



**SUSTAINABILITY COMMISSION**  
**CITY OF PALM SPRINGS, CALIFORNIA**  
[www.palmsprings-ca.gov](http://www.palmsprings-ca.gov)    [www.yoursustainablecity.com](http://www.yoursustainablecity.com)

**July 19, 2016**  
**5:00 PM**

**REGULAR**  
**MEETING AGENDA**

**Palm Springs City Hall**  
**Large Conference Room**  
 3200 E. Tahquitz Canyon Way  
 Palm Springs, CA 92264

COMMISSIONERS	
<b>Joe Jackson- Chair</b>	<b>Grant Wilson, Vice Chair</b>
<b>Roy Clark</b>	<b>Tara Lazar</b>
<b>Nancy Ferguson</b>	<b>Robert McCann</b>
<b>Jennifer Futterman</b>	<b>Nate Otto</b>
<b>David Freedman</b>	

Staff representatives: Michele Mician, Sustainability Manager  
 Dan DeGarmo, Clerical Assistant  
 Gary Calhoun, Recycling Coordinator

*City of Palm Springs Vision Statement: Palm Springs aspires to be a unique world-class desert community, where residents and visitors enjoy our high quality of life and a relaxing experience. We desire to balance our cultural and historical resources with responsible, sustainable economic growth and enhance our natural desert beauty. We are committed to providing responsive, friendly, and efficient customer service in an environment that fosters unity among all our citizens.*

Please **MUTE OR TURN OFF** all audible electronic devices for the duration of this meeting. Thank you!

- CALL TO ORDER**
- FLAG SALUTE**
- ROLL CALL**
- ACCEPTANCE OF AGENDA**
- CITY MANAGER AND ASSISTANT CITY MANAGER REPORT**

**PUBLIC COMMENTS:** This time is for members of the public to address the Sustainability Commission on Agenda items and items of general interest within the subject matter within jurisdiction of the City. The Commission values your comments but, pursuant to the Brown Act, cannot take action on items not listed on the posted Agenda. Three (3) minutes for each speaker.

- A. WELCOME AND INTRODUCTIONS (10 MINUTES)**
  - 1. Welcome New Commissioners: Roy Clark and Jennifer Futterman
  - 2. Commission Chair and Vice-Chair Election
- B. PRESENTATIONS (20 MINUTES)**
  - 1. Councilman Sub-Committee Report
- C. MEETING MINUTES (5 MINUTES)**
  - 1. June 23, 2016 Meeting Minutes Review
- D. PARKS & RECREATION COMMISSION REPORT (5 MINUTES)**
  - Parks and Recreation Liaison
  - 1. Report on Organic Pesticide and Integrated Pest Management Subcommittee
- E. RECYCLING REPORT, Gary Calhoun (10 MINUTES)**
  - 1. Update on Outreach Campaigns

2. October 15, 2016 Shredding Event
3. Multi-family recycling and Condominium Recycling efforts

**F. SUSTAINABILITY MANAGERS REPORT, Michele Mician (15 MINUTES)**

1. Sustainability Master Plan Implementation
2. Leaf Blower Ordinance Study Session Assigned to Subcommittee
3. Composting Programs Brochure
4. New City Landscaping Firm Application of Tree Inventory and Arbor Pro programs
5. Dunn Road Property Proposition 1 Funding

**G. OLD BUSINESS (15 MINUTES)**

1. Review of Solar Ordinance and City Council comments
2. Green for Life Program Outreach Discussion
3. Six Goals and Policy Recommendations to Present for Council Adoption for 2016-2020
  - i. Multi Family Recycling - in progress with goal for end of 2016
  - ii. Product Stewardship - First for meds in Early 2017 and more products to 2020 adoption
  - iii. Pesticide Policy - 2017 adoption
  - iv. No Idling Policy - 2018 for City fleet and extend to commercial through 2020 by sector
  - v. Tree Protection Ordinance -2017 City facilities replacement/removal policy. All trees 2019
  - vi. Mandatory Green Building Practices –2016-17 adoption

**H. NEW BUSINESS (10 MINUTES)**

1. Backyard Composting Rebate – Introduce new rebate program FY 2016-17 backyard composting.
2. Review of Sub-Committee membership

**I. SUBCOMMITTEE REPORTS (30 MINUTES)**

1. Water Conservation Subcommittee, Commissioner Freedman
2. Outreach Subcommittee, Commissioner Lazar
3. Green Building/Solar Subcommittee, Commissioners Otto and Freedman
4. Waste Reduction Subcommittee, Chair (Open)
5. Wellness Subcommittee, Chair Jackson
6. Active Transportation Subcommittee, Commissioner Ferguson

**J. COMMISSIONER COMMENTS (5 MINUTES)**

**K. ADJOURNMENT** - The meeting of the Sustainability Commission adjourns to the Rescheduled Regular Meeting to be held at 6:00 p.m. on Tuesday, September 13, 2016 in the City Hall Large Conference Room. The Sustainability Commission's regular meeting schedule is at 5 p.m. the third Tuesday each month except August unless otherwise noted or amended.

**THE PUBLIC IS INVITED TO ATTEND** - It is the intention of the City of Palm Springs to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting, you need special assistance beyond what is normally provided, the City will attempt to accommodate you in every reasonable manner. Please contact the Office of the City Clerk at (760) 323-8204 at least 48 hours prior to the meeting to inform us of your needs and to determine if accommodation is feasible. Please advise us at that time if you need accommodations to attend or participate in meetings regularly. If additional information is needed, please contact the Office of Sustainability at (760)323-8214.

Pursuant to G.C. Section 54957.5(b) (2) the designated office for inspection of records in connection with the meeting is Office of Sustainability, City Hall, 3200 E. Tahquitz Canyon Way. Complete Agenda Packets are available for public inspection at: City Hall, 3200 E. Tahquitz Canyon Way, Palm Springs, CA 92264. If you would like additional information on any item appearing on this agenda, please contact Office of Sustainability at 760-323-8248.

AFFIDAVIT OF POSTING: I, Michele C. Mician, Sustainability Manager of the City of Palm Springs, California, certify this Agenda was posted at or before 6:00 p.m. on July 12, 2016, as required by established policies and procedures.



Michele C. Mician, Sustainability Manager

In support of local efforts to ban gas leaf blowers and improve the quality of life in Sonoma and drastically reduce unnecessary harmful particulate matter in the air we breathe, I wanted to contribute a few statements and my opinion from the vantage point of a working small animal Veterinarian in Sonoma.

It is very well known that particulate matter such as dust, dirt, and debris from the environment can pose a tremendous health challenge for dog, cats, and virtually all other mammals. While the normal changes in seasons, weather, rainfall, and pollen counts can all affect animals, extra particulate matter such as the debris aerosolized by leaf blowers pose a sharply increased risk for a variety of health problems for our domestic species. Among those most notably seen by me directly are:

1. Significant flare up of cough, wheezing, and "respiratory" issues that encompass both infectious and inflammatory types of diseases.
2. Eye problems of unknown origin--either in one or both eyes: owners report a clear discharge from the eyes or a "pink eye" situation with no previous known injury.
3. Nasal discomfort: rubbing and snorting, as if to remove a "foreign body" that is not there, but rather a minute irritant that was substantial enough to bother the mucous membranes and irritate the pet's nasal passages.
4. Skin issues, including itching and scratching. These clinical signs are usually blamed completely on atopy or "allergy." There is well documented, long standing scientific evidence that the irritation in the skin is secondary to allergens that the pet has inhaled.

In addition, because pets are so sound sensitive, the use of leaf blowers can startle animals and cause outdoor pets to dart away from yards and potentially scare them into more dangerous situations such as traffic or other precarious situations.

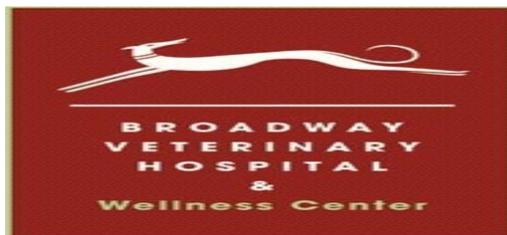
The blasting "on and off" sounds made with leaf blowers has a definite impact on small animals "fight or flight" response, causing an immediate release of cortisol into the bloodstream. Especially with cats, this taxes the body and leads to a surge in blood glucose almost instantly. In my opinion, this is a good example of the loud noise made by leaf blowers having a negative impact on animals all around our town---it is not an obvious impact, but once you realize what is going on inside their bodies on a cellular level, you realize that maybe the impact is farther reaching than we previously realized.

The information and examples I have stated above are only a small sample of the deleterious effects that leaf blowers have on the small animals of Sonoma. I hope that my words will help get some conversations started that emphasize the importance of considering the quality of life for our pets in Sonoma as people make an effort to decide the fate of leaf blowers in our community.

I would be happy to answer any other questions regarding this topic as my time and schedule permit.

Sincerely,

Vallard Forsythe, DVM ~ Broadway Veterinary Hospital



735 Broadway Sonoma, CA 95476  
(707) 938-4546



The City of Palm Springs' Office of Sustainability has established a rebate program for residents to encourage the use of backyard composting bins. A rebate of \$40.00 will be paid to Palm Springs residents who purchase a qualified composting bin for their personal use from a local retailer. To apply for a rebate, complete the application form on the next page and follow the accompanying terms and conditions.

**Composting** is just Nature's way of recycling. By definition, composting is the controlled decomposition of organic material such as leaves, twigs, grass clippings, and vegetable food waste. Compost is the valuable soil product that results from proper composting. Composting helps to keep the high volume of organic material out of our landfills and turns that material into a useful product. With organics making up a significant part of California's municipal waste, onsite composting reduces the cost of hauling garbage and operating landfills. Compost is great for gardens and landscaping, and you can save money by buying less soil conditioner, mulch, and fertilizer. Anyone with a little extra room in a garden, a little extra time, and a good source of compostable materials can produce good, high quality compost in as little as 6 weeks. When you compost, you return the earth's nutrients back to the soil, where your plants absorb them and grow healthy and strong. Healthy plants are far more resistant to diseases and pests. Instead of throwing away your organic waste, compost them!



### COMPOSTING BASICS

There are four basic ingredients required for composting: GREENS, BROWNS, WATER, & AIR. Mixing the proper amounts of these ingredients together will provide the composting organisms (see Compost Critters) with enough nitrogen, carbon, moisture and oxygen to break down the materials efficiently.

## GREENS + BROWNS + WATER + AIR

**GREENS** are fresh organic materials that serve as sources of nitrogen. Greens are the primary energy source of the active microorganisms, and are useful as a supplementary source of moisture in the pile.

**BROWNS** are dried or dead organic materials that serve as sources of carbon. Browns are useful for retaining moisture, creating small air pockets, and supporting a more diverse community of decomposers in the pile.

**WATER** helps ensure efficient processing of organics. Ideally, the pile is kept as moist as a wrung out sponge. Too little moisture will inhibit decomposition, but too much water can produce smelly, anaerobic conditions.

**AIR** is essential for a sweet, earthy-smelling compost pile. Turning your compost pile regularly will help to inhibit the growth of odor-causing anaerobic bacteria, and will result in faster decomposition.

### WHAT GOES IN THE COMPOST PILE?

#### 50% GREENS

Fresh yard trimmings, fresh grass clippings, fresh or moldy fruit and vegetable scraps, coffee grinds, tea leaves, breads, certain types of manure\*



#### 50% BROWNS

Woody materials, dead or dried yard debris, chopped branches and twigs, bark, straw, sawdust, coffee filters, tea bags, shredded paper and paper products

### COMPOST CRITTERS

A handful of compost contains more decomposer organisms than there are people on the planet. These amazing little creatures are responsible for making the whole composting process happen.

**MICROORGANISMS** (like bacteria and fungi) do the majority of decomposition work. Although too small to see, they are on everything you throw into the compost pile.

**MACROORGANISMS** (like insects, worms, and grubs) are large enough to see. They usually enter the compost pile from the surrounding landscape in the later stages of decomposition.



\*For more information on composting with manure, visit [solanacenter.org/ciy](http://solanacenter.org/ciy)

### WHAT STAYS OUT OF THE COMPOST PILE?

- Meat, fish, poultry & bones
- Charcoal or firelog ashes
- Dog, cat & human feces
- Oils, grease & lard
- Fresh weeds with mature seeds (unless building a hot compost pile)
- Eggs & dairy products
- Treated wood products
- Glossy/coated paper
- Inorganic materials

# Backyard Composting Bin Rebate



## APPLICATION (PLEASE PRINT)



Your Name:

Address (# and Street):

Palm Springs CA

Zip:

Phone:

Email:

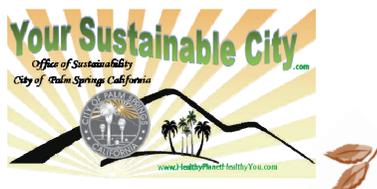
Manufacturer/Model of Composting Bin:

Cost of Composting Bin: \$

Please attach copy of receipt and proof of payment

I certify that I have read, understand and agree to abide by the terms and conditions of this rebate and that the information on this rebate form and on the attached supporting documents is accurate and complete.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_



**Mail or drop off completed Application to:**  
**City of Palm Springs**  
**Office of Sustainability**  
**3200 E. Tahquitz Canyon Way**  
**Palm Springs, CA 92262**

Or by Email: [michele.mician@palmspringsca.gov](mailto:michele.mician@palmspringsca.gov)  
[daniel.degarmo@palmspringsca.gov](mailto:daniel.degarmo@palmspringsca.gov)



### Terms and Conditions:

1. Applicant must be a resident of the City of Palm Springs (verified by utility bill).
2. Compost bin purchased must be at least a cost of \$100.00 or more, including start up kit.
3. Copy of Paid receipt must be submitted in order to be considered for the \$40.00 rebate.
4. Eligible receipts must be dated between July 1, 2016 and June 30, 2017 inclusive.
5. Funding is limited and rebates are available on a first-come, first-served basis.
6. The applicant must agree to this full list of terms and conditions. Examples of backyard composting can be viewed at the following websites: <http://www.rcwaste.org/opencms/recycling/composting.html> and/or <http://www.calrecycle.ca.gov/Organics/> and/or <http://dpw.lacounty.gov/epd/sg/bc.cfm> . If you do not have internet access, publications will be made available to you.
7. The applicant must complete this application form and mail/email/bring it to the City of Palm Springs at the address above, along with the relevant receipts from purchases and photographs of composting bin in place in back yard.
8. Only one (1) rebate per household.
9. Homemade composting bins do not qualify.
10. Rebate checks will be issued and mailed to the name and address listed on the application.





## ACTIVE TRANSPORTATION PLAN SUBCOMMITTEE REPORT

PRESENTED FOR COMMISSION MEETING DATE: 07/19/16	SUBMITTED BY: Nancy Ferguson
SUBCOMMITTEE NAME: Active Transportation Plan Subcommittee	SUBMITTED DATE: 07/10/16
SUBCOMMITTEE MEETING DATE: June 23, 2016 (Joint CC/SC Meeting); June 28, 2016 (Joint CC/SC Subcommittee Meeting with Engineering Staff)	NEXT SUBCOMMITTEE MEETING DATE: TBD

### Subcommittee Meeting Goal:

- 1) June 23<sup>rd</sup> Meeting - Discuss ATC concerns regarding the City's budget that included reallocating Measure J monies dedicated to Active Transportation to other Council priority projects.
- 2) June 28<sup>th</sup> Meeting – Continue conversation with Council Bike Lane Subcommittee and Engineering Staff to prioritize ATC projects with the remaining Measure J allocation.

### Summary:

#### 1) June 23<sup>rd</sup> Meeting

- a. Two members of the ATC and one other member of the public spoke to Council expressing their concerns regarding the reallocation of Measure J monies that were earmarked for ATC projects. The following is a summary of their comments:
  - Members of the ATC have not been actively consulted by Council on issues that directly affect the City's ability to effectively implement the Bicycle Master Plan, which relies greatly on Measure J funding.
  - To date only 6 to 8 months of work have been done on the bicycle network and there is much left to do. Streets are not all connected and with the reduction in funding, benchmarks will not be met. The City is not meeting the thresholds for SCAG funding which means a missed opportunity for grants for non-motorized transportation planning and implementation.
  - It was the subcommittees intent to take this year's funding and move on to other related ATC projects while still completing the bike lane network. With money being reallocated before the Bicycle Master Plan is fully implemented what we have is:
    - i. An incomplete network of bike lanes
    - ii. No new signage/wayfinding for the network we have in place
    - iii. No funding for the walkability demonstration projects
    - iv. No Cycledelic or Open Streets event
    - v. Will not be applying for Bicycle Friendly City status
- b. See attached notes (Attachment A) provided by Commissioner Ferguson related to Item 1a.
- c. As a result of these comments, the Council Subcommittee, Sustainability's ATC, and the Engineering staff agreed to meet on June 28<sup>th</sup> to prioritize the ATC projects that can be funded with the remaining Measure J monies and a CVAG grant.

#### 2) June 28th Meeting

Meeting Attendees: City Staff: David Ready, Marcus Fuller, Gianfranco Laurie, Council: Geoff Kors, JR Roberts, ATC: Brett Kline, Vic Yepello, Nancy Ferguson.

Meeting Purpose: To discuss staff's recommendations for the General Plan Amendment (June 15, 2016 City Council Agenda Item) to reclassify some 4 lane streets down to 2 lanes to accommodate Class II bike lanes while still maintain on-street parking. Attachment B is the City Council Staff Report for consideration on the initiation of an amendment to the General Plan to revise the Circulation Element and Bikeways Map. Attachment C is Marcus Fuller's powerpoint presentation for that City Council meeting.

The ATC members expressed their concern that sustainability is no longer a priority for this council. There are no more rebates for residents, the end of the funding for non-motorized transportation projects, all our funding is drying up. What will our City look like in the future as the work we have done over the past 8 years is not built upon.

David Ready reminded everyone that some Sustainability money cannot be moved around but any other money can be taken away for other projects. There is money that was allocated for a Materials Recovery Facility (MRF), a project that will not be built so that money can be freed up to be used for other Sustainable projects.

One councilman suggested that this is not the end of the world because the roads are still passable and we don't have to stop using them. Other projects can't even get started but at least the bike thing is underway.

Marcus Fuller reviewed the priorities that were identified in the staff report for the June 15<sup>th</sup> meeting and the group discussed which of these projects were most important to be completed with the remaining funding. These are:

- San Rafael Drive will replace Racquet Club for a Class II bike lane because is a wider road with less daily trips. It also connects to Caballeros and Sunrise, two streets with Class II bike lanes.
- Murray Canyon Drive between South Palm Canyon and Toledo
- La Verne Way between East Palm Canyon and South Pam Canyon (connects to Toledo)
- Farrell Drive between Ramon and East Palm Canyon

No longer in play for this budget cycle are the following streets:

- Racquet Club (see San Rafael Drive above)
- South Palm Canyon 9Council and residents concerned about traffic flow even though the traffic study showed adequate travel times with a road diet.

There is approximately \$1.4 million in Measure J and CVAG grant funding to complete the remaining streets on the list. Then a likely dry spell for the next couple of years until the next Measure J cycle starts.

Moving forward, any new monies that may come to ATC should be put toward public outreach, education, and signage/wayfinding.

**Recommendation/Request**

1. The ATC will switch to a less active meeting schedule than we have had in the previous three years.
2. ATC will periodically check in with Engineering staff to discuss opportunities for grants to continue with public outreach and education for cycling.
3. ATC will look for opportunities for funding of our pedestrian demonstration projects.

<b>ACTION ITEMS REQUEST TO COMMISSION</b>	None
<b>ACTION ITEMS REQUEST TO OFFICE OF SUSTAINABILITY</b>	None
<b>POTENTIAL FISCAL IMPACT/REQUEST IF ANY:</b>	None

# Attachment A

## Notes for Joint City Council/Sustainability Commission Meeting June 23, 2016

- There are several elements that make up the Sustainability Master Plan as we see before us.
- These elements are all interrelated and when program are implemented the result is a Sustainable Community
- When we start to dismantle the various elements of the Plan, we put into jeopardy, the success of the City to become truly sustainable.
- The Active Transportation Component of the Master Plan is not just about bike lanes, but we seem to be focused on that because it happened to be one of the first to start to be implemented and it's the most visible. But it is so much more than just bike lanes.
  - It combines elements of the Complete Streets Program where some of the City's funding for road improvements comes from.
  - It combines elements of the Safe Routes to School Program where other City funding comes from.
  - This is not just about cycling, but pedestrian access as well as public education on public safety. Education for cyclists as well as motorists and pedestrians, so we can all share the road.
- With funding in place, it was the intent of the Active Transportation Committee to continue into the next phase of implementation of the following projects:
  - Public outreach for bicycle and pedestrian safety (public service announcements, print ads, handouts and leave behinds at hotels, digital ads on social media)
  - Planning for new or upgraded pedestrian facilities including completion of sidewalks along East Palm Canyon between Sunrise Way and Arguilla Road
  - A pedestrian demonstration project on Baristo Road in concert with the Tribe in Section 14.
  - Update the Walkability Plan, drafted in 2008.
  - Add a golf cart component to biking where bike lanes could share the road, adding another non-motorized option to the mix.
- The Sustainable Plan states that to ensure a sustainable future, the City of Palm Springs must protect the asset that make it a great place to live work and recreate. The Sustainability Master Plan is a road to move us closer to that goal. But it is a Plan made up of components, none of which are meant to stand alone; they are all integrated. So by gutting the funding for the Active Transportation Component of the Plan, we run the risk of losing our momentum toward sustainability.

## Attachment B



## City Council Staff Report

DATE: June 15, 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

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### SUMMARY

On October 5, 2011, the City Council held a public hearing and adopted Resolution No. 23031 approving Case 5.1258 GPA, an amendment to the 2007 Palm Springs General Plan to incorporate the Coachella Valley Non-Motorized Transportation Master Plan ("NMTMP"). The NMTMP is an important plan that established a Coachella Valley master plan of bikeways, trails, associated facilities and programs, interconnecting between the cities, and to educate and promote safe bicycle usage. Adoption of the NMTMP as part of the City's General Plan ensured the City would be eligible for applying for grants and funding opportunities for non-motorized transportation facilities. Included with the NMTMP was a Local Bicycle Plan for the City of Palm Springs, (the "Palm Springs Bikeways Map"), identifying existing bicycle facilities and proposed bicycle facilities. A certain number of proposed bicycle facilities identified on the Palm Springs Bikeways Map included 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). The purpose of this item is to review all of the City's proposed bicycle facilities as previously approved and adopted by the City Council in 2011 as the Palm Springs Bikeway Map, incorporated into the 2007 Palm Springs General Plan, and to provide direction to staff on the initiation of a new amendment to the General Plan to revise the Circulation Element and Bikeway Map accordingly.

### RECOMMENDATION:

- 1) Review the City of Palm Springs Bikeways Map approved and adopted October 5, 2011, and incorporated into the 2007 General Plan Amendment;
- 2) Provide direction to staff on reclassifying the designation of various City streets to accommodate Class II bike lanes and preserve on-street parking;

ITEM NO. 4B

- 3) Review an amended Circulation Element and Bikeways Map as the basis for a proposed amendment to the 2007 Palm Springs General Plan;
- 4) 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;
- 5) On the basis that direction is given to reclassify Crossley Road, San Rafael Drive, and S. Palm Canyon Drive to accommodate proposed Class II bike lanes and preserve on-street parking, authorize issuance of a Purchase Order in the amount of \$34,390 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; and
- 6) Authorize the City Manager to execute all necessary documents.

BACKGROUND:

On October 5, 2011, the City Council held a public hearing and adopted Resolution No. 23031 approving Case 5.1258 GPA, an amendment to the 2007 Palm Springs General Plan to incorporate the Coachella Valley Non-Motorized Transportation Master Plan ("NMTMP"). Included with the NMTMP was a Local Bicycle Plan for the City of Palm Springs, (the "Palm Springs Bikeways Map"), identifying existing bicycle facilities and proposed bicycle facilities. A copy of the October 5, 2011, staff report is included as **Attachment 1**. A copy of the Local Bicycle Plan for the City of Palm Springs adopted at that time is included as **Attachment 2**, and a copy of the current Palm Springs Bikeways Map is included as **Attachment 3**. As a matter of reference, bicycle facilities are identified by "Class", as follows:

Class I (Bike Path), physically separated from traffic outside of the roadway for exclusive use by bicycles.



Class II (Bike Lanes), separated from traffic by traffic striping designating a separate bicycle lane within the roadway.



Class III (Bike Route), designated routes sharing the roadway without any separation from traffic.



The currently adopted Palm Springs Bikeway Map identifies Class II bike lanes on several 4-lane major arterials or secondary thoroughfares throughout the City, including:

- Alejo Road
- Arenas Road
- Avenida Caballeros
- Baristo Road
- Crossley Road
- El Cielo Road
- N. Indian Canyon Drive (North of Racquet Club Road)
- Gene Autry Trail (north of Vista Chino)
- Mesquite Avenue
- N. Palm Canyon Drive (North of Alejo Road)
- S. Palm Canyon Drive (South of E. Palm Canyon Drive)

- Racquet Club Road
- San Rafael Drive
- Vista Chino (East of Gene Autry Trail)

Implementing these Class II bike lanes on the City's 4-lane major arterial or secondary thoroughfare streets represents a challenge in that these 4-lane streets are generally 64 feet wide curb-to-curb, which provides sufficient space for on-street parking (8 feet each side) and four travel lanes. Designating bike lanes on these 64 feet wide streets would require elimination of the 8 feet wide on-street parking lanes, unless the City Council were to consider reclassifying these 4-lane major arterial or secondary thoroughfares as 2-lane roadways to allow for use of the other two travel lanes to accommodate Class II bike lanes and preserve on-street parking.

The currently adopted Palm Springs Bikeway Map identifies Class II bike lanes on several 2-lane collector roadways throughout the City, including:

- Araby Road
- Barona Road
- Compadre Road (Mesquite Avenue to Sonora Road)
- Mesquite Avenue (west of Sunrise Way)
- Paseo Dorotea
- Sonora Road (Compadre Road to El Cielo Road)
- Sunny Dunes Road
- Via Escuela

Implementing these Class II bike lanes on the City's 2-lane collector roadways represents a challenge in that these 2-lane streets are generally 40 feet wide curb-to-curb, which provides sufficient space for on-street parking (8 feet each side) and two travel lanes. Designating bike lanes on these 40 feet wide streets would require elimination of the 8 feet wide on-street parking lanes.

On May 21, 2014, the City Council received a copy of a new Palm Springs On-Street Bikeway Plan, (the "Bicycle Route Plan" or "BRP"), which incorporated new bikeway facilities identified in the NMTMP, including 2-way cycle tracks (for 1-way streets), colored bike lanes, buffered bike lanes, shared lane markings (or "sharrows") for certain Class III routes, and certain design guidelines. A copy of the May 21, 2014, staff report with the BRP is included as **Attachment 4**. As noted in the BRP, the choice of a bikeway type should be based on the following:

*The type of treatment depends on the street or right-of-way, width, adjacent land uses, traffic volumes, and traffic speeds. When exclusive right-of-way exists, bike paths are planned. Bike lanes are planned on streets that have enough width to accommodate them. Road diets are planned to create space for bike lanes on multi-lane streets where traffic volumes allow. Improvements to bike lanes are planned where enough space exists to widen bike lanes or to stripe buffers. Bike*

*routes are planned on streets where network connectivity is needed, but insufficient space exists for bike lanes, or where traffic volumes do not call for bike lanes.*

The BRP first introduced the concept of a “road diet”, defining a road diet as follows:

*Road diets are recommended to provide space for attractive bike lanes on where needed on four-lane streets with less than 20,000 Average Daily Traffic (ADT). This is the threshold that national studies have determined to have sufficient capacity with two lanes or two lanes and a center-turn lane. On six-lane streets, 40,000 ADT was used as the threshold for reducing the number of lanes to four.*

On the basis of the general guideline stated above, the BRP recommended proposed Class II bike lanes through implementation of a “road diet” on the following streets:

- Arenas Road (Call El Segundo to Avenida Caballeros)
- Barona Road (E. Palm Canyon Dr. to Sandcliff Road)
- Calle El Segundo (Amado Road to Ramon Road)
- Crossley Road (Ramon Road to Sunny Dunes Road)
- Crossley Road (Fairway Circle to 34th Avenue)
- El Cielo Road (Tahquitz Canyon Way to Ramon Road)
- Farrell Drive (Racquet Club Road to E. Palm Canyon Drive)
- Gene Autry Trail (Vista Chino to Ramon Road)
- Indian Canyon Drive (San Rafael Drive to Camino Parocela)
- Mesquite Avenue (El Cielo Road to Vella Road)
- Palm Canyon Drive (North City Limit to Ramon Road)
- Palm Canyon Drive (E. Palm Canyon Drive to Acanto Drive)
- Racquet Club Road (N. Palm Canyon Drive to Farrell Drive)
- San Rafael Drive (N. Palm Canyon Drive to Sunrise Way)
- Sunrise Way (San Rafael Drive to Vista Chino)
- Tachevah Drive (N. Palm Canyon Drive to N. Indian Canyon Drive)

The BRP submitted to the City Council in May 2014 was not officially adopted, and has not been incorporated into the 2007 Palm Springs General Plan; the 2011 Palm Springs Bikeways Map remains the officially adopted map designating bicycle facilities throughout the City. However, the BRP was used as the basis for recommendations adopted by the Sustainability Commission and Measure J Commission for identifying priority NMTP bicycle facility projects to be constructed with \$3 Million in funding appropriated by the City Council through the Measure J Capital Fund over three fiscal years. As noted in the May 21, 2014, staff report, there were three priority projects for Fiscal Years 2013/2014, 2014/2015, and 2015/2016 as follows:

Priority 1 (FY 2013/2014)

- Alejo Road (Class II and Class III)
- Belardo Road (Class II)
- Calle Encilia (Class II)
- Civic Drive (Class III)
- El Cielo Road (Class II with road diet)
- Farrell Drive (Class II)

The Priority 1 bicycle facility project was completed in 2015, however, it excluded the proposed Class II bike lanes on Farrell Drive as a result of the need to either: 1) eliminate on-street parking, or 2) reclassify the designation of Farrell Drive (via General Plan Amendment) and implement a “road diet” to convert Farrell Drive from a 4-lane to a 2-lane roadway. The Class II bike lanes on El Cielo Road between Tahquitz Canyon Way and Ramon Road were implemented without a “road diet” by eliminating on-street parking.

Priority 2 (FY 2014/2015)

- N. Palm Canyon Drive (Class II) *can't do*
- Racquet Club Road (Class II)

Priority 3 (FY 2015/2016)

- Indian Canyon Drive (2 Way Cycle Track)

Proceeding with the Priority 2 projects has been delayed as City Council has not generally supported eliminating on-street parking, and as staff has evaluated whether conversion of these 4-lane roadways to 2-lane roadways via “road diets” could be supported by a General Plan Amendment. The Priority 3 project is deferred until a determination is made on the final configuration of Indian Canyon Drive (1-way vs. 2-way traffic).

STAFF ANALYSIS:

Installing Class II bike lanes on 4-lane roadways generally requires the City Council to consider either eliminating on-street parking, or reclassifying the 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”. Reclassifying roadway designations on the Circulation Element requires the City to review the potential environmental impacts associated with the changes, and formal public review of a General Plan Amendment. These factors were previously reported to the City Council at the time the City proceeded with construction of the Priority 1 bicycle facility project in 2014/2015, and the City Council established a subcommittee (Kors/Roberts) to review and consider NMTP-related issues, including designation of bicycle facilities. Staff met with the Council subcommittee on February 9, 2016, to provide a general review of the traffic analysis identified in this report.

On November 6, 2013, the City Council approved Agreement No. 6443 with Albert A. Webb & Associates, (“Webb”), for on-call traffic engineering design services on an as needed basis. Subsequently, on April 1, 2015, the City Council authorized a Purchase Order in the amount of \$47,900 with Webb to complete traffic engineering analysis of the City’s Bikeways Map, to evaluate which roadways may be considered for reclassification on the Circulation Element to accommodate conversion via “road diet” to implement Class II bike lanes while preserving on-street parking. A copy of the April 1, 2015, staff report is included as **Attachment 5**.

On March 11, 2016, Webb completed a final traffic analysis for the City, identifying which roadways have sufficient excess capacity to accommodate elimination of travel lanes for implementation of a “road diet” to install Class II bike lanes. The traffic analysis reviewed the existing roadway cross-section width, existing traffic volumes, future year 2035 traffic volumes, the existing and future Level of Service, and provides recommendations for City Council’s consideration of roadway classification changes to the Circulation Element. A copy of the final traffic analysis is included as **Attachment 6**.

**Traffic Analysis**

The traffic analysis completed by Webb used existing 2013 traffic volumes, and obtained March 2016 traffic volumes collected for Farrell Drive and other selected street segments throughout the City identified in the report. An estimated projection of traffic volumes for year 2035 were produced by using a 1.5% per year growth factor applied to the existing traffic volumes. The Level of Service (or “LOS”) of a roadway is a way to measure travel speed, maneuverability, and safety on a street segment. The LOS is designated by a letter grade ranging from A (excellent, free flow) to F (failure, gridlock). In this case, LOS is determined by a volume-to-capacity ratio (V/C) for each street segment. The LOS was calculated by dividing the average daily traffic volume by the theoretical capacity of the roadway segment. Each street segment has a theoretical vehicle capacity that is defined by its number of through lanes, as shown in Table 1:

Number of Lanes	Roadway Characteristic	Maximum Two-Way Traffic Volume (ADT)***				
		A	B	C	D	E
2	Undivided*	7,800	9,100	10,400	11,700	13,000
2	Divided**	10,800	12,600	14,400	16,200	18,000
2	One-Way	10,800	12,600	14,400	16,200	18,000
3	One-Way	16,200	18,900	21,600	24,300	27,000
4	Undivided*	15,500	18,100	20,700	23,300	25,900
4	Divided**	21,500	25,100	28,700	32,300	35,900
4	One-Way	21,500	25,100	28,700	32,300	35,900
6	Divided**	32,300	37,700	43,100	48,500	53,900

\*Undivided roadways are divided by double yellow stripe or striped two-way left-turn lane.

\*\*Divided roadways have a raised median between opposing traffic directions.

\*\*\*All ADT volumes are rounded to the nearest 100.

**Table 1**

The City’s General Plan identifies 4 and 6 lane Major Arterial and Secondary Thoroughfare roadways to carry existing and future volumes to meet the City’s minimum LOS of “D”, and in compliance with the Riverside County Congestion Management Program (the “CMP”). The Circulation Element of the City’s General Plan, Policy CR2.1, regulates how the City’s streets should operate to ensure against traffic congestion and the associated environmental impacts related to such congestion, and states:

*CR2.1 Maintain Level of Service D or better for the City’s circulation network, as measured using “in season” peak hour conditions.*

The traffic volume identified for LOS D is the maximum volume capacity allowed for each roadway classification. The existing LOS of each roadway identified for a “road diet” was reviewed by comparing the current and future traffic volumes to the theoretical roadway capacity. Table 2 identifies various street segments that will operate at LOS D or better with reduced roadway capacity, and where the City Council may consider reclassification of the roadway to accommodate a “road diet” to implement Class II bike lanes while preserving on-street parking.

	Roadway	From	To
OK -	Alejo Road (See Note 1)	Indian Canyon Drive	Civic Drive
OK -	Amado Road	Indian Canyon Drive	Sunrise Way
OK -	Arenas Road	S. Tahquitz Drive	Hermosa Drive
OK -	Avenida Caballeros (See Note 2)	San Rafael Drive	Ramon Road
OK -	Baristo Road (See Note 2)	Avenida Caballeros	El Cielo Road
OK -	Calle El Segundo	Amado Road	Ramon Road
	Camino Real	E. Palm Canyon Drive	La Verne Way
	Crossley Road	Ramon Road	34th Avenue
OK -	El Cielo Road (See Note 3)	Ramon Road	Escoba Drive
OK -	Escoba Drive (See Note 3)	E. Palm Canyon Drive	El Cielo Road
	Farrell Drive (See Note 4)	Ramon Road	E. Palm Canyon Drive
	La Verne Way	S. Palm Canyon Drive	E. Palm Canyon Drive
	Mesquite Avenue	Sunrise Way	El Cielo Road
	Mesquite Avenue	Vella Road	Gene Autry Trail
OK -	Murray Canyon Drive (See Note 5)	S. Palm Canyon Drive	Toledo Avenue
	Racquet Club Road (See Note 6)	N. Palm Canyon Drive	Farrell Drive
	S. Palm Canyon Drive (See Note 7)	E. Palm Canyon Drive	Acanto Drive
	San Rafael Drive	N. Palm Canyon Drive	Sunrise Way
	Saturnino Road	Calle El Segundo	Avenida Caballeros
	Tachevah Drive	N. Palm Canyon Drive	N. Indian Canyon Drive
OK -	Toledo Avenue (See Note 8)	La Verne Way	Murray Canyon Drive

**Table 2**

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 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 5: 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 6: 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. It is identified in Table 2 merely to identify it as a roadway segment that warrants its consideration. However, 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. Therefore, City Council may 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 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.**

Note 7: 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. It is identified in Table 2 merely to identify it as a roadway segment that warrants its consideration. However, 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.**

Note 8: 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.

Staff recommends the City Council consider initiating a General Plan Amendment of the Circulation Element to reclassify these roadways where sufficient capacity exists to convert the roadways from 4-lanes to 2-lane divided (with painted center turn lane) roadways preserving on-street parking and accommodating buffered bike lanes. The proposed roadway classification is identified as a 2-lane divided “Minor Mobility Corridor” that would accommodate 2 travel lanes, a two-way left-turn lane (“TWLTL”), buffered bicycle lanes, and on-street parking. The proposed roadway cross-section is shown in Figure 1:

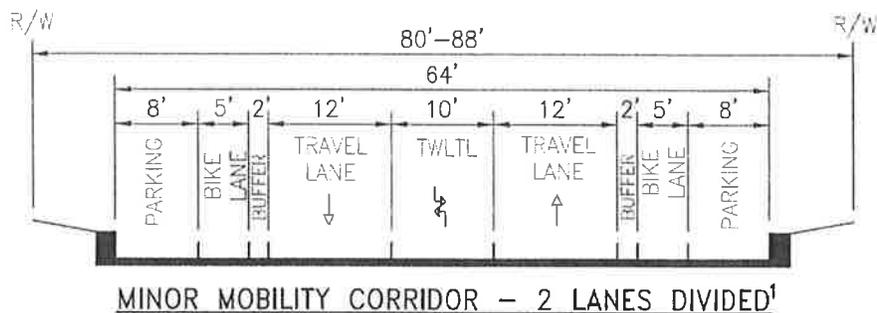


Figure 1

**Traffic Calming Effects**

The further potential benefit of converting 4-lane roadways to the “Minor Mobility Corridor” cross-section is with traffic calming. The psychology of the driver dictates the safe and prevailing speed at which a majority of drivers will operate their vehicle on a particular street segment. Many of the City’s 4-lane roadways have speed limits established at 40 miles per hour or higher, given their consistent cross-section with little factors causing disruption to the driver’s attention, and particularly with a certain sense of safety with lower traffic volumes and excess capacity on these streets. Converting the excess capacity by revising the roadway cross-section to add striped parking lanes and buffered bike lanes, and eliminating travel lanes, may cause drivers’ attention to become more focused on the travel way, limiting their sense of safety at driving higher speeds, and ultimately causing a traffic calming effect. It is possible after conversion of these 4-lane roadways to “Minor Mobility Corridors” that vehicle speed surveys may identify lower prevailing speeds allowing for reduction of the posted speed limit, in accordance with the process established in the California Vehicle Code by which the City must comply in establishing speed limits. It is important to note that the law does not allow the City to arbitrarily set speed limits.

Table 3 identifies various street segments that will operate at LOS E or worse with reduced roadway capacity, and where the City Council should not consider reclassification of the roadway to accommodate a “road diet” to implement Class II bike lanes.

<b>Roadway</b>	<b>From</b>	<b>To</b>
Farrell Drive (See Note 9)	Racquet Club Road	Ramon Road
Gene Autry Trail	Vista Chino	Ramon Road
Indian Canyon Drive (See Note 10)	San Rafael Drive	Camino Parocela
Palm Canyon Drive (See Note 11)	Tram Way	Ramon Road
Sunrise Way (See Note 12)	San Rafael Drive	Vista Chino

**Table 3**

Note 9: The traffic analysis has determined that the northerly segment of Farrell Drive between Racquet Club Road and Via Escuela has sufficient roadway capacity to allow for consideration of its reclassification to a 2-lane roadway. However, staff recommends that the Farrell Drive corridor from Racquet Club Road to Ramon Road remain a 4-lane roadway; (the segment of Farrell Drive south of Ramon Road is eligible for consideration of a reclassification to a 2-lane “Minor Mobility Corridor”).

Note 10: The traffic analysis has determined that the southerly segment of Indian Canyon Drive south of Alejo Road (where the roadway is currently 4-lanes with one-way traffic circulation) has sufficient roadway capacity to allow for consideration of its reclassification to a 3-lane one-way roadway. However, staff recommends that Indian Canyon Drive remain as currently classified, deferring any change in classification on

the segment south of Alejo Road until such time as the City Council considers and approves changes to the one-way vs. two-way traffic circulation.

Note 11: The traffic analysis has determined that the segment of N. Palm Canyon Drive north of Alejo Road does not have sufficient roadway capacity to allow for consideration of its reclassification to a 2-lane roadway, and a “road diet” is not justified. **Note, the City’s current 2011 Bikeways Map identifies a Class II bike lane on N. Palm Canyon Dr. from Tram Way to Alejo Road; this bikeway facility may have to be eliminated from the Circulation Element as it cannot be accommodated in the existing 4-lane roadway without eliminating all of the on-street parking available to the adjacent properties.** ∴ RECLASSIFYING TO CLASS III BIKE ROUTE.

Note 12: The traffic analysis has determined that certain segments of Sunrise Way between San Rafael Drive and Vista Chino have sufficient roadway capacity to allow for consideration of its reclassification to a 2-lane divided roadway. However, staff recommends that Sunrise Way remain a 4-lane roadway.

#### RECOMMENDATIONS:

On the basis of the traffic analysis that has been completed, there are various 4-lane roadways that have excess capacity that may be used for other purposes, through reclassification of the 4-lane roadway to a 2-lane roadway proposed as a “Minor Mobility Corridor”. The currently adopted 2011 Bikeways Map identifies Class II bike lanes on certain streets where installing those Class II bike lanes would require eliminating on-street parking or eliminating travel lanes. The BRP submitted in 2014 proposed a further expansion of bikeway facilities on the 2011 Bikeways Map through implementation of “road diets” on many City streets, however, accommodating some of these “road diets” are not supported by the traffic analysis.

The City Council may consider approval of initiating a General Plan Amendment to reclassify some or all of the individual roadway segments identified in Table 2. All of these 4-lane roadway segments (as identified on the 2007 General Plan) are anticipated to operate at or better than LOS “D” in the future after reclassification to a 2-lane “Minor Mobility Corridor”. Staff suggests the City Council given particular consideration to approving reclassification of the following roadway segments such that Class II bike lanes may be installed to complete bicycle routes in those areas:

- Alejo Road (to ratify the current roadway operation as a “Minor Mobility Corridor”)
- Amado Road (consistent with approved classification in Section 14 Specific Plan as a Section 14 “Mobility Corridor”)
- Arenas Road (consistent with approved classification in Section 14 Specific Plan as a Section 14 “Mobility Corridor”)
- Avenida Caballeros (to ratify the current roadway operation as a “Minor Mobility Corridor”)

- Baristo Road (to ratify the current roadway operation as a “Minor Mobility Corridor”)
- Calle El Segundo (consistent with current classification on the 2007 General Plan and Section 14 Specific Plan as a 2-lane Collector, however, the street was previously constructed to 4-lane width and striped with 4-lanes between Amado Road and Arenas Road)
- 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)
- El Cielo Road (to ratify the current roadway operation as a “Minor Mobility Corridor” south of Ramon Road only)
- Escoba Drive (to ratify the current roadway operation as a “Minor Mobility Corridor”)
- 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)
- Murray Canyon Drive (to ratify the previously approved restriping as a “Minor Mobility Corridor”)
- S. Palm Canyon Drive (reclassifying this roadway would allow completion of a Class II bike lane loop within the area, with striping funded in part by a federal CMAQ grant awarded to the City by CVAG)
- 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)
- Saturnino Road (consistent with approved classification in Section 14 Specific Plan as a Section 14 “Mobility Corridor”)
- Toledo Avenue (to ratify the current roadway operation as a “Minor Mobility Corridor”)

Webb has prepared a revised Circulation Plan and Bikeways Plan (which would replace the 2011 Bikeways Map via General Plan Amendment) showing all of the revised bikeway facilities (Class I, Class II or Class III) recommended throughout the City, consistent with the traffic analysis. A copy of the revised Circulation Plan is included as **Attachment 7**, and the revised Bikeways Plan is included as **Attachment 8**.

Staff also suggests the City Council give particular consideration to reclassifying Class II bike lanes currently identified on the following streets, to Class III bike routes, as implementing these bike lanes would require eliminating on-street parking:

- OK - • Araby Road
- OK - • Barona Road
- OK - • Compadre Road (Mesquite Avenue to Sonora Road)
- OK - • Mesquite Avenue (west of Sunrise Way)
- OK - • Paseo Dorotea
- OK - • Sonora Road (Compadre Road to El Cielo Road)
- OK - • Sunny Dunes Road
- OK - • Via Escuela

#### ***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 has 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. A copy of Webb's proposal is included as **Attachment 9**.

However, implementing Class II bike lanes on these streets requires consideration to reclassify these streets to preserve on-street parking while providing for the room to install Class II bike lanes (excluding Indian Canyon Drive, which can accommodate Class II bike lanes given existing restrictions for on-street parking). Staff recommends that the City Council authorize issuance of a Purchase Order to Webb in an amount inclusive of the cost associated with those streets the City Council considers to be reclassified to 2-lane Minor Mobility Corridors.

#### **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.

FISCAL IMPACT:

The City Council previously budgeted and appropriated \$3 Million from the Measure J Capital Improvement Fund for improvements related to the NMTMP; currently a balance of approximately \$2.4 Million is available for completion of bikeway and related facilities. Implementing many of the remaining Class II bike lanes throughout the City has been deferred until direction is given to staff on reclassifying 4-lane roadways to implement a new 2-lane “Minor Mobility Corridor” cross-section to preserve on-street parking and accommodate Class II bike lanes. 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.

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. October 5, 2011, staff report
2. Local Bicycle Plan for the City of Palm Springs
3. 2011 Palm Springs Bikeways Map
4. 2014 Palm Springs On-Street Bikeway Plan, (the “Bicycle Route Plan”)
5. April 1, 2015, staff report
6. Traffic Analysis
7. Revised Circulation Plan
8. Revised Bikeways Plan
9. Webb Proposal

Attachment C

**INITIATE GENERAL PLAN  
AMENDMENT TO REVISE  
CIRCULATION ELEMENT AND  
BIKEWAYS MAP**

**DEPARTMENT OF PUBLIC WORKS & ENGINEERING  
JUNE 15, 2016**

## **CITY OF PALM SPRINGS BIKEWAYS MAP**

**Implementing Class II bike lanes on the City's 4-lane streets requires consideration of the following issues:**

- 1) These 4-lane streets are 64 feet wide curb-to-curb**
- 2) 64 feet provides sufficient space for on-street parking and 4 travel lanes.**
- 3) Designating bike lanes on 64 feet wide streets requires elimination of on-street parking lanes**

**OR**

**Reclassifying 4-lane streets to 2-lane streets and using the "extra" 2 traffic lanes for Class II bike lanes.**

## TYPICAL 4-LANE 64 FEET WIDE STREET



Figure 1 – Plan View

## TYPICAL 4-LANE 64 FEET WIDE STREET



Figure 2 – Section View

## **CLASS II BIKE LANES ON 2-LANE COLLECTORS**

**Implementing Class II bike lanes on the City's 2-lane streets requires consideration of the following issues:**

- 1) These 2-lane streets are 40 feet wide curb-to-curb**
- 2) 40 feet provides sufficient space for on-street parking and 2 travel lanes.**
- 3) Designating bike lanes on 40 feet wide streets requires elimination of on-street parking lanes.**

## CLASS II BIKE LANES ON 2-LANE COLLECTORS



## **“ROAD DIET” TRAFFIC ANALYSIS**

The following General Plan designated 4-lane streets are candidates for reclassification via “road diet”:

- **Alejo Road \*\***
- **Amado Road**
- **Arenas Road**
- **Avenida Caballeros \*\***
- **Baristo Road \*\***
- **Calle El Segundo**
- **Camino Real**
- **Crossley Road**
- **El Cielo Road \*\***
- **Escoba Drive \*\***
- **Farrell Drive**
- **La Verne Way**
- **Mesquite Avenue**
- **Murray Canyon Drive \*\***
- **Racquet Club Road**
- **S. Palm Canyon Drive**
- **San Rafael Drive**
- **Saturnino Road**
- **Tachevah Drive**
- **Toledo Avenue \*\***

## **“ROAD DIET” TRAFFIC ANALYSIS**

The following General Plan designated 4-lane streets are **NOT** candidates for reclassification via “road diet”:

- **Farrell Drive – Racquet Club Road to Ramon Road**
- **Gene Autry Trail – Vista Chino to Ramon Road**
- **Indian Canyon Drive – San Rafael Drive to Camino Parocela**
- **Palm Canyon Drive – Tram Way to Ramon Road**
- **Sunrise Way – San Rafael Drive to Vista Chino**

## **RECOMMENDATIONS**

**Initiate a General Plan Amendment to reclassify the following 4-lane streets to formalize previously approved Class II bike lanes:**

- **Alejo Road**
- **Amado Road**
- **Arenas Road**
- **Avenida Caballeros**
- **Baristo Road**
- **Calle El Segundo**
- **El Cielo Road**
- **Escoba Drive**
- **Murray Canyon Drive**
- **Toledo Avenue**

## **RECOMMENDATIONS**

**Initiate a General Plan Amendment to revise Class II bike lanes to Class III bike routes on the following 2-lane streets to maintain on-street parking:**

- **Araby Road**
- **Barona Road**
- **Compadre Road (Mesquite Avenue to Sonora Road)**
- **Mesquite Avenue (west of Sunrise Way)**
- **N. Palm Canyon Drive (Tram Way to Alejo Road)**
- **Paseo Dorotea**
- **Sonora Road (Compadre Road to El Cielo Road)**
- **Sunny Dunes Road**
- **Via Escuela**

## RECOMMENDATIONS

Consider and provide direction on the initiation of a General Plan Amendment to reclassify the following 4-lane streets to 2-lane streets to accommodate Class II bike lanes and maintain on-street parking:

- Camino Real (E. Palm Canyon Dr. to La Verne Way)
- Crossley Road
- \*• Farrell Drive (Ramon Road to E. Palm Canyon Dr.)
- \*• La Verne Way
- Mesquite Avenue (Sunrise Way to Compadre Road)
- Racquet Club Road
- S. Palm Canyon Drive
- \*• San Rafael Drive

## **NEXT STEPS**

**The City Council's direction given to reclassify designated 4-lane roadways and bicycle facilities is the first step on a process to amend the City's General Plan.**

**The direction given at this time is only to initiate a General Plan Amendment.**

**A General Plan Amendment will require:**

- **90-day review and consultation with Native American Tribes**
- **Preparation of Initial Study per CEQA and 30-day public review**
- **Review by Planning Commission at a Public Hearing**
- **Review by City Council at a Public Hearing**



# SUBCOMMITTEE REPORT

PRESENTED FOR COMMISSION MEETING DATE: 07/19/16

SUBMITTED BY: David Freedman

SUBCOMMITTEE NAME: Green Building / Solar (with Planning Commission liaison)

SUBMITTED DATE: 07/14/16

SUBCOMMITTEE MEETING DATES: 07/07/16 and 07/14/16

NEXT SUBCOMMITTEE MEETING DATE: 07/28/16

### Subcommittee Meeting Goals:

Discuss incentives for mandatory solar program for new construction and major renovations.

### Summary:

Subcommittee members discussed incentives for a mandatory solar program for new construction and major renovations applicable to residential buildings, as a follow-up to the discussion on this topic at the June 23, 2016, joint study session of the City Council and the Sustainability Commission. A more detailed report is attached.

### Recommendation/Request

**ACTION ITEMS REQUEST TO COMMISSION**

Consider recommended solar ordinance once presented and discussed.

**ACTION ITEMS REQUEST TO OFFICE OF SUSTAINABILITY**

Arrange meetings with the relevant City staff; schedule study session with stakeholders and City Council Sustainability Subcommittee.

**POTENTIAL FISCAL IMPACT/REQUEST IF ANY:**

None determinable at this time.

## **Sustainability Commission Green Building / Solar Subcommittee Follow-Up Report**

### **I. Introduction**

The Sustainability Commission Green Building / Solar Subcommittee, together with Planning Commission liaison Lisa Middleton, met on July 7 and July 14, 2016, to follow up on the discussion of a possible solar mandate for Palm Springs at the June 23, 2016, joint study session of the City Council and the Sustainability Commission. Councilmember Geoff Kors joined the July 7 meeting. In response to comments from members of City Council on availability of incentives and ensuring the affordability of housing, Subcommittee members have gathered information on these programs.

### **II. New residential construction**

A 2013 study of the cost-effectiveness of rooftop solar systems prepared in 2013 for the California Energy Commission (CEC) confirmed that installing solar electric systems on new residential buildings in the Palm Springs climate zone will be cost-efficient in 2017 and 2020. This study assumed that the federal investment tax credit dropped from 30% to 10% in 2017; however, it has since been extended (30% through 2019, 26% in 2020 and 22% in 2021 through 2023). As indicated in the CEC cost effectiveness study, the avoided cost of electricity also provides a substantial benefit. An estimated calculation of this benefit is attached at the end of this report.

In addition to the federal tax credit, the California New Solar Homes Partnership (NSHP) provides financial incentives and other support for installing eligible solar energy systems on newly constructed residential buildings that receive electricity from investor-owned utilities, including Southern California Edison (SCE), which serves Palm Springs. The CEC implements the NSHP in coordination with the California Public Utilities Commission as part of the overall California Solar Initiative (CSI). On June 9, 2016, the CEC authorized additional funding of \$111.78 million (of which \$45.95 million is for the SCE service area) to provide for continuing financial incentives for homeowners, builders, and developers to install solar energy systems on new, energy efficient residential dwellings under provisions of the NSHP Program.

The NSHP program provides two incentive structures: one for conventional or market-rate housing, affordable housing common area projects, and affordable housing residential projects with systems owned by non-tax-exempt entities; and another for affordable housing residential projects with systems owned by tax-exempt entities. For market-rate housing, affordable housing common area projects, and affordable housing residential projects with systems owned by non-tax-exempt entities, the incentive rate for the project is determined by the energy efficiency level that the newly constructed residential building(s) meets. The NSHP offers a higher incentive to affordable housing residential projects with systems owned by tax-exempt entities because the affordable housing industry often faces more difficulties in the financing and incorporation of solar energy systems in its developments than do conventional housing developments.

The NSHP guidebook describes the requirements to receive incentives for constructing energy-efficient solar homes under the NSHP. Solar energy systems that service the following newly constructed residential buildings where the entire building meets the energy efficiency requirements described in the guidebook qualify for NSHP incentives:

- Single-family homes
- Duplexes
- Triplexes
- Condominiums
- Multifamily buildings (including market-rate and affordable housing projects)
- Mixed-use buildings

- Common areas in single- and multifamily developments that are shown to be for the primary benefit of the residential occupants

To be eligible for NSHP incentives, a solar energy system must be installed in conjunction with the construction of a new residential building that is permanently fixed to its foundation. The Alta Verde development and several other new home developments in Palm Springs have already benefitted from NHSP incentives.

The incentive levels are based on energy efficiency requirements:

- Code-Compliant: The building complies with the 2013 Standards.
- Tier I: Residential buildings that exceed the Building Energy Efficiency Standards in effect on the date the building permit is applied for by at least 15%.
- Tier II: Residential buildings that exceed the Building Energy Efficiency Standards in effect on the date the building permit is applied for by at least 30%.

The current incentive levels are as follows:

- \$1.50/watt for affordable housing residential units with tax-exempt system owners meeting Code-Compliant energy efficiency requirements,
- \$1.85/watt for affordable housing residential units with tax-exempt system owners meeting Tier I or Tier II energy efficiency requirements,
- \$0.75/watt for market-rate housing projects, affordable housing common areas, or affordable housing projects with a non-tax-exempt system owner meeting Code-Compliant energy efficiency requirements,
- \$1.00/watt for market-rate housing projects, affordable housing common areas, or affordable housing projects with non-tax-exempt system owners meeting Tier I energy efficiency requirements, or
- \$1.50/watt for market-rate housing projects, affordable housing common areas, or affordable housing projects with non-tax-exempt system owners meeting Tier II energy efficiency requirements.

On July 8, 2016, the CEC staff held a workshop to re-assess program incentive levels and consider other possible changes to the NSHP. The Green Building / Solar Subcommittee will monitor developments on the NHSP and in the meantime will work with architects, developers, solar installers and other stakeholders so they can estimate the net cost of adding solar to new residential buildings after the incentives.

### **III. Retrofits**

For conventional residential housing retrofits, in addition to the federal tax credit and avoided costs of electricity mentioned above, homeowners are eligible to apply for property-assessed clean energy (PACE) loans to finance the cost of a solar installation. Currently, three PACE programs are offered in Palm Springs: YGreene, HERO and, most recently, CaliforniaFirst. Further information on PACE is in the presentation by CaliforniaFirst included in the packet for the April 19, 2016, Sustainability Commission meeting. Homeowners may also be eligible for the new Green Building Program Rebate, with total funding of \$25,000 for FY16-17.

As part of CSI, the CEC has incentive solar energy incentive programs for both single-family and multifamily affordable housing, under the Single-Family Affordable Solar Housing (SASH) and Multifamily Affordable Solar Housing (MASH) programs. These programs have current sunset dates of December 31, 2021. GRID Alternatives is the program manager for the SASH program.

In addition, the US Department of Housing and Urban Development (HUD) has incentive programs to encourage solar and other energy efficiency measures in affordable housing. The

Green Building / Solar Subcommittee will meet with representatives of GRID Alternatives, the Coachella Valley Housing Coalition and other affordable housing stakeholders to identify opportunities to add solar to affordable housing units in Palm Springs.

## Mandatory Solar is a Benefit for the Consumer and the Developer

Based on 2000 Sqft house using 15,000 kWh of power per year – The typical range is from 10,000 -20,000kWh per year for a 2000 sqft energy efficient home. The Cost of house or amount financed on house is based at \$350,000-

The Proposed Mandatory Solar Initiation is 2 watts per Sqft –  $2 \times 2000 = 4000 = 4 \text{ kW}$  solar system.

System cost concurrent with new construction would be \$15,000 minus a \$4,500 Federal Tax Credit. Giving a Net cost to the consumer of \$10,500.

A 4 kW system will produce 6,000 Plus kilowatt hours per year

Current Cost of electricity is \$0.16 - \$0.29 a kW (\$0.18 was used for estimations.)

Annual cost of Electricity Without Solar	\$3,196	Monthly	\$266
Annual cost of Electricity With Solar	\$1,620	Monthly	\$135
<b>Net Savings</b>	<b>\$1,576</b>		<b>\$131</b>

\$350,000 House Cost                      \$350,000 @ 4% for 30 years = \$1,670 per month

\$15,000 Solar system                      \$15,000 @ 4% for 30 years = \$72 per month

\$365,000 House Cost w/ Solar              \$365,000 @ 4% for 30 years = \$1,742 per month

Monthly cost of home No Solar (Mortgage and Electrical)                      \$1,936

Monthly cost of home With Solar (Mortgage and Electrical and Solar)              \$1877

<b>Net Savings Year 1</b>	<b>\$59.00 per month</b>	<b>\$708 per year</b>
<b>Net Savings Year 5</b>	<b>\$95.00 per month</b>	<b>\$1,140 per year</b>
<b>Net Savings Year 10</b>	<b>\$150.00 per month</b>	<b>\$1,800 per year</b>

Plus upon close of escrow you qualify for a \$4,500 Federal Tax Credit!!!