

MINUTES
BICYCLE USERS SUBCOMMITTEE

City Hall -----Council Chamber Conference Room
Wednesday, December 16, 2009-----5:30 p.m.

COMMITTEE MEMBERS PRESENT:	Gene Hiegel, Chair Davis Barber, Vice Chair James Donovan Jane Rands Richard Osborne
COMMITTEE MEMBERS ABSENT:	Edmundo Duvignau Kent Morris
STAFF PRESENT:	Thuy Nguyen, Civil Engineer Jay Eastman, Senior Planner Bob St. Paul, Senior Planner

The meeting was called to order by Chair Hiegel at 5:35 p.m.

CONSENT

MINUTES OF THE OCTOBER 21, 2009 MEETING

The Minutes of the October 21, 2009 meeting were APPROVED as written.

REGULAR BUSINESS

OCTA GENERAL PLAN AMENDMENT

Jay Eastman presented OCTA's application requesting City Council considering an amendment to the General Plan related to the Circulation Element Master Plan of Bikeways. Currently, the City has identified in the Master Plan a Future Class I bikeway that extends along the former Union Pacific Railroad right-of-way located on the south and west side of the BNSF right-of-way and continues past the train depot to the City boundary. OCTA has purchased the former Union Pacific Railway and are in the process of constructing a spur line for the Turnback Track project to expand MetroLink Service between Fullerton and south Orange County. Implementation of the Turnback Track proposal would inhibit future development of the Class I route. As a result, OCTA has filed an application to amend the Circulation Element to eliminate the Future Class I bikeway from Lemon Street to the City boundary.

Staff supports the elimination of the Future Class I bike path from Lemon Street to the City boundary as depicted in the Master Plan of Bikeways under Circulation Element in the General Plan for two main reasons. First, the future Class I bike path would terminate at the City boundary without having any connection to any other bike path in the City of Anaheim. Second, there is not sufficient Right-of-Way to accommodate both the proposed railroad track and a Class I bike path.

This project is being brought to BUSC to seek their concurrence in eliminating the portion of the Future Class I bike path from Lemon Street to the City boundary from the Master Plan of Bikeways under Circulation Element in the General Plan.

Member Jane Rands asked how this route was included in the 1996 Master Plan of Bikeways. Vince Buck, resident, responded that at the time, this property was vacant and it would seem like a probable candidate for a Class I bike path.

Member Jim Donovan thought that there would be enough room for both the proposed tracks and a future Class I bike path. OCTA's consultant, Robert Glessner, explained that there are overhead utility poles that inhibit the bike path from maintaining the proper clearance and the minimum required width.

Davis Barber argued that the City is giving up the potential of a future Class I bike path and should be entitled for something in return. Perhaps free train rides for Fullerton bicyclists or something similar.

Guest Dinah Minter from OCTA responded that the approval of free train rides for Fullerton bicyclists is highly improbable, not to mention the difficulty of enforcing such an arrangement, given OCTA's automated ticketing system. She went on and elaborated on the need for this Turnback Track project. As an example, she explained that the new tracks will provide after hour train services from Laguna Niguel to Fullerton, so commuters can attend late afternoon sporting or entertainment events throughout the County and still be able to take the train home.

Member Jane Rands commented on the lack of a viable north/south connector route and does not want to eliminate the potential of a future Class I bike path should the City of Anaheim pursue this path as a bike route. It is explained by Dinah Minter that the railroad tracks going from Fullerton to Anaheim would occupy most of the available space, not to mention the future State High Speed Rail project that may squeeze their tracks into the existing railroad Right-of-Way, further eliminating any potential for a Class I bike path.

MOTION made by Committee Member Davis Barber; SECONDED by Committee Member Jim Donovan; and CARRIED unanimously to recommend elimination of the Class I bike path from Lemon Street to the City boundary from the Master Plan of Bikeways as contained in the Fullerton General Plan, Circulation Element, subject to a memorandum of understanding being prepared that would identify OCTA's participation with the City in funding and establishing a regional north/south bicycle connection route to City of Anaheim.

GENERAL PLAN UPDATE – BICYCLE ELEMENT

Senior Planner, Bob St. Paul spoke to the committee about the update on the general plan. The General Plan will be named the Fullerton Plan and will include a bicycle element. Staff's goal is to create a usable policies and actions.

Committee Member Jane Rands suggested changes to the bicycle goal to read "A bicycle network that supports transportation and recreation" to put more emphasis on the transportation portion.

Ryan Synder, RBF Consultant clarified the distinction between the goal, policy, and action. Mr. Synder suggested to restate the current draft goals wording to say “A bicycling environment that supports bicycling for transportation as well as recreation.”

The following change was suggested by the Committee:

- Bicycle environment that supports and facilitates bicycling for transportation as well as recreation.

After general discussion, no action was taken by the Committee. This topic is to be continued at the next meeting.

PUBLIC COMMENTS

No one from the public wished to speak.

STAFF/COMMITTEE COMMUNICATION

ADJOURNMENT

Chair Hiegel adjourned the meeting at 7:20 p.m. The next regularly scheduled meeting will be held on January 20, 2010.

Stacy Matsumoto
Acting Administrative Assistant