

Thirty Percent Concept Design Community Workshop Summary for Pasadena Allen Station Gold Line Safety Enhancement Project – Information for the Project Website

SUMMARY

The thirty percent concept design workshop for the project was hosted at the Santa Catalina Library from 6p.m. to 8p.m on June 27, 2018. The KOA Team designed the posted the event flyers at the Gold Line Allen Station and Pasadena City College. Postcards containing information of the workshop were mailed to the residents living around the train station. Eleven display boards were set up at the library, providing information including intersection traffic volumes, pedestrian volumes, collision data analysis, corridor general information and safety enhancement toolkit.

The workshop was opened by District 2 Councilmember Ms. Margaret McAustin. A brief project presentation was made by the KOA Team. Approximately 25 local residents attended the workshop.

KOA presented the thirty percent concept design plan to the workshop attendees throughout the breakout sessions. Concept design sheets and post-it-notes were provided for each of the three breakout groups.

The following ideas were well received by the attendees:

- Continental crosswalks with better visibility along the corridor
- Addition of crosswalk at Locust Street and Corson Street
- Not taking away travel lanes or reducing roadway capacity
- Not removing parking spaces
- Better lightings
- Sidewalk extension

The most common comments on the concept design include:

- Need for bike lanes, especially between Villa Street and the Allen Station
- Need pick-up and drop-off zones around the Allen Station
- Better lightings at bus stop
- Need bike lockers/hubs instead of bike racks
- Leading pedestrian phasing at Maple Street and Corson Street

The thirty percent concept design in pdf format is currently available on the project website for the general public to review. The KOA Team and the City are currently working on the sixty percent concept design, incorporating the feedback received from the thirty percent concept design workshop.

WORKSHOP AGENDA

5:00-6:00PM: Workshop setup

6:00 – 6:15PM: Community members' arrival

6:15-6:20PM: Opening remarks by District 2 Councilmember Ms. Margaret McAustin

6:20-6:40PM: Project presentation by department of transportation and the consulting team

6:40-6:50PM: Q&A sessions

6:50-7:30PM: Breakout discussion

- Group 1 led by Giuseppe Canzonieri
- Group 2 led by Min Zhou
- Group 3 led by Mengzhao Hu/Jenny Yu

7:30-7:40PM: Wrap up

7:40-8:00PM: Cleanup of the venue

BREAKOUT SESSIONS

Note: numbered comments are location based (referred to the circle stickers on the concept design sheets). Dotted comments are general.

Table 1

1. Leave room for bicyclists traveling north on Allen Avenue north of Colorado Boulevard.
 2. Lighting is bright. However, the light doesn't point down.
 3. Southbound left-turn signal at Walnut Street. Since the warrant would be difficult to meet for protected phasing, Flashing Yellow Arrow was suggested by KOA. One attendee thought flashing yellow arrow is confusing to drivers
 4. The northbound right-turn only lane is a good idea at Allen Avenue and Corson Street.
 5. Signage shall be provided to indicate how to cross Allen Avenue to the Allen Station appropriately if a Kiss-and-Ride zone is setup on the east side of Allen Avenue under I-210.
 6. Pedestrian safety issue on the crosswalk on Maple Street west of Allen Avenue; consider no right-turn on red.
 7. Enough bike racks now while no one uses them. Needs to have a Bike hub like the one at Union Station with bike lockers. When choosing bike racks, choose those that are easier to lock bikes. Ask bicyclists who know what they want.
 8. Provide bike lane from Villa Street to the Allen Station.
 9. Wants mid-block ramp for bike and wheel chair.
- Metro needs to provide attendant at the Station.
 - Metro needs to improve the hygiene of the station.
 - Needs kiss-and-ride zone around the Allen Station.
 - The lights shall be bright under the freeway. While in the residential neighborhood, the lights shall be bright but attentive.
 - The attendees liked the continental crosswalk due to its high visibility.
 - One attendee pointed out that for the planted median, do not chose plants that might provide shed for the homeless.
 - One attendee suggested that put signage of "entering the high pedestrian volume zone" along the corridor.

Table 2

1. Drivers hit the median on Allen Avenue north of Villa Street.
2. Need side path for bicyclists between Villa Street and Wagner Street.
3. Suggest to have No Turn on Red for the southbound right-turn approach at Maple Street.

4. Is that possible to have a drop-off zone on the east side of Allen Avenue under the freeway?
5. Slope used for bike rack outside the Gold Line Station.
6. Bus and parking spaces south of the Gold Line Station entrance.
7. Sidewalk on the north side of Corson Street west of Allen Avenue.
8. Pedestrian Scramblers at the intersection of Allen Avenue and Corson Street.
9. Bike lockers and bike storages at the southwest corner of Allen Avenue and Corson Street.
10. Potential drop-off area on the south side of Corson Street west of Allen Avenue.
11. Potential drop-off area on the east side of Allen Avenue south of Corson Street.
12. Potential drop-off area within the median on Allen Avenue south of Corson Street.
13. More trees on west side of Allen Avenue south of Corson Street.
14. Bus stop needs to be shown on the plan (this comment might be applied to all the bus stop locations).
15. Parking is currently allowed on Allen Avenue south of Walnut Street, which might be causing conflict of traffic for the cars going southbound.

Table 3

1. For the intersection at Corson and Maple, the pedestrian push buttons shall be automatic.
 2. PCC shuttle goes down Allen Avenue.
 3. Like the addition of pedestrian crosswalk at Locust Street.
 4. There is speeding issue along Allen Avenue between Colorado Boulevard and Walnut Street. There is no parking shortage issue though (from a resident living on the segment).
 5. Most requested bike facilities for the bike share station at the Allen Station is bike lock according to the attendee who works for the bike share program.
 6. A lot of illegal U-turns at Corson Street (checked Google Map, U-turn is not prohibited though).
 7. Please see Attachment B, which is provided by one of the attendees in Group 3. The comment is about the bus loading zone on the west side of Allen Avenue outside the Gold Line Station.
 8. Consider a cell-phone waiting zone on the west side of Allen Avenue between Maple Street and Wagner Street.
 9. Any way to prevent/discourage illegal left-turn out of driveway south of Walnut Street (TOPS).
 10. Like the idea of moving the bus stop from south side of Corson Street to the north side. Need lighting for the bus stop.
 11. Need bus stop lighting on the east side of Allen Avenue between Maple Street and Wagner Street. With the curb extension, it would be even more difficult for the bus drivers to see the passengers at the bus stop.
 12. Drivers can't see pedestrians crossing Revere Alley. Any safety enhancement?
 13. Homeless encroachment around the stations.
- The most popular segment for bicyclists is between Colorado Boulevard and Corson Street, which needs better bike facilities according to the attendee who works for the bike share program.
 - Does your design push bicyclists to a tighter space with vehicles?
 - Metro will provide free bike share transfer for bus/rail riders in the near future. The bike demand will likely increase. How do you plan to accommodate this demand?

- PCC shuttles are filled up very faster. There is a demand for biking as the first/last mile access/egress of the Allen Station.

Q&A SESSIONS

Q: what is the funding source for this project?

A: Currently there is no. We will apply for grants after this project.

Q: Does metro has any capital investment plan to improve the Allen Station?

A: Nothing I am aware of.

Q: I am a business owner along Allen Avenue, why did you guys take out the parking spaces to accommodate bicyclists? Why don't you help my business?

A: we are not taking out any parking spaces. Extend the sidewalk might help your business.

Q: Are there any other channels that we can express our concerns of the Allen Station and other Gold Line Stations in Pasadena to Metro?

A: I will pass the concerns to Metro.

Comment: It is hard to understand that there is no Parking lot around the Allen Station.

Comment: I am recently harassed on Gold Line. I don't feel safe riding the train any more. The Allen, Lake and other Gold Line Stations in Pasadena all smelt urine. There are Homeless people around all the stations. The problem (homeless and unsafety) has been spread from Metro's system into our communities.

WRAP UP SESSIONS

Q: Could the 30 percent concept design be uploaded to the project's website?

A: Yes (Armin).

Q: I didn't see the posters of the event. Is there a better way to promote the workshops?

A: We posted the posters at the Allen Station and PCC. However, Metro later on requested us to remove the posters. We will coordinate with Metro for alternatives.

Q: Did you guys reach the business along Allen Avenue?

A: Yes we have through our intercept interviews. We will continue to do so.

Q: The project website is difficult to find. The city should consolidate all the project website links on the City's website.

A: Good suggestion and we will evaluate that.



Q: When will be the next workshop?

A: In September.

Q: What does 60% look like?

A: More details and refined designs.