



PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

STAFF REPORT

DATE: MAY 27, 2020

TO: PLANNING COMMISSION

FROM: DAVID M. REYES, DIRECTOR OF PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

SUBJECT: ADDENDUM TO CAPITAL IMPROVEMENT PROJECTS FISCAL YEAR 2020-2024: GENERAL PLAN CONSISTENCY CONSIDERATIONS FOR INCLUSION OF THREE NEW PROJECTS

RECOMMENDATION:

It is recommended that the Planning Commission:

1. **Recommend** to the City Council that the three new projects proposed for inclusion in the Capital Improvement Projects for Fiscal Year 2020-2024 are consistent with the City of Pasadena's General Plan.

BACKGROUND:

On June 17, 2019, the City Council adopted the Capital Improvement Projects (CIP) for Fiscal Year 2020-2024, which included 28 new projects that the Planning Commission found to be consistent with the General Plan. Once adopted, and throughout the fiscal year, active CIP projects are monitored by the Department of Public Works in conjunction with other impacted departments to determine if budgetary changes are needed. This time, the list of the FY2020-2024 CIP projects was proposed to be amended to include three new CIP projects.

State law authorizes planning agencies to review a city's Capital Improvement Projects (CIP) for consistency with the General Plan. Also, Section 2.105 of the Municipal Code authorizes the Planning Commission to make recommendations on matters which affect implementation of the General Plan and the "...orderly physical development of the city," including capital improvements. The Capital Improvement Program is a critical tool for the orderly physical development of the City.

Due to the current Covid-19 state of emergency, the addendum to FY 2020-2024 CIP projects was presented to the City Council prior to the Planning Commission's consideration for the projects' consistency with the General Plan. Accordingly, on April 20, 2020, the City Council adopted the additional FY2020-2024 CIP projects and appropriations; however, these projects

will not be implemented until the Planning Commission has determined the projects are consistent with the General Plan.

Following are brief descriptions of each of the three new projects and an explanation of how they are consistent with the General Plan. More detailed information for each project is contained in the Project Detail Sheets (Attachment A).

Transportation

1. Walnut Street Corridor Signal Improvements

Description: This project provides for the replacement of old traffic signal controller infrastructure and communication equipment along Walnut Street to reduce delay, manage speeds, and collect data. Other work will include the installation of up to 15 new signal cabinets, traffic signal controllers, video detection equipment, two CCTV cameras and three miles of fiber optic communication, associated hardware and software, and requisite ADA compliant curb ramps.

Justification: Walnut Street is heavily used to bypass traffic on the 210 freeway and on Colorado Boulevard.

Cost: \$4,100,000. This project was created and fully funded in FY 2020.

General Plan Consistency: This project is consistent with Mobility Element Program 3.10 (Enhance Signalized Intersections for all Road Users) by installing and using traffic signal equipment with technology that maximizes flexibility in allowing for customized adjustments at each intersection. Program 3.10 also calls for designing intersections to provide a safe and efficient flow of vehicles, pedestrians and bicycles. The project is also consistent with: Land Use Element Policy 1.7 (Coordination of Capital Facilities, Infrastructure, Land Use, and Economic Development) by upgrading mobility infrastructure along a corridor that is anticipated to be developed with relatively greater intensity; Policy 16.2 (Service Adequacy) by periodically reviewing the impacts of major physical, environmental, economic and social changes identifying their implications in meeting the service needs of Pasadena's residents; and Policy 18.5 (Land Use-Mobility Compatibility) by managing vehicle traffic volumes and speeds to improve their compatibility with the character of the adjacent land uses, the function of the street(s), and bicycle and pedestrian traffic.

2. St. John Capacity Enhancement

Description: This project provides for the modification of the intersections of the I-210 eastbound off-ramp at California Boulevard and westbound California Boulevard at the St. John Avenue northbound I-210 on-ramp to provide dual southbound left turn movements and dual right turn movements, which require roadway striping and reconfiguring lanes. Other work will include resurfacing a portion of California Boulevard to accommodate roadway striping changes, widening the sidewalk, and modifying traffic signals and associated hardware at the intersection of Pasadena Avenue and California Boulevard, and the southbound I-210 off-ramp at California Boulevard.

Justification: Traffic circulation at the intersections of St. John Avenue at California Boulevard and Pasadena Avenue at California Boulevard are experiencing motorist and pedestrian delay due to the existing lane configuration approaching the two intersections. This project allows

for the modification of the lane configuration to reduce delay while enhancing pedestrian and motorist safety.

Cost: \$2,600,000. This project was created and fully funded in FY 2020.

General Plan Consistency: This project is consistent with Mobility Element Program 2.12 (Access to Major Transportation Services) by promoting ease of access to local and regional transportation services by developing identifiable Connector Streets to accommodate travel throughout the City and to destinations outside of the City. Program 2.12 also calls for improving system performance by applying advanced technology to provide and reinforce seamless, efficient, and safe multimodal connections at key destinations and transit transfer locations along the Connector Streets. The project is also consistent with Land Use Element Policy 16.2 (Service Adequacy) by periodically reviewing the impacts of major physical, environmental, economic and social changes identifying their implications in meeting the service needs of Pasadena's residents and Policy 18.5 (Land Use-Mobility Compatibility) by managing vehicle traffic volumes and speeds to improve their compatibility with the character of adjacent land uses, the function of the street(s), and bicycle and pedestrian traffic.

3. Intelligent Transportation System Projects and Traffic Flow Improvements within the SR710 Affected Corridors

Description: This project provides for the upgrade of traffic signal controllers and cabinets and the installation of fiber optics communication, dedicated short range communication and signal preemption technology at up to 55 signalized intersections along segments of Orange Grove Boulevard, Colorado Boulevard, Green Street, Holly Street, and Hill Avenue.

Justification: This project will improve traffic operations and complement the corridors in the City that are being updated with adaptive traffic/traffic responsive control system signal technology.

Cost: \$3,800,000. This project was created in FY2020 and is currently unfunded.

General Plan Consistency: This project is consistent with Mobility Element Program 3.10 (Enhance Signalized Intersections for all Road Users) by applying intersection design guidelines to promote safety at busy locations. Program 3.10 also calls for installing and using traffic signal equipment with technology that maximizes flexibility in allowing for customized adjustments at each intersection. The project is also consistent with: Land Use Element Policy 1.7 (Coordination of Capital Facilities, Infrastructure, Land Use, and Economic Development) by upgrading mobility infrastructure along a corridor that is anticipated to be developed with relatively greater intensity; Policy 16.2 (Service Adequacy) by periodically reviewing the impacts of major physical, environmental, economic and social changes identifying their implications in meeting the service needs of Pasadena’s residents; and Policy 18.2 (Mobility) by correlating land use development intensities with adequate infrastructure improvements and transportation strategies to ensure mobility in all areas of Pasadena.

Respectfully submitted:



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Director, Planning and Community
Development

Prepared by:



Natsue Sheppard
Planner

Reviewed by:



David Sanchez
Principal Planner

Attachment:

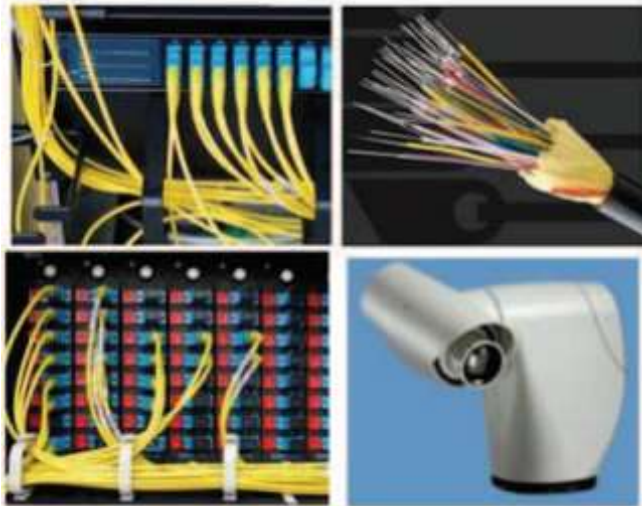
Attachment A – Project Detail Sheets CIP FY2020-2024 Addendum

ATTACHMENT A
PROJECT DETAIL SHEETS
CIP FY2021-2025

FY 2021 - 2025 Capital Improvement Program
 Transportation
 Walnut Street Corridor Signal Improvements
 75121

Priority	Project No.	Description	Total Estimated Costs	Appropriated Through FY 2020	Adopted FY 2021	Proposed FY 2022	Proposed FY 2023	Proposed FY 2024	Proposed FY 2025 and Beyond
34	75121	Walnut Street Corridor Signal Improvements							
		Measure R Mobility Improvement Program Grant	4,100,000	4,100,000	0	0	0	0	0
		Total	4,100,000	4,100,000	0	0	0	0	0

Signal Improvements



DESCRIPTION: This project provides for the replacement of old traffic signal controller infrastructure and communication equipment along Walnut Street to reduce delay, manage speeds and collect data. Other work will include the installation of up to 15 new signal cabinets, traffic signal controllers, video detection equipment, two CCTV cameras and 3 miles of fiber optic communication, associated hardware and software and requisite ADA compliant curb ramps.

JUSTIFICATION: Walnut Street is heavily used to bypass traffic on the 210 freeway and on Colorado Boulevard.

SCHEDULE: Design will begin in FY 2021.

RELATIONSHIP TO THE GENERAL PLAN: This project is consistent with Mobility Element Program 3.10 (Enhance Signalized Intersections for all Road Users) by installing and using traffic signal equipment with technology that maximizes flexibility in allowing for customized adjustments at each intersection. Program 3.10 also calls for designing intersections to provide a safe and efficient flow of vehicles, pedestrians and bicycles. The project is also consistent with: Land Use Element Policy 1.7 (Coordination of Capital Facilities, Infrastructure, Land Use, and Economic Development) by upgrading mobility infrastructure along a corridor that is anticipated to be developed with relatively greater intensity; Policy 16.2 (Service Adequacy) by periodically reviewing the impacts of major physical, environmental, economic and social changes identifying their implications in meeting the service needs of Pasadena's residents; and Policy 18.5 (Land Use-Mobility Compatibility) by managing vehicle traffic volumes and speeds to improve their compatibility with the character of the adjacent land uses, the function of the street(s), and bicycle and pedestrian traffic.

HISTORY: This project was created and fully funded in FY 2020.

FY 2021 - 2025 Capital Improvement Program
Transportation
St. John Capacity Enhancement
75120

Priority	Project No.	Description	Total Estimated Costs	Appropriated Through FY 2020	Adopted FY 2021	Proposed FY 2022	Proposed FY 2023	Proposed FY 2024	Proposed FY 2025 and Beyond
35	75120	St. John Capacity Enhancement							
		Measure R Mobility Improvement Program Grant	2,600,000	2,600,000	0	0	0	0	0
		Total	2,600,000	2,600,000	0	0	0	0	0

St. John Avenue Rendering



DESCRIPTION: This project provides for the modification of the intersections of the I-210 eastbound off ramp at California Boulevard and westbound California Boulevard at the St. John Avenue northbound I-210 on ramp to provide dual southbound left turn movements and dual right turn movements which require roadway striping and reconfiguring lanes. Other work will include resurfacing a portion of California Boulevard to accommodate roadway striping changes; widen sidewalk; and modify traffic signals and associated hardware at the intersection of Pasadena Avenue at California Boulevard, and the southbound I-210 off ramp at California Boulevard.

JUSTIFICATION: Traffic circulation at the intersections of St John Avenue at California Boulevard and Pasadena Avenue at California Boulevard are experiencing motorist and pedestrian delay due the existing lane configuration approaching the two intersections. This project allows for the modification of the lane configuration to reduce delay while enhancing pedestrian and motorist safety.

SCHEDULE: Design will begin in FY 2021.

RELATIONSHIP TO THE GENERAL PLAN: This project is consistent with Mobility Element Program 2.12 (Access to Major Transportation Services) by promoting ease of access to local and regional transportation services by developing identifiable Connector Streets to accommodate travel throughout the City and to destinations outside of the City. Program 2.12 also calls for improving system performance by applying advanced technology to provide and reinforce seamless, efficient, and safe multimodal connections at key destinations and transit transfer locations along the Connector Streets. The project is also consistent with Land Use Element Policy 16.2 (Service Adequacy) by periodically reviewing the impacts of major physical, environmental, economic and social changes identifying their implications in meeting the service needs of Pasadena's residents and Policy 18.5 (Land Use-Mobility Compatibility) by managing vehicle traffic volumes and speeds to improve their compatibility with the character of adjacent land uses, the function of the street(s), and bicycle and pedestrian traffic.

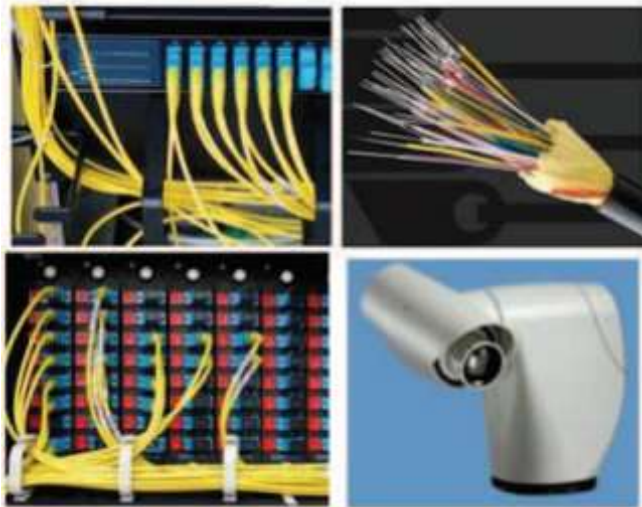
HISTORY: This project was created and fully funded in FY 2020.

FY 2021 - 2025 Capital Improvement Program
Transportation

Intelligent Transportation System Projects & Traffic Flow Improvements within the SR 710 Affected Corridors

Priority	Project No.	Description	Total Estimated Costs	Appropriated Through FY 2020	Adopted FY 2021	Proposed FY 2022	Proposed FY 2023	Proposed FY 2024	Proposed FY 2025 and Beyond
38		Intelligent Transportation System Projects & Traffic Flow Improvements within the SR 710 Affected Corridors							
		Measure R Mobility Improvement Program Grant	3,800,000	0	0	3,800,000	0	0	0
		Total	3,800,000	0	0	3,800,000	0	0	0

ITS and Traffic Flow Improvements



DESCRIPTION: This project provides for the upgrade of traffic signal controllers and cabinets; and the installation of fiber optics communication, dedicated short range communication and signal preemption technology at up to 55 signalized intersections along segments of Orange Grove Boulevard, Colorado Boulevard, Green Street, Holly Street and Hill Avenue.

JUSTIFICATION: This project will improve traffic operations and complement the corridors in the City that are being updated with adaptive traffic/traffic responsive control system signal technology.

SCHEDULE: Design will begin in FY 2022.

RELATIONSHIP TO THE GENERAL PLAN: This project is consistent with Mobility Element Program 3.10 (Enhance Signalized Intersections for all Road Users) by applying intersections design guidelines to promote safety at busy locations. Program 3.10 also calls for installing and using traffic signal equipment with technology that maximizes flexibility in allowing for customized adjustments at each intersection. The project is also consistent with: Land Use Element Policy 1.7 (Coordination of Capital Facilities, Infrastructure, Land Use, and Economic Development) by upgrading mobility infrastructure along a corridor that is anticipated to be developed with relatively greater intensity; Policy 16.2 (Service Adequacy) by periodically reviewing the impacts of major physical, environmental, economic and social changes identifying their implications in meeting the service needs of Pasadena's residents; and Policy 18.2 (Mobility) by correlating land use development intensities with adequate infrastructure improvements and transportation strategies to ensure mobility in all areas of Pasadena.

HISTORY: This project was created in FY 2020 and is currently unfunded.