. As of June 6, 2016, staff has received comments from 18 Mesquite Country Club residents, with 3 supporting and 15 rejecting the concept.

Note 2: The traffic analysis has determined that Racquet Club Road has sufficient roadway capacity to allow for consideration of its reclassification to a 2-lane roadway. Staff does not recommend Class II bike lanes be installed on Racquet Club Road east of Sunrise Way as the bike lanes would not connect with any bike lanes on Farrell Drive, and terminating bike lanes at the curved alignment at Farrell Drive is not recommended. The consideration for the City Council Subcommittee was to consider reclassification of Racquet Club Road to a 2-lane roadway to preserve on-street parking and accommodate installation of Class II bike lanes extending from N. Palm Canyon Drive to Avenida Caballeros or Sunrise Way, to connect with other bikeway facilities on either of those streets. **Note, the City's current 2011 Bikeways Map identifies a Class II bike lane on Racquet Club Road; this bikeway facility will have to be eliminated from the Circulation Element as it cannot be accommodated in the existing 4-lane roadway without reclassification to a 2-lane roadway or by eliminating all of the on-street parking available to the adjacent properties.**

Note 3: The traffic analysis has determined that S. Palm Canyon Drive has sufficient roadway capacity to allow for consideration of its reclassification to a 2-lane roadway. The City has received a \$402,000 federal CMAQ grant from CVAG to install various bike lanes, including on S. Palm Canyon Drive. **Note, the City's current 2011 Bikeways Map identifies a Class II bike lane on S. Palm Canyon Drive; this bikeway facility may have to be eliminated from the Circulation Element as it cannot be accommodated in the existing 4-lane roadway without reclassification**

to a 2-lane roadway or by eliminating all of the on-street parking available to the adjacent properties.

RECOMMENDATIONS:

On June 28, 2016, the City Council Subcommittee (Kors/Roberts) met with representatives of the Active Transportation Committee (Nancy Ferguson, Brett Klein, Vic Yepello) and reviewed the streets identified on Table 3, and recommend to the City Council that the following streets be reclassified to a “Minor Mobility Corridor” to accommodate Class II bike lanes and preserve on-street parking:

- **Camino Real** (the current classification of Camino Real between E. Palm Canyon Drive and La Verne Way is a 4-lane Secondary Thoroughfare, and the street was previously constructed to 4-lane width, but has only been striped with 2-lanes)
- **Crossley Road** (the current classification of Crossley Road between Ramon Road and 34th Avenue is a 4-lane Secondary Thoroughfare, however, most of this segment has only been striped with 2-lanes; reclassifying this roadway would allow completion of bike lanes extending north from Golf Club Drive to Ramon Road, with striping funded in part by a federal CMAQ grant awarded to the City by CVAG)
- **Farrell Drive** (the segment south of Ramon Road is scheduled for slurry seal repairs, and will have the traffic striping replaced as a 4-lane roadway unless City Council provides direction to reclassify this segment as a “Minor Mobility Corridor”)
- **La Verne Way** (reclassifying this roadway would allow completion of a Class II bike lane loop within the area)
- **Mesquite Avenue** (reclassifying the segment between Sunrise Way and El Cielo Road [which physically ends at Compadre Road] accommodates the proposed alignment for one portion of the CV Link route)
- **San Rafael Drive** (reclassifying this roadway would allow completion of an east-west Class II bike lane as an alternative to Racquet Club Road, and would connect with the potential extension of a portion of the CV Link through the proposed Serena Park development at Sunrise Way/San Rafael Drive)

The Subcommittee does not recommend that the City Council include the following streets as part of a General Plan Amendment, and that the current 4-lane roadway designations remain – which requires that the currently designated Class II bike lanes on these two streets be reclassified to Class III bike routes:

- **Racquet Club Road**
- **S. Palm Canyon Drive**

The Subcommittee also recommends that the City Council add a new designated Class III bike route on the following street:

- **Twin Palms Drive (S. Palm Canyon Dr. to La Verne Way)**

CMAC/CVAG Bicycle Lane Project, City Project No. 14-14

In April 2014, the City responded to CVAG's call for projects funded through the federal CMAQ grant program, and requested \$402,000 in federal CMAQ funds for implementation of Class II bike lanes on Crossley Road, Indian Canyon Drive, S. Palm Canyon Drive, and San Rafael Drive. The request for grant funding for these Class II bike lanes was consistent with the 2011 Bikeways Map (showing Class II bike lanes on these streets). CVAG awarded the City the requested \$402,000 in federal CMAQ funds, and staff originally solicited a proposal in the amount of \$34,390 from Webb to provide civil and traffic engineering services to prepare plans and specifications for implementing the proposed Class II bike lanes on these streets. However, with City Council's direction on alternative streets, staff will coordinate with CVAG on reprogramming the streets to be funded with the federal CMAQ funds, and staff will request from Webb a revised proposal to prepare traffic striping plans on those streets recommended for reclassification to a "Minor Mobility Corridor". Staff recommends that the City Council authorize issuance of a Purchase Order to Webb in an amount not to exceed \$100,000 for these services.

2015 Citywide Annual Slurry Seal, City Project 15-02

On October 7, 2015, the City Council awarded a construction contract to Intermountain Slurry Seal, Inc., ("ISS") in the amount of \$1,760,067 for the 2015 Citywide Annual Slurry Seal, City Project No. 15-02, (the "Project"). On April 6, 2016, the City Council approved implementation of revised traffic striping on Murray Canyon Drive to convert via "road diet" from a 4-lane roadway to a 2-lane divided "Minor Mobility Corridor" to install Class II bike lanes and preserve on-street parking. To the extent that the City Council approves the reclassification of Farrell Drive (Ramon Road to E. Palm Canyon Drive) from a 4-lane roadway to a 2-lane divided "Minor Mobility Corridor", staff will coordinate with ISS to implement revised traffic striping in lieu of replacing the traffic striping consistent with the 4-lane configuration that existed. Staff recommends that the City Council authorize the City Manager to approve Construction Contract Change Orders up to an additional amount not to exceed of \$250,000 with ISS to accommodate revised traffic striping to implement proposed Class II bike lanes and other associated work as part of the Project.

ENVIRONMENTAL IMPACT:

Consideration to initiate a General Plan Amendment is not itself a "Project" as defined by the California Environmental Quality Act ("CEQA"). Pursuant to Section 15378(a), a "Project" means the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. According to Section 15378(b), a Project does not include: (5) Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment.

However, to the extent direction is given by the City Council to initiate a General Plan Amendment to revise the Circulation Element to reclassify certain roadways, the future action to be considered by the City's Planning Commission and City Council associated with the General Plan Amendment is subject to environmental review pursuant to CEQA. Section 21084 of the California Public Resources Code requires Guidelines for Implementation of CEQA. In accordance with the CEQA Guidelines, the City will act as "Lead Agency" pursuant to CEQA, and will be required to prepare a draft Initial Study for a potential General Plan Circulation Element Amendment.

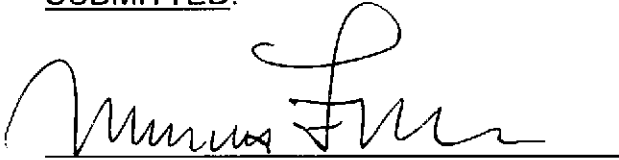
Following the City Council's direction to initiate a General Plan Amendment, the procedure for amending the City's General Plan is outlined in the State of California Government Code Section 65350. The City is required to consult with Native American tribes that requested consultation in accordance with Public Resources Code Sections 21080.3.1 (Assembly Bill 52) and California Government Code Section 65352.3 (Senate Bill 18). Public review of the General Plan Amendment, including the 90-day review by Native American Tribes, is required prior to public review of a draft Initial Study, which is also subject to a separate 30-day public review period. During this period, agencies and members of the public will be allowed to submit written comments to the City regarding its environmental analysis and the proposed General Plan Amendment. At the conclusion of the public review period the Planning Commission will review the proposed General Plan Amendment and draft Initial Study, and make appropriate recommendations to the City Council. Ultimately, upon recommendations by the Planning Commission, the City Council will consider the proposed General Plan Amendment, the draft Initial Study, and any public comments received in determining whether to adopt the General Plan Amendment. Those actions are not being considered or taken now.

As it relates to implementing a "road diet" to convert an existing 4-lane roadway to a 2-lane divided roadway with parking and buffered bicycle lanes, the City has determined that implementing the proposed "road diet" is exempt from the CEQA, insofar as the proposed traffic striping will occur entirely within existing, disturbed right of way; will only be implemented on street segments which currently operate at acceptable levels of service, and will continue to operate at acceptance levels of service once the traffic striping has been completed; and the traffic striping will have no potential to impact the environment. The installation of the traffic striping to implement a "road diet" is exempt from CEQA under the General Rule, Public Resources Code 21080, and CEQA Guidelines 15061(B)(3).


FISCAL IMPACT:

On June 15, 2016, the City Council appropriated \$1 Million from the Measure J Capital Improvement Fund for completion of bikeway and related facilities. The City has also received a \$402,000 federal CMAQ grant from CVAG which supplements the Measure J funding appropriated to implement Class II bike lanes on certain streets. Staff has estimated that the cost to implement revised traffic striping associated with a Minor Mobility Corridor is \$250,000 per mile. With the City Council's approval of the recommendations made by the City Council Subcommittee, implementing Class II bike lanes on Camino Real, Crossley Road, Farrell Drive, La Verne Way, Mesquite Avenue, and San Rafael Drive is estimated to cost \$1,640,000. Staff will coordinate with CVAG to reprogram the CMAQ grant to apply to the streets approved for reclassification by the City Council, and include the traffic restriping as part of other street resurfacing or reconstruction projects to bring economy of scale and to leverage other funding to the cost of implementing revised traffic striping.

SUBMITTED:



Marcus L. Fuller, MPA, P.E., P.L.S.
Assistant City Manager/City Engineer



David H. Ready, Esq., Ph.D.
City Manager

Attachments:

1. June 15, 2016, by reference incorporated, available online at:

<http://palmspringsca.gov/home/showdocument?id=43808>

**ATTACHMENT 1
JUNE 15, 2016,
COUNCIL STAFF REPORT
AVAILABLE ONLINE AT:**

<http://palmspringsca.gov/home/showdocument?id=43808>