CITY OF ANAHEIM
PLANNING COMMISSION

Item No. 5
Bicycle Master Plan
Overview

- Background and Planning Context
- Public Outreach
- Highlights of the Plan
- Staff Recommendation
Background

- 2004 Bicycle Master Plan
- Anaheim Outdoors Connectivity Plan
- $200k Grant Funding from Southern California Association of Governments (SCAG)
Public Outreach

- Neighborhood Council District Meetings (January/August 2014)
- Surveys (Fall 2014)
- Open House (October 2014)
- Neighborhood Council District Meetings (January/July 2016)
- Website & Interactive Map (www.anaheim.net/bike)
- Planning Commission Workshop (August 8)
- Public Comment Period (August 1-31)
- Neighborhood District Meetings (February 2017)
Implementation Toolbox

- **Pavement Markings** identify the street as a bicycle priority route.
  - Shared Lane Markings are MUTCD compliant and are used in many jurisdictions to mark bicycle boulevards.

- **Enhanced Crossings** use signals, beacons, and road geometry to increase safety at major intersections.

- **Partial Closures** and other volume management tools limit the number of cars traveling on the bicycle boulevard.

- **Signs** identify the street as a bicycle priority route.

- **Curb Extensions** shorten pedestrian crossing distance.

- **Speed Humps** manage driver speed.

- **Mini Traffic Circles** slow drivers in advance of intersections.
Bikeway Classifications

Class I: Bike Path
(Off Street Paved)

Class II: Bike Lane
(On Street striped)
Bikeway Classifications

Class III: Bike Route
(On Street, Sharrows)

Class IV: Cycle Track
(On Street, Separated)
Highlights of the Plan

Bicycle Master Plan
Draft
February 16, 2017

Download at www.anaheim.net/bike
State of California Bicycle Plan Requirements

- Land Use
- Bikeways Network
- Parking and Changing Facilities
- Multi-modal Connections
- Safety and Education
- Public Outreach
- Inter-agency Coordination
- Project Prioritization
- Funding
# Inventory of Bikeway Network

<table>
<thead>
<tr>
<th>Class</th>
<th>Centerline Miles</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing</td>
<td>Proposed</td>
<td>Total</td>
</tr>
<tr>
<td>Class I Bike Path</td>
<td>14.78</td>
<td>30.05</td>
<td>44.83</td>
</tr>
<tr>
<td>Class II Bike Lane</td>
<td>43.80</td>
<td>71.13</td>
<td>114.93</td>
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<tr>
<td>Class III Bike Route</td>
<td>1.28</td>
<td>19.13</td>
<td>20.41</td>
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<tr>
<td>Class IV Cycle Track</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>59.86</strong></td>
<td><strong>120.31</strong></td>
<td><strong>180.17</strong></td>
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</table>
Project Prioritization

Demand
- Population and employment along each segment.

Utility
- Completeness of the bikeway network.

Connectivity
- Multi-modal flexibility and special generators that lie outside typical commuter bicycling patterns.

Readiness
- Agency coordination and physical barriers to implementation.
### Proposed Cost Estimates

<table>
<thead>
<tr>
<th>Class</th>
<th>Centerline Miles</th>
<th>Cost Per Mile</th>
<th>Total Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class I Bike Path</td>
<td>30.05</td>
<td>$1,957,040</td>
<td>$58,809,052</td>
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<tr>
<td>Class II Bike Lane</td>
<td>71.13</td>
<td>$133,170</td>
<td>$9,472,382</td>
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<tr>
<td>Class III Bike Route</td>
<td>19.13</td>
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<td>$479,589</td>
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<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>$68,761,023</strong></td>
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General Plan Amendment

- Replace the 2004 Plan (Appendix B of the General Plan) in its entirety with the 2017 Plan;
- Amend Figure C-5 of the Circulation Element and Figure G-1 of the Green Element to reflect the existing and planned bicycle facilities in the 2017 Plan;
- Make text changes to the Circulation Element, Green Element, Community Design Element, and Economic Development Element, as described in Appendix B of the 2017 Plan.
Environmental Analysis
32 miles of bikeways built since 2004

Class I: Bike Path
- Edison Trail
- Anaheim Coves Trail

Class II: Bike Lane
- Serrano Avenue
- Ball Road
- Brookhurst Street
- Miraloma Avenue
- Gilbert Street
- Anaheim Boulevard

Class III: Bike Route
- Dutch Avenue/Park Vista Street
Proposed Bikeways

120 miles of proposed bikeways

- West Anaheim to ARTIC (Class II & III) (funded)
- Anaheim Canyon Metrolink Station Access (Class I & II)
- Class I: Bike Path
  - Anaheim Coves Trail North Extension (funded)
  - Nohl Ranch Open Space Trail (partially funded)
- Class II: Bike Lane
  - Lincoln Avenue
  - Orange Avenue
- Class III: Bike Route
  - Lemon Street
## Expenditures Since 2004

<table>
<thead>
<tr>
<th>Class</th>
<th>Centerline Miles</th>
<th>Cost Per Mile</th>
<th>Total Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class I Bike Path (Anaheim Coves)</td>
<td>1.63</td>
<td>$306,748</td>
<td>$500,000</td>
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<td>Class I Bike Path (SoCal Edison)</td>
<td>1.33</td>
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<td>0.83</td>
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<td>27.54</td>
<td>$133,170</td>
<td>$3,667,501</td>
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<tr>
<td>Class III Bike Route</td>
<td>0.59</td>
<td>$25,070</td>
<td>$14,791</td>
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</table>

| Total                        |                  |                   | $6,256,635           |
Education, Safety, and Awareness

Anaheim Police Department
- The Traffic Safety Program emphasizes bicycle, pedestrian, and automobile safety

Anaheim Fire & Rescue
- Helmet safety education for children ages 5-14
Brookhurst and Crescent

Beach North of Orange
Sage Park

Gramercy and Valley