

GARDEN GROVE CITY COUNCIL

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE
APPROVING GENERAL PLAN AMENDMENT NO. GPA-003-2018

WHEREAS, the City of Garden Grove has initiated a General Plan Amendment to adopt a bicycle and pedestrian master plan, the Garden Grove Active Streets Plan (the "Plan"), which Citywide will further active transportation by adding to and improving the bicycle and pedestrian network and include certain bicycle infrastructure improvements that were approved for implementation and grant funding under the OCTA Bicycle Corridor Improvement Program. The bikeway improvements require an amendment to the Master Plan of Arterial Highways, which has been approved by the OCTA Board of Directors. The City working with consultants, Alta Planning + Design and Iteris Engineering, prepared the Garden Grove Active Master Streets Plan;

WHEREAS, the General Plan Amendment No. GPA-003-2018 will amend the Circulation Element of the General Plan and will: add Active Transportation goals, policies, and implementations to the Circulation Element; replace the existing "Master Plan of Bikeway Facilities", Exhibit CIR-7, with the Active Streets Master Plan, "Bike Facility Network" map; amend the Existing Circulation System and MPAH Designations map (Exhibit CIR-1) and the Master Plan of Streets and Highways, (Exhibit CIR-4) in keeping with the changes to the OCTA Master Plan of Arterial Highways (as approved by OCTA) for West Street (Orangewood Avenue to Garden Grove Boulevard) and Gilbert Street (Katella Avenue to Chapman Avenue); and adopt the entire Garden Grove Active Streets Master Plan as an appendix;

WHEREAS, the proposed project is categorically exempt from the California Environmental Quality Act ("CEQA") pursuant to the exemption for "Minor Alterations to Land", CEQA Guidelines Section 15304 (h) ("the creation of bicycle lanes on existing rights-of-way") and pursuant to the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment and that where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA, CEQA Guidelines Section 15061 (b) (3);

WHEREAS, the Planning Commission, at a Public Hearing held on September 20, 2018, recommended approval of General Plan Amendment No. GPA-003-2018 to adopt the Active Streets Master Plan into the Circulation Element of the City's General Plan as an appendix and to amend the Circulation Element to implement specific text and exhibit changes described in Exhibit "A" attached hereto, pursuant to Planning Commission Resolution No. 5937-18;

WHEREAS, pursuant to a legal notice, a Public Hearing was held by the City Council on October 23, 2018, and all interested persons were given an opportunity to be heard; and

WHEREAS, the City Council gave due and careful consideration to the matter during its meeting of October 23, 2018.

NOW, THEREFORE, BE IT FURTHER RESOLVED by the City Council of the City of Garden Grove as follows:

1. General Plan Amendment No. GPA-003-2018 is hereby approved pursuant to the facts and reasons stated in Planning Commission Resolution No. 5937-18, a copy of which is on file in the office of the City Clerk and incorporated herein by reference with the same force and effect as if set forth in full.

EXHIBIT "A"

1. The following text additions will be made to the Circulation Element of Garden Grove General Plan 2030, Section 5.15 Goals, Policies, and Implementation Program, and will be added after Goal CIR-13, OCTA Right-of-Way (page 5-40).

GOAL CIR-14: MOBILITY AND ACCESS. Increase and improve pedestrian and bicycle access to employment centers, schools, transit, recreation facilities, and other community destinations across the City of Garden Grove for people of all ages and abilities. (Goal 1 – *Active Streets Master Plan*).

POLICY CIR-14.1 Increase the mode share of pedestrian and bicycle travel to 15 percent for trips of one mile or less by 2020.

CIR-IMP-14A Review capital improvement projects to make sure that needs of non-motorized travelers are considered in planning, programming, design, reconstruction, retrofit, maintenance, construction, operations, and project development activities and products.

CIR-IMP-14B Create and implement an Americans with Disabilities Act (ADA) Transition Plan that includes actions such as retrofitting street corners, crossings, and transit stops that do not meet current accessibility standards.

POLICY CIR-14.2 Eliminate barriers to pedestrian and bicycle travel.

CIR-IMP-14C Identify opportunities to improve or add pedestrian and bicycle crossings of State Route 22 (Garden Grove Freeway), State Route 39 (Beach Boulevard), and major arterials.

CIR-IMP-14D Identify gaps in the pedestrian and bicycle facilities network and needed improvements to and within key activity centers and community areas, and define priorities for eliminating these gaps by making needed improvements.

POLICY CIR-14.3 Work with transit providers to develop high quality pedestrian and bicycle accessible transit stops, stations, and lines.

CIR-IMP-14E Coordinate with OCTA to establish appropriate designs for transit stops and station accessways.

POLICY CIR-14.4 Regularly evaluate pedestrian and bicycle activity levels, facilities, and programs.

CIR-IMP-14F Develop and implement an annual evaluation program to count non-motorized roadway users and survey the community of pedestrian and bicycle facilities and programs.

GOAL CIR-15 SAFETY. Improve safety for active transportation users through the design and maintenance of sidewalks, streets, intersections, and other roadway improvements such as signage, lighting, and landscaping; as well as best practice non-infrastructure programs to enhance and improve the overall safety of people walking and biking. (Goal 2 – Active Streets Master Plan).

POLICY CIR-15.1 Eliminate fatalities and serious injuries in collisions involving walking and biking.

CIR-IMP-15A Annually review reported collisions involving people walking and people biking to inform ongoing planning efforts, track effectiveness of new projects, and prioritize improvements at locations throughout the City.

CIR-IMP-15B Identify opportunities to reduce traffic exposure for people walking, by reducing crossing distances and/or providing safe and convenient pedestrian facilities.

CIR-IMP-15C Identify opportunities to reduce traffic exposure for people on bicycles by removing conflict zones, providing barriers between modes of roadway users, redesigning intersections to accommodate bicycle travel, and/or providing other dedicated facilities.

POLICY CIR-15.2 Work to improve walking and biking conditions at intersections with the highest rates of collisions.

CIR-IMP-15C Coordinate with Caltrans to provide median refuge islands along Beach Boulevard (State Route 39) and to enhance the pedestrian and bicycle crossings at the State Route 22 on- and off-ramps.

GOAL CIR-16 INFRASTRUCTURE AND SUPPORT FACILITIES. Maintain and improve the quality, operation, and integrity of the pedestrian and bicycle network infrastructure that allows for convenient and direct connections throughout Garden Grove. Increase the number of high quality support facilities to complement the network, and create public pedestrian and bicycle environments that are attractive, functional, and accessible to all people. (Goal 3- Active Street Master Plan).

- POLICY CIR-16.1 Incorporate pedestrian and bicycle facilities and amenities into private and public development projects.
- CIR-IMP-16A Support and encourage local efforts to require the construction of pedestrian and bicycle facilities and amenities, where warranted, as a condition of approval of new development and major redevelopment projects.
- CIR-IMP-16B Facilitate pedestrian and bicycle travel during development projects through public and private construction zones.
- CIR-IMP-16C Adopt, establish, and implement roadway and streetscape design guidelines that address topics such as bikeways, sidewalk zones, street corners, and street crossings, (e.g., National Association of City Transportation Officials (NACTO) Urban Street Design Guide).
- POLICY CIR-16.2 Adopt a Citywide Complete Streets Policy that facilitates design and construction of streets that accommodate the needs of all people.
- CIR-IMP-16D Provide Citywide guidance that requires all roadway construction projects to include adequate facilities for people biking, walking and using wheelchairs unless the project has specific extenuating circumstances that prevent such facilities from installation.
- CIR-IMP-16E Facilitate the creation of street designs and public realm projects that enhance and beautify the surrounding areas, provide welcoming spaces for people traveling on foot and on bicycle, and support sustainable development practices like native drought-tolerant plants, water infiltration, and context-sensitive designs.
- POLICY CIR-16.3 Provide maintained walkways and bikeways that are clean, safe, and attractive.
- CIR-IMP-16F Provide routine maintenance of pedestrian and bicycle network facilities, as funding and priorities allow. Programs to support these maintenance efforts could include:
- a. Sidewalk repair programs, including incentives to property owners to improve adjoining sidewalks beyond any required maintenance,

- b. Bicycle rack installation programs, including City-funded installation of bicycle racks in commercial corridors, schools, and other public buildings and/or incentives to property owners to install bicycle parking on private property,
- c. A web-based or phone-based program that allows the general public to request maintenance and improvements for the public right of way, and
- d. "Adopt a Trail" programs that involve volunteers for trail clean-up and other maintenance.

CIR-IMP-16G Work with property owners of vacant land adjacent to public walkways to identify and implement beautification opportunities on the vacant property, such as landscaping, fencing, and/or art installations.

CIR-IMP-16H Develop, establish, and enforce policies that maintain safe, convenient travel by foot and bicycle. Programs to support these efforts could include:

- a. A set of standard plans and policies for private construction companies that maintain safe, convenient pedestrian and bicycle travel,
- b. A program for city agencies and contractors to ensure the installation of proper temporary signage, detours, and closure notices that maintain the safety of the walking and biking public, and
- c. An enforcement program for City construction inspectors to ensure construction companies comply Citywide.

GOAL CIR-17 NON-INFRASTRUCTURE PROGRAMS. Increase awareness of the value of pedestrian and bicycle travel for commute and non-commute trips through encouragement, education, enforcement, and evaluation programs that support walking and biking. (Goal 4 – Active Streets Master Plan).

POLICY CIR-17.1 Establish and enhance safe routes to and from schools that will enable and encourage more students to walk or ride a bicycle or skateboard to/from school.

CIR-IMP-17A Identify and develop education and encouragement projects working with the school community through the Safe Routes to School program. This program could include:

- a. Identifying Capital Improvement Programs (CIPs), working with the school community,
- b. Applying for State and Federal Safe Routes to School funding and other grants to construct capital improvements and implement educational and encouragement programs, and
- c. Developing and distributing maps that identify the most appropriate routes for students to walk or ride a bicycle to/from school.

CIR-IMP-17B Establish and enhance a Safe Routes for Seniors program that will enable and encourage more elderly residents and visitors to walk and ride a bicycle to services, access transit, and complete other active trips safely and conveniently.

CIR-IMP-17C Work with the senior community to identify and address barriers to increased walking, biking, and transit use.

CIR-IMP-17D Identify and develop education and encouragement programs working with seniors through the Safe Routes for Seniors program. This program could include:

- a. Identifying Capital Improvement Programs (CIPs) working with the senior community, prioritizing access to key senior origin and destination points, and
- b. Developing senior pedestrian and bicycle mobility and safety trainings in conjunction with senior centers and senior organizations.

POLICY CIR-17.2 Introduce and promote education, encouragement, and outreach for pedestrian and bicycle programs.

CIR-IMP-17E Support programs that encourage and promote pedestrian and bicycle travel. These programs could include:

- a. Creation of a social marketing campaign to promote the benefits of active lifestyles, active transportation, walking, biking, and focusing on the role of walking or biking in promoting health and lowering obesity,
- b. Development and implementation of effective safety programs for adults and youths to educate people driving, walking, and biking of their rights and responsibilities, and
- c. Informing interested agencies and organizations about available education materials and assistance such as those

programs administered by the National Safe Routes to School Partnership.

POLICY CIR-17.3 Establish a Safe Routes to Transit program that will facilitate walking and biking to transit.

CIR-IMP-17F Identify and implement Safe Routes to Transit projects.

POLICY CIR-17.4 Create a community-identified brand for the Pacific Electric Right-of-Way Trail.

CIR-IMP-17G Identify and implement a brand and marketing campaign/identity for the Pacific Electric Right-of-Way Trail.

GOAL CIR-18 EQUITY. Improve accessibility for all people walking and biking through equity in public engagement, service delivery, and capital investments. (Goal 5 – *Active Streets Master Plan*).

POLICY CIR-18.1 Assist neighborhoods that desire to improve pedestrian access to, from, and within their neighborhood.

CIR-IMP-18A Develop programs that empower and enable neighborhoods and groups of residents to identify, prioritize, and move forward with pedestrian or bicycle safety improvements in their area, including neighborhood traffic calming.

POLICY CIR-18.2 Identify low-income and transit dependent communities that require pedestrian or bicycle access to, from, and within their neighborhood.

CIR-IMP-18B Implement pedestrian and bicycle projects that provide access to local services, schools, recreation centers, shopping, and transit identified in the Community in Motion study.

CIR-IMP-18C Improve pedestrian and bicycle access to facilities that serve low-income and transit dependent community members.

CIR-IMP-18D Improve pedestrian and bicycle connections between the eastern and western parts of the City.

GOAL CIR-19 IMPLEMENTATION. Implement the *Active Streets Master Plan* over the next 20 years. (Goal 5 – *Active Streets Master Plan*).

POLICY CIR-19.1 Determine funding needs for expanding and improving pedestrian and bicycle facilities and programs, and seek funding for those needs.

- CIR-IMP-19A Develop and update a 20-year Financial Plan on a five year basis.
- CIR-IMP-19B Apply for local, State, and Federal grants for major pedestrian and/or bicycle projects and programs, including the Active Transportation Program and Safe Routes to School.
- CIR-IMP-19C Develop requirements and incentives for private property owners to incorporate pedestrian- and bicycle-friendly features into new projects.
- CIR-IMP-19D Explore partnerships with private and public organizations (e.g., the Orange County Health Care Agency) to fund incentive programs and events that encourage walking and biking.
- POLICY CIR-19.2 Make every effort to consider pedestrian and bicycle projects into the City's Capital Improvement Program (CIP) that will create a more walkable and bikeable environment in Garden Grove.
- CIR-IMP-19E Identify the projects that were reviewed and implemented in the CIP annual report.
- CIR-IMP-19F Prioritize the top ten projects in this plan for inclusion in the CIP.
- CIR-IMP-19G Identify dedicated pedestrian and bicycle project funding by 2021.
- POLICY CIR-19.3 Ensure pedestrian and bicycle transportation is coordinated within the City and externally.
- CIR-IMP-19H Designate a City Active Transportation Coordinator responsible for coordinating pedestrian and bicycle transportation within the city and externally. The Active Transportation Coordinator will be a regular participant on technical review committees and attend meetings with decision-making bodies. They will also have the authority to comment on private and public development projects as it relates to implementation of the *Active Streets Master Plan's* visions, goals, objectives, and policies.
- POLICY CIR-19.4 Review the *Active Streets Master Plan* recommendations at regular intervals to ensure it reflects the most current priorities, needs, and opportunities.
- CIR-IMP-19I Update the *Active Streets Master Plan* every five years to identify new facility improvements and programmatic

opportunities as the pedestrian and bicycle networks develop, assess their feasibility, gauge public support, identify funding sources, and develop implementation strategies.

- The following Bike Facilities Network map will replace the Master Plan of Bikeway Facilities map, titled as Exhibit CR-7 in Garden Grove General Plan 2030.



