



DATE: April 22, 2021

TO: Transportation Advisory Commission

FROM: Laura Rubio-Cornejo, Director of Transportation 

SUBJECT: **Greenways Traffic Analysis & Implementation Plan**

BACKGROUND:

This report is for information only.

In 2015, the City of Pasadena developed a Bicycle Transportation Action Plan (BTAP) that provided specific goals, objectives, actions, and timelines for a network of bikeways that sought to put a bikeway within ¼ mile of every residential neighborhood. Within the BTAP, a feasibility study was included which identified an action plan for the installation of buffered bike lanes, cycle tracks, and bike boulevards along ten corridors. This feasibility study provided high-level design concepts and rough cost estimates of potential bike facilities.

Beginning in late 2019, the City of Pasadena engaged the consultant team of KOA to conduct a detailed analysis of the impacts, feasibility, benefit, and cost for the previously envisioned improvements for the following four north-south BTAP corridors:

- El Molino Avenue – Atchison Street to Bonita Drive
- Wilson Avenue – Washington Boulevard to California Boulevard
- Sierra Bonita Avenue – Washington Boulevard to Colorado Boulevard
- Craig Avenue – Orange Grove Boulevard to Del Mar Boulevard

According to the BTAP, these four corridors can be bike boulevards that place bikes and cars on the same right of way by calming traffic, lowering speeds, and providing controlled access across cross streets where they currently do not exist. The City has designated these routes as Greenways.

The Greenways Traffic Analysis and Implementation Plan addresses in detail the effects of bike boulevard improvements on:

- Safety – potential crash reduction
- Transformation & Readiness – corridor significance and bicycle network benefit
- Access – access to open space, schools, and existing bikeways

- Health & Environment – Benefit to health-burdened areas, based on state census data
- Cost – updated and more detailed construction costs
- Traffic Impact – impact to vehicular delay and travel times
- Parking Impact – impact to on-street parking supply

The second part of this effort is an implementation plan. This plan ranked each corridor through quantifiable metrics that address each of the above criteria. This holistic ranking gives us a starting point of which corridors should be prioritized for potential grant applications and capital improvement projects. The Greenways Traffic Analysis and Implementation Plan includes a table detailing how each criteria was scored and weighed along with how each corridor fared for each category. The conceptual cost estimate portion of the study tallied the cost of each corridor by each discrete improvement. A summary of the implementation plan rankings and rough cost estimates are as follows:

Ranking	Corridor	Cost Estimate
1	El Molino Avenue	\$1,500,000
2	Wilson Avenue	\$1,400,000
3	Sierra Bonita Avenue	\$4,000,000
4	Craig Avenue	\$1,500,000

An additional goal of building out the bike network, one beyond the context of this study, is to provide bicycle access to as many parts of Pasadena as quickly as possible. As these corridors may be developed as individual projects, department staff will move Craig Avenue up to priority rank 3 in order to provide a north-south bike facility closer to residents in the eastern portions of Pasadena. Individual projects may take years to complete, from grant application to construction completion. Furthermore, there is no guarantee that these projects would not occur years apart from one another. This potentially years long timeline means that the neighborhoods east of Allen Avenue may not see a north-south Greenways facility until years after the rest of the City.

NEXT STEPS:

The Department of Transportation will present this study to Pasadena stakeholders in summer 2021 to solicit feedback on Greenways concepts. Based on this feedback, the findings and concepts of this study will be further developed as future capital improvement projects.