



DATE: June 25, 2020

TO: Transportation Advisory Commission

FROM: Laura Cornejo, Director 

SUBJECT: FY 2021-2025 Capital Improvement Program Call for Projects Submittals

At the request of the Transportation Advisory Commission, the Transportation Department is providing the attached table summarizing the project requests received through the FY2021-2025 Capital Improvement Program (CIP) Call for Projects. Annually, the Department of Public Works issues a Call for Projects to solicit ideas for potential projects for the upcoming CIP.

To qualify for the CIP, a project must have a total estimated cost of at least \$75,000 and meet one or more of the following criteria:

- Addresses a particular safety issue.
- Existing maintenance efforts are no longer satisfactory to keep a facility in good repair.
- Existing facility is no longer adequate to meet the demand.

All proposed project submittals are reviewed by staff with the appropriate level of expertise. While a project idea may meet the minimum requirements for inclusion in the CIP, there are a multitude of factors staff takes into consideration. To name just a few, factors such as if the project scope is fully vetted and ready to be included in the CIP budget; the current CIP work plan and priorities in the particular working group; potential funding opportunities; etc. Project ideas are ranked high, medium and low. All high priority ideas are included in that fiscal year's CIP budget. Projects ranked medium may be further vetted for inclusion at another time.

Of the many project ideas submitted for potential inclusion into the FY2021-2025 CIP, 54 projects were submitted which would potentially reside in the Streets and Streetscapes or the Transportation section of the CIP. The attached table provides the following information:

- Project Description as provided by the person submitting the project idea
- Justification provided by the person submitting the project idea
- Staff Comments
- Priority Level assigned by staff

Of the 54 project ideas submitted 21 were added to or already included as part of an existing CIP, 2 were identified as new CIP projects for FY2021-2025 and 16 did not qualify as new CIP projects but were evaluated through the traffic investigations process.

The complete FY2021-2025 CIP was presented to the Transportation Advisory Commission CIP Subcommittee on March 10, 2020 and was recommended for submittal to the full TAC. However, the COVID 19 Safer at Home Order did not allow for a TAC meeting to be held prior to the FY2021-2025 being presented to City Council on April 20, 2020, where it was approved by City Council.

FY2021-2025 CIP Project Submittals

	Project Description as provided by person who submitted project idea	Justification provided by person who submitted project idea	CIP Section	Staff Comments	Priority Level
1	Sidewalks are in need of repair and surface streets need to be re-surfaced or ground up and new asphalt laid, especially around the driveway approaches	Improve the safety of the public, especially around the New Years Holiday	Streets & Streetscapes	Added to the annual sidewalk CIP project. Will be assessed and programmed.	2 - Med
2	Asphalt shoving at numerous intersections. Major intersections - concrete/asphalt pavement. The PCE pavement pushes up the asphalt. It is a safety issue. Numerous complaints from citizens.	Safety. City crews are unable to grind/header cut the asphalt pavement. This can be achieved by adding to CIP Resurfacing of Streets Project.	Streets & Streetscapes	Maintenance - referred to program maintenance effort.	3 - Low
3	Create a pedestrian and bicycle bridge over South Arroyo Parkway at Del Mar that connects to the Del Mar train station and Central Park. The bridge may begin at Marengo Avenue to take advantage of the existing elevation difference between Marengo Avenue and South Arroyo Parkway.	The Del Mar/Arroyo Parkway does not currently allow for light cycles that facilitate pedestrian crossing of the street to access the Del Mar transit station or Central Park. A pedestrian/bike bridge would solve the issue of waiting multiple minutes and car green light cycles before a pedestrian green is provided. Additionally, the bridge could tie in with the proposed Cordova Street bicycle lane that has a gap between Marengo Avenue and the metro station. Marengo Avenue has an existing bicycle lane that will provide access to bicycles to get over Arroyo Parkway while significantly improving safety.	Streets & Streetscapes	Pedestrian bridges are not effective unless the on street pedestrian crossing is eliminated and physically prohibited. The costs associated with a pedestrian bridge (including right-of-way acquisition) would not make this project feasible at this time.	3 - Low
4	One time asphalt patching, grinding, or miscellaneous temporary repairs to uneven sidewalk pavements as identified in sidewalk inventory	There is a need to hire an outside contractor to perform much needed temporary sidewalk repairs beyond what is currently being completed through operation budget and existing city resource levels for maintenance and CSC response	Streets & Streetscapes	Not moving forward at this time. Much of this work will be addressed as part of existing CIP projects.	4 - N/A
5	The sidewalk on the side of the street by the Holly Street garage is a hazard, with cracks and uneven surfaces	Citizen Safety	Streets & Streetscapes	Included in Citywide Sidewalk 2020 project	4 - N/A
6	Repair stretch of sidewalk on the west and east side of El Molino, north of Mountain to Washington Blvd.		Streets & Streetscapes	Will be repaired as part of the 6 year CIP Sidewalk Program	4 - N/A
7	Repair sidewalks on the east side of El Molino between Mountain and Belvidere.	Magnolia trees have warped the sidewalk and street creating a driving and walking hazard	Streets & Streetscapes	Will be repaired as part of the 6 year CIP Sidewalk Program	4 - N/A
8	Repair the sidewalk on north side of Belvidere between Fair Oaks and El Molino. 705 and 709 Belvidere is a priority concern.		Streets & Streetscapes	Will be repaired as part of the 6 year CIP Sidewalk Program	4 - N/A
9	Repair sidewalk on west side of El Molino between El Dora and Jackson		Streets & Streetscapes	Will be repaired as part of the 6 year CIP Sidewalk Program	4 - N/A
10	Repave North Raymond Ave between Woodbury and Grandview - pot holes		Streets & Streetscapes	Will be repaired as part of the Undergrounding Program	4 - N/A
11	Repave Orange Grove Blvd between Cypress and Lake Ave		Streets & Streetscapes	Will be repaved in late FY 2020	4 - N/A
12	Improve the Sierra Madre Blvd. medians with new landscaping, trails, and other recreational elements that add function and aesthetic value to this resource. Some ideas for improvements include drought-tolerant or native plant gardens, a storm water capture facility, a jogging/walking trail, and/or exercise stations	In 2015 the City responded to State regulations prohibiting irrigation of turf on public street medians and stopped watering the Sierra Madre Blvd. medians except for the drip irrigation system around the trees. The turf has since died and weeds and dirt patches have taken its place. Sierra Madra Blvd. is a gateway to the City from the east and is highly travelled with the medians having a lot of visibility. The area includes the end of the Rose Padre route where floats are staged, and attracts thousands of visitors each year. Improvements to beautify this area would be beneficial to residents and visitors alike.	Streets & Streetscapes/ Transportation	Safety concerns regarding implementation of recreation facilities in the middle of the boulevard. Drought tolerant landscaping and storm water capture facilities could be implemented, but may interfere with programming during the Rose Parade. Need to study further before recommending this to be included in the CIP budget.	<u>3 - Low</u>
13	Crosswalk at Rosemont Ave north of Seco St from Daughters of the American Revolution pocket park to Area H. Also install sidewalk on north side Seco St onto Rosemont Ave that leads to crosswalk.		Streets & Streetscapes/ Transportation	This intersection is already included as part of the Rosemont Ave Pedestrian Safety Enhancements from Seco Street to Orange Grove Blvd Project . (Concept Study currently unfunded as 5.15 in FY2020 CIP). DOT is establishing a working group for this corridor as part of Citywide Complete Streets Program (CIP 75076) and will evaluate the Rosemont Seco intersection at that time.	4 - N/A
14	Install protective bollards along existing bike paths which are adjacent to curbs (i.e. where there is no parking). Locations include Pasadena Ave near Old Town and along Corson just south of 210.	To address dangerous conditions for cyclists sharing roadways with cars and trucks, and to prevent parking, driving, and trash storage in bike lanes. I have photos of dangerous conditions if needed.	Streets & Streetscapes/ Transportation	This project idea will be evaluated as part of the Pasadena Bicycle Program to determine if existing bike lanes can accommodate a buffer and bollards, without a complete roadway restriping, and still allow for streetsweeping. Categorization of potential corridors would be required to identify potential candidates.	4 - N/A

FY2021-2025 CIP Project Submittals

	Project Description as provided by person who submitted project idea	Justification provided by person who submitted project idea	CIP Section	Staff Comments	Priority Level
15	Attach fixed Automated License Plate Readers (ALPRs) to existing traffic control infrastructure. The Pasadena Police Department currently has 11 operable mobile ALPRs but they are not always deployed in the field for various reasons. Technology has increased and ALPRs are now being fixed at intersections across California in order to increase public safety or help solve crimes affecting the residents of Pasadena and daily visitors	ALPR- Automated License Plate Readers take photos of license plates capturing date, time and GPS coordinates of vehicles. ALPR technology exists to capture and store digital license plate data and images while recognizing the established privacy rights of the public. When a license plate is captured and is verified to be a wanted vehicle by law enforcement (stolen vehicle, missing person, kidnapping, abduction, murder suspect, terrorism, etc...), an alert is sent to police dispatch. Patrol Officers are dispatched to the area to look for and identify the vehicle and occupants. Pasadena Police is now requesting that fixed ALPR readers be procured under this CIP and installed at key intersections throughout the city of Pasadena. The amount of data received from fixed ALPRs, operating 24 hours a day, far surpass any mobile reader deployed on surface streets by 1000%, sometimes by one individual intersection, over the course of a year.	Transportation	Pilot Program added to the FY 2021 CIP budget.	1 - High
16	Provide high visibility crosswalks citywide.		Transportation	Added to the FY 20201 CIP budget.	1 - High
17	There are 3 new housing projects going in this area--within a 2 block radius of the library. I understand a new pocket park is projected to be added onto the grounds of the Lamanda Library. There is no cross walk or any other marked area to cross safely from these new residential projects onto the front entrance of the library. In addition, the curbs in front of the library are very high..making in very difficult for someone with a stroller, or walking a small toddler to safely cross to enter the front of the library. It would be a nice feature to include a well marked cross walk--perhaps even a raised one in this area to make it pedestrian friendly and to warn drivers to slow down a bit. Also perhaps lowering the height of the curb in front of the library as well--so 2 fold project--designated cross walk and making the curb in front of the Library entrance more user friendly.	Safety for pedestrians--just making the entrance of the library accessible to everyone who may want to use it--particularly families with young kids who are moving into the new multi -res projects that may want to stroll over to the new planned pocket park.	Transportation	Based on prior traffic investigation at Altadena Dr./Morningside, location met pedestrian generator criteria used by the City. Public Works will investigate the feasibility of installing ADA ramps at this location for a crosswalk near the Lamanda Library.	2 - Med
18	Replacing bollards on Washington Blvd		Transportation	To qualify as a CIP project must have a cost of \$75K+. This does not meet threshold. Public Works is looking into options for the replacement of the bollards.	3 - Low
19	Lights on the crossing lines of the crosswalk that light up when a person is walking across	A women was killed last month while crossing on the crosswalk by a car that was making a left hand turn. The local neighbors said that the streets are really dark and there have been many near misses while crossing the street because if you are wearing dark clothing the drivers cannot see you in the dark. Lights that light up on the crosswalk will be an extra safety measure, and possibly prevent any more deaths on that corner.	Transportation	CAMUTCD does not allow the use of in-roadway lights at signalized intersections. Public Works reviewed the lighting at this intersection and is exploring the possibility of adding additional in-fill lighting to this area.	3 - Low
20	Install 4 way stop or roundabout		Transportation	An all-way stop was evaluated at this intersection and it does not meet the warrants for all-way stop control. A traffic circle could be considered, but may not be feasible due to intersection geometry. Potential CIP; however conceptual study would be less than the \$75K threshold for a CIP. Traffic investigation will be opened to look at other speed reduction strategies.	3 - Low

FY2021-2025 CIP Project Submittals

	Project Description as provided by person who submitted project idea	Justification provided by person who submitted project idea	CIP Section	Staff Comments	Priority Level
22	Additional street lighting at and near the Arlington-Pasadena intersection, pedestrian crossing of Pasadena Ave. at Arlington, including pedestrian-activated flashing lights, coordinated with the pedestrian crossing signals at Glenarm, Signage and markings restricting left turns to and from Pasadena Ave. and Arlington Ave. at peak traffic periods, and bicycle parking racks.	The intersection of Arlington Dr. and Pasadena Ave. has no crosswalk and poor lighting. Pasadena Ave. has extensive traffic at commute hours as one of the few north-south connecting routes in the area. North- and south-bound traffic on Pasadena Ave. and east- and west-bound traffic on Arlington makes left turns to access S. Orange Grove Blvd. and Pasadena Ave, and the 110, 134 and 210 freeways. There is no signage, traffic controls or timed turning restrictions to assist those movements. The nearby intersection of Glenarm St. has a traffic signal and pedestrian crossing which is too far away from Arlington to encourage its use as a crossing, and southbound traffic backs up and blocks left turns from northbound Pasadena Ave. onto Arlington. The nearest pedestrian crossing to the north is several blocks away, at Bellefontaine St. Sightlines on westbound Arlington are poor due to the road elevation and the existing speed bumps are not well marked and are ineffective in slowing traffic.	Transportation	This request can be processed as a Traffic Investigation. Pending the outcome of DOT investigation, PWs will evaluate the existing lighting to determine the need for additional or increased illumination. Initial evaluation shows existing lighting on utility poles and increased lighting may require coordination with Caltrans for maintenance and energy sharing.	3 - Low
23	Use high quality, long lasting specialized green paint to demarcate bike lanes at cross streets and conflict zones.	Green paint is a standard color used to demarcate areas that are potential conflicts between automobiles and bicycles. The color draws attention to the driver of the car and the rider of the bike that they need to pay attention and look out for potential cross traffic.	Transportation	This will require an assessment of existing bike lanes to determine how many intersections can be upgraded with green conflict zone markings before creating a project. This will be further evaluated as part of existing CIP project.	4 - N/A
24	Many bus stops in the City lack basic amenities, notably benches and shade. Whereas the City has recently made progress in adding benches to more bus stops, shade in any form (structure, new parkway trees) remains limited. This project would provide existing and future bus users shelter from the sun by investing in additional shade structures and/or well-positioned, new parkway trees. Staff can determine which approach is most suitable given the parameters of specific locations, including but not limited to ADA access and proximity to other shade-providing structures.	With relatively long headways (20-40 minutes or more), local bus users often have to wait for extended periods of time for buses to arrive at stops. More extreme heat is expected to burden the city in the coming years and decades, making the provision of shaded stops an increasingly important step to maintaining a dignified public transportation system. The City's Public Health Department can attest to the health risks of extended exposure to heat and direct sunlight. A failure to protect the public from this risk, while at the same time encouraging the public to utilize public transit as a more sustainable, safe, and healthy alternative to gas-powered personal automobiles, would be inconsistent with the City's recently adopted Climate Action Plan and overarching General Plan goals of promoting a City people can circulate within without a vehicle.	Transportation	The Bus Stop Improvement Program is currently a project in the CIP. The Department of Transportation is actively pursuing funding opportunities to enhance amenities at bus stops throughout the City.	4 - N/A
25	Streetscape and parking enhancements to accommodate angled parking, mid-block crossings, widened sidewalks and scramble crossings at intersections, new street tree planting scheme, and general pedestrian enhancements.	This is one implementation element of the Playhouse District Association's Strategic Economic Development and Implementation Plan, adopted by the PDA Board of Directors in December 2018. As the core blocks in the "heart" of the Playhouse District, this portion of Colorado Boulevard continues to lag our surrounding districts in terms of economic performance, foot traffic, pedestrian safety, and livability. An enhanced streetscape on these blocks will serve to bolster the economic output of the area's thousands of residents, office workers, retail and cultural patrons, and visitors. The project would also help establish a unique identity, sense of place, and role in the ongoing evolution of the greater downtown Pasadena area in a time of unpredictable retail change and transportation changes - both of which are opportunities to re-establish the Playhouse District as a critical component of a thriving, regionally-competitive city center. The PDA has worked with Moule & Polyzoides and multiple City departments to develop a technically-feasible detailed design concept for these two blocks, and is in the process of preparing a cost estimate, both expected to be complete in January 2020.	Transportation	A working group has been created for the larger PDA visioning effort.	4 - N/A

FY2021-2025 CIP Project Submittals

	Project Description as provided by person who submitted project idea	Justification provided by person who submitted project idea	CIP Section	Staff Comments	Priority Level
26	Streetscape and parking enhancements, including a landscaped median, mid-block and improved intersection crossings, street trees and pedestrian amenities, on-street parking where/when feasible.	This is one implementation element of the Playhouse District Association's Strategic Economic Development and Implementation Plan, adopted by the PDA Board of Directors in December 2018. As the gateway into the Playhouse District from both the north and south, this portion of Lake Avenue suffers from high office vacancy rates, a lack of new development, stagnant and/or under-performing retail, a hostile pedestrian environment, and poor land use mix. Visually, the corridor is forgettable at best, and an eyesore and bad representation of Pasadena at worst. An enhanced streetscape on these blocks will continue the appeal and economic success of South Lake Avenue northward to the 210 Freeway, importantly enhancing the critical pedestrian connection to the Gold Line station. Enhancements will also serve to celebrate North Lake Avenue's role as a vibrant mixed-use corridor within the Playhouse District, and increase office tenancy, accommodate new mixed-use development, attract dynamic retail uses, and serve as a regionally-competitive location for a transit-oriented urban experience. The PDA has worked with Moule & Polyzoides and multiple City departments to develop a technically-feasible detailed design concept for these blocks, expected to be complete in January 2020.	Transportation	A working group has been created for the larger PDA visioning effort.	4 - N/A
27	Streetscape and placemaking enhancements, including conversion from one-way to two-way traffic, creation of a raised/curb-level shared street plaza with bollards for safety and possible event closures, shade canopy/structure, enhanced street tree plantings and public art, and on-street parking as relevant	This is one implementation element of the Playhouse District Association's Strategic Economic Development and Implementation Plan, adopted by the PDA Board of Directors in December 2018. This portion of Mentor Avenue is home to two dynamic regional cultural institutions yet suffers from limited access and visibility, high-speed through-traffic, poor pedestrian amenities and safety, irregular on-street parking and street trees, and a weak retail sector. This area of the Playhouse District has long been overlooked as a cultural anchor and unique destination, and the suggested enhancements would create a dramatic sense of place and identity to celebrate the economic and placemaking opportunities in a unique part of downtown Pasadena. The extension of two-way traffic south from Walnut to Colorado would unite the blocks within the Playhouse District and transform the way these destinations are accessed and utilized, leading to a more successful destination and vibrant activity center east of Lake Avenue. The PDA has worked with Moule & Polyzoides and multiple City departments to develop a technically-feasible detailed design concept for these blocks, expected to be complete in January 2020.	Transportation	A working group has been created for the larger PDA visioning effort.	4 - N/A
28	Remove "beg buttons" for pedestrians and set pedestrian crossing signals to automatically turn 'on' when the car lights are green. Set the ped signals 3-5 seconds ahead of the car lights (i.e. Leading Pedestrian Intervals).	Safety improvement for pedestrians along high-speed roads (true, there's a 35 mph speed limit but cars regularly do 45-50 on these streets). Pedestrians should not have to press a button to be able to cross the street.	Transportation	This request can be processed as a Traffic Investigation. Does not require a CIP project. Currently, there are intersections that have time of day pedestrian recall. Locations are evaluated to determine if ped recall would be beneficial. Furthermore, the City received Measure R money that will be used to upgrade existing traffic signals along the entire stretch of Walnut St. Further pedestrian adjustments can be evaluated at when this project is designed. Walnut St will be a CIP in this next FY.	4 - N/A
29	Extend red curb approximately 20' east (from corner of El Molino)	Currently, there is not enough room for 2 lanes of traffic to "clear" the first parked car west of the end of the existing red curb/ Very dangerous for cyclists too, as they 'merge' into the lane to avoid hitting the parked cars.	Transportation	This request can be processed as a Traffic Investigation. Does not require a CIP project.	4 - N/A
30	Improve intersection left -turn configuration at Howard and Los Robles. I propose clearly marking the intended usage of the left lane in the center of Los Robles north bound so that it can be used as a left turn lane with a sensor and a triggered light to allow for a safe left turn. This would allow bikes to safely continue from the Howard roseway east of los robles to the howard roseway west of los robles. This left turn light would also stop south bound traffic from hitting bikes trying to turn left as they would have a red light.	This project would improve safety for students to get safely to two schools (Pasadena Chritian and Washington Elementary school). There is a clear safety issue with the potential for north and south bound traffic on los robles to collide in the center lanes between the two Howard intersections. This helps improve a East West traffic corridor and specifically impacts a roseway which has already been identified as a needed infrastructure but is currently not in a bike friendly form.	Transportation	This request can be processed as a Traffic Investigation. Does not require a CIP project.	4 - N/A

FY2021-2025 CIP Project Submittals

	Project Description as provided by person who submitted project idea	Justification provided by person who submitted project idea	CIP Section	Staff Comments	Priority Level
31	Currently there is limited bike parking in the play house district which has been interfering with the ability to go to these locations. This could be a great opportunity for the playhouse district to offer protected bike parking in a way that adds to the definition of the area. I'd suggest adding a facility for long term bike parking so those in the shared use offices as well as those frequenting businesses have a place they can store their bike safely. One of the biggest concerns i have is leaving the bike while at an even that has a somewhat long fixed time such as a play or a work out class that runs an hour or more. As those are some of the main businesses in the area the impact to business could be large.	This are has many businesses that could benefit from encouraging cyclists to park and feel safe leaving their bikes. However, there is little obvious bike parking. A secure area highlights the character of the area could be popular and a way to add character.	Transportation	The request for bike racks in the public right of way will be added to the existing bicycle program CIP. The suggestion for bike parking on private property will be forwarded to the Playhouse District Association for potential discussion as part of their PDA visioning effort.	4 - N/A
32	Traffic study, install some means of deterring speeding		Transportation	This can initially be accommodated as a Traffic Investigation . Not yet at the level of a CIP project, until an initial TI is completed.	4 - N/A
33	Lincoln Avenue parking reconfiguration for street parking between Wyoming St and City Limit		Transportation	On street parking restrictions can be addressed through a traffic investigation . Roadway width does not allow for angled parking without the removal of a travel lane. Based on the traffic volumes on this stretch of Lincoln Ave (about 22,000 ADT) a lane reduction is not recommended.	4 - N/A
34	Traffic study, install stops		Transportation	Requests for stop signs can be addressed as traffic investigations and do not require a CIP project.	4 - N/A
35	Traffic study, reconfigure stoplights		Transportation	Traffic signal timing adjustments can be conducted as traffic investigations . Does not require a CIP project.	4 - N/A
36	Pedestrian Crossing Enhancements Program - Installation of RRFB. Please design and install a RRFB at the unsignalized crosswalk at Bellevue and Marengo. (Please add to a project similar to 75083 Pedestrian Crossing Enhancements Program and Beyond from the FY 2019-2023 budget)	The crosswalk is frequently used by residents east of Marengo to access amenities west of Arroyo Blvd including the Whole Foods market and adjacent businesses. People driving cars frequently exceed the speed limit (30-40 mph) at non-peak hours and do not yield to people crossing the street. The high driving speeds contribute to low visibility at all hours, especially at night. We witnessed a couple nearly get hit in the crosswalk by a person driving a car tonight (10/27/19) around 7pm - the driver stopped in time, but the skidding sound made it apparent that this was a sudden stop.	Transportation	This location has been added to the list of recommended crosswalks to have the RRFB installed. There is an existing CIP in place for Pedestrian Crossing Enhancements (75083).	4 - N/A
37	Provide lighted crosswalk at Fair Oaks and Montana		Transportation	This intersection is controlled by a traffic signal. As such, lighted crosswalks can not be installed per CAMUTCD.	4 - N/A
38	Provide lighted crosswalk at Fair Oaks and Penn		Transportation	Based on traffic volumes and the proximity of this intersection to the new pedestrian signal at Fair Oaks Ave, south of Tremont St, a lighted crosswalk is not recommended at this location	4 - N/A
39	Enhance the crosswalk at Belvidere and Lake Ave		Transportation	The existing crosswalk is consistent with standard City crosswalk striping for an intersection controlled by a traffic signal. DOT is evaluating the potential for a citywide crosswalk striping modification program as a separate CIP.	4 - N/A
40	Enhance the crosswalks along Washington Blvd from Fair Oaks to Lake Ave		Transportation	DOT is evaluating the potential for a citywide crosswalk striping modification program as a separate CIP.	4 - N/A
41	Install a stop sign at Barth and Lincoln Ave	Heavy traffic with excess speeds	Transportation	This request will be evaluated as a traffic investigation, and does not constitute a CIP project.	4 - N/A
42	Install a stop sign at Villa and Champlain Avenue	Heavy traffic with excess speeds	Transportation	This request will be evaluated as a traffic investigation, and does not constitute a CIP project.	4 - N/A

FY2021-2025 CIP Project Submittals

	Project Description as provided by person who submitted project idea	Justification provided by person who submitted project idea	CIP Section	Staff Comments	Priority Level
43	A full intersection signal, at Boylston and Lake, with a fully protected pedestrian crossing, with left hand turn arrow and U turn permitted with sufficient lane storage capacity for at least 7 cars, to allow access to "Fast Food" screw up City must accept on North Lake due to previous entitlements, and a full median on Lake Avenue between Orange Grove and Boylston and Lake, to prevent left hand turns, northbound on Lake, into the Fast Food establishments on the west side of Lake Ave.	Improved pedestrian safety and access crossing Lake Avenue at Boylston to Fast Food or to board of alight from MTA or Pasadena ARTS buses. Improved and safer access to Fast Food establishments on the West side of Lake Avenue. Reductions of gasoline consumption and resultant CO2 emissions, and accidents, from reduced traffic congestion impacts, and stop and go traffic congestion, between Mountain and Orange Grove south bound on Lake Avenue, at all times of day. due to the excess number of Fast Food establishments impacting traffic and traffic safety at this location, which has gotten much get worse, as the Fast Food enterprises at this location have increased numbers of drive throughs significantly, which is causing significant additional avoidable levels of traffic congestion and CO2 emissions on that segment of North Lake Avenue.	Transportation	This can initially be accommodated as a Traffic Investigation to determine if location meets signal warrants specified in the CAMUTCD. Not yet at the level of a CIP project, until an initial TI is completed.	4 - N/A
44	Add a bit more bike lane on the south bound Orange Grove so cyclists can get to the crosswalk - and make it more clear that the left turn on Arroyo Terrace is illegal and dangerous	Cars heading North on Orange Grove often make the illegal left turn onto Arroyo Terrace, which is just after the stoplight with Walnut. Cars behind don't expect this and I have seen many near accidents. Orange Grove makes a sweeping turn and slightly downhill anyhow - and the cars come up on anyone trying to make a left onto Walnut VERY fast. For cyclists heading South on Orange Grove wanting to make a left onto Walnut, they really are "sitting ducks" waiting in the left turn lane. To get up to the crosswalk button, the cyclist has to pass through a VERY narrow strip of Orange Grove with essentially no shoulder.	Transportation	Northbound left turn into Arroyo Terrace from Orange Grove Blvd is a legal movement that is not prohibited. This request can be reviewed as a Traffic Investigation. Not at the level of a CIP project.	4 - N/A
45	Add a bike lane to Arroyo Blvd (extending N. through Windsor if possible)	Arroyo Blvd is a well known, well used bike road. The road is very wide and traffic is slow making it perfect for cycling. However, a formal bike lane would make it even more inviting and serve as an artery to and from the Rose Bowl as well as JPL. Arroyo Blvd is wide enough that this should be a stripe of paint.	Transportation	This can initially be accommodated as a Traffic Investigation. Not yet at the level of a CIP project, until an initial TI is completed.	4 - N/A
46	Following the successful program in Idaho (https://en.wikipedia.org/wiki/Idaho_stop), add Yield signs for cyclists below stop signs along Arroyo Blvd to communicate to drivers that, in those intersections, cyclists may roll through the stop sign if it is safe to do so - a level of discretion bestowed upon all who encounter a yield sign.	The Idaho Stop policy, which allows cyclists to treat stop signs as yield signs, has been shown to be safer and reduce collisions (Reference: http://docplayer.net/1126976-Meggs-jason-n-stops-harm-bikes-page-1-of-15-title-page.html).	Transportation	The Idaho Stop is not a legal maneuver in the State of California, thus the City of Pasadena will not install Yield signs below Stop signs.	4 - N/A
47	Add bike lane markings to clarify traffic pattern in this heavily trafficed, 2-lane right turn intersection (south to west transition). Add markings and signage to move the bike lane from the shoulder to the left lane, including green paint, etc.	I commute this route on my bike and have seen a few near misses, including one in which a driver turning aggressively from the left lane barely stopped in time to miss a cyclist, and another in which a cyclist fell off his bike trying to avoid a car cutting him off. The markings are not clear, and accidents are going to happen!!!	Transportation	This can initially be accommodated as a Traffic Investigation. Not yet at the level of a CIP project, until an initial TI is completed. The SB lanes within La Canada City Limit.	4 - N/A
48	A distinct bike lane- either Class IV Separated or Class II - along both Orange Grove Blvd and Allen will make these streets safer to use for bicyclists, encourage use of regional transit, and reduce our dependence on CO2 emitting personal automobiles.	1. Bicycling is a important part of our transportation future. Separation of cyclists and clearly distinguished lanes improve the predictability of cyclist motion (Urban Bikeway Design Guide). The draft AASHTO Guide for the Development of Bicycle Facilities (County of Los Angeles Bicycle Master Plan Appendix F) identifies 60% of potential bicyclists as "interested but concerned." Designing a street that improves their feeling of safety is the only way to get the majority of residents off the sidelines and into a bike lane. 2. This is the best place to add bike lanes. It introduces a major east/west and north/south cycling corridor without major inconvenience to existing automobile and bus traffic. Orange Grove and Allen in the described area are two-lane streets with ample room for turn lanes and an intermediate strip between opposing traffic AND parking. 3. It improves the availability of regional transit. Northeast Pasadena is both highly residential and adjacent to the crown jewel of region transit, the Gold Line. Metro (Metro Board Report) indicate 76% of Metro Rail and 88% of Metro Bus riders arrive to their station "by walking, biking or rolling." Pasadena Transit is "used heavily for first/last mile connection to the regional network" with "70% of Pasadena Transit riders [using] the Gold Line" and 1/3 of bus transfers to Metro Gold Line (Transit Use, Coordination and Connectivity in Pasadena). Metro bus lines through the area are a great option both for pedestrians and cyclists, but for first/last mile connections (First Last Mile Strategic Plan) it's often quicker to walk or cycle the last one to three miles than wait 30 minutes for a transfer connection.	Transportation	Bicycle lanes on Orange Grove Blvd from Lake Ave to Sierra Madre Blvd went through a Citywide outreach back in 2018. After a series of meetings, it was determined that there was little support to this project and the project was removed from the CIP.	4 - N/A

FY2021-2025 CIP Project Submittals

	Project Description as provided by person who submitted project idea	Justification provided by person who submitted project idea	CIP Section	Staff Comments	Priority Level
49	Request to add bike triggered sensors for crossing Sierra Madre Blvd while riding on Paloma St and adjust the traffic light timing to avoid waiting for long periods for the light to change with no traffic on Sierra Madre Blvd.	Eliminate the need to dismount the bike, walk to the pedestrian crosswalk button and either return to the traffic lane or walk across the crosswalk to safely cross Sierra Madre Blvd. Returning to the traffic lane to ride across can confuse drivers and be a safety issue. Triggering the pedestrian crossing adds much more time than is required to ride across Sierra Madre Blvd. which then requires traffic on Sierra Madre Blvd to wait longer than is needed.	Transportation	The intersection of Paloma St. and SMB has loops for east/west traffic that are designed to pick up bicycles. A traffic investigation will be initiated to check the loop sensitivity at this intersection. This is a DOT request for bicycle detection operations. As such, project not large enough to be considered stand alone CIP.	4 - N/A
50	Install physical enhancements for pedestrian safety at or near parks and schools. The physical enhancements include the installation of continental striping or decorative pavement materials, advance yield markings, and/or raised crosswalks at intersections where child traffic is particularly heavy due to the presence of a school or park. Such enhancements should be placed within a one block radius from the school and/or park to extend the protection of children in busy crosswalks.	In order to provide greater security to pedestrians, the installation of additional crosswalk enhancements provide pedestrians with a direct, visible and accessible path, improves and reinforces the pedestrian environment, alerts motorists to stop or yield for pedestrian crossings. Decorative pavement materials add a supplemental placemaking component to neighborhoods and destinations as well as signifies to the pedestrian that they are in a specific neighborhood or district.	Transportation	DOT is evaluating the potential for a citywide crosswalk striping modification program as a separate CIP.	4 - N/A
51	Create a pedestrian zone on South Lake Ave. by removing car traffic from this shopping section to prioritize public open space, and walking/biking only. Turn the roadway into a public space for enjoying food from local restaurants or a place to sit and observe shoppers going to and from stores.	South Lake Ave. has good shopping and restaurants now but most people, unless they already have a specific destination in mind, drive right past everything. Speeds on Lake often exceed 40 mph (despite the speed limit). These high speeds are not only dangerous for those that are on foot/bicycle but also don't allow for passers-by to adequately take in all the South Lake Ave. has to offer. This project would make the shopping area safer for pedestrians and allow them to spend more time exploring and patronizing local businesses. Outdoor patio space for restaurants would no longer have to deal with poor air quality from car exhaust or loud vehicles constantly passing by. This would enjoying the beautiful Southern California weather safer for ears and lungs. Other tangible reasons for a pedestrian zone can be found here: https://www.strongtowns.org/journal/2018/1/16/why-walkable-streets-are-more-economically-productive	Transportation	The requestor would need to discuss the proposed project with the South Lake Business Association. Would require a feasibility study and environmental impact report. Transportation is currently working with Public Works on the South Lake Ave Pedestrian improvement project. This project will provide pedestrian scale lighting, mid-block pedestrian signal, and new signal at Lake/Granite. Full closure of Lake Avenue between Green and California would require a full traffic and environmental study. Proposal does not seem feasible. Existing project in CIP addresses pedestrian enhancements along this same corridor.	4 - N/A
52	Crosswalk at Pasadena Avenue and Arlington Drive, bike lanes or share the road signs for bicyclists on Pasadena Avenue	Many pedestrians attempt to cross Pasadena Avenue where traffic speeds by. This street needs more safety precautions for pedestrians. This street should be discouraged from being used as a freeway. With a nursery school and two nonprofit gardens near the intersection of Pasadena Ave and Arlington Drive, there should be a way for pedestrians to cross safely without the fear of being hit by a speeding vehicle. I realize that there is a stop light at Glenarm, but the fact of the matter is, pedestrians are crossing at Arlington Drive, and need help being seen by the constant flow of traffic. The almost daily tickets being given to cars by Pasadena PD has not discouraged drivers, the speed markers and signs have not discouraged drivers, but a flashing sign and lights at a crosswalk would make neighbors and visitors feel much safer and visible. Bicyclists battle cars in the daily commute on that street. It seems that the increase of traffic flow and moving cars along is prioritized over the safety of bicyclists. Please consider creating a safer way for pedestrians and bicyclists to travel this street. Thank you for your time.	Transportation	The proposed crosswalk needs to be evaluated by DOT. Pending outcome would determine the need for additional traffic control devices and the evaluation of existing street lighting for the crosswalk and surrounding area. It is hard to determine a cost for a proposal that has no clear scope.	4 - N/A
53	Rideshare Access Improvements: A proposed rideshare access plan - including designated drop-off/pick-up points with associated curb cuts or other amenities; signage and wayfinding, at both driver and pedestrian scale; and other improvements - would provide a system to mitigate adverse effects while accommodating changes in traveler preference. Such a system would also incentivize last-mile connections to the Gold Line and other transit facilities in the surrounding area.	Currently, rideshare vehicles lack guidance and access points to deliver and pick up students from the Colorado Campus, and the resulting confusion leads to congestion, hazardous driving conditions, and excessive lane blocking at locations surrounding Pasadena City College's Colorado Campus. Such a traffic management strategy would also incorporate conditions on Bonnie Avenue at Colorado Blvd, where idling traffic outside the Chik-Fil-A restaurant conflicts with through traffic as well as rideshare transactions on the west side of Bonnie.	Transportation	Not slated for inclusion this years CIP budget	4 - N/A
54	Enhanced Pasadena Transit Service at PCC: Single-seat routing and increased service between PCC's three Pasadena locations - at John Muir High School, on the Colorado Campus, and at the PCC Foothill Campus/Community Education Center - would incentivize ridership on Pasadena Transit while also increasing sustainable access to higher education for a greater proportion of Pasadena's residents.	PCC operates two satellite campuses at the Foothill Campus/Community Education Center (opened 1996) and John Muir (opened 2017). These centers educate students who also study and receive services at the main Colorado Campus. However, transportation options between the various locations are constrained or inconvenient, with transit-dependent students sometimes requiring three separate buses to ride from John Muir to PCC on Colorado. PCC currently operates limited shuttle van service but additional, simplified, and direct Pasadena Transit service could assist students and encourage transit usage among a growing population.	Transportation	Not slated for inclusion this years CIP budget	4 - N/A