

TECHNICAL MEMORANDUM

Date: October 8, 2018

To: Armin Kheirmand – City of Pasadena Department of Transportation

From: Min Zhou, P.E., Vice President – KOA Corporation

Subject: Sixty Percent Concept Design Community Workshop Summary for Pasadena Allen Station Gold Line Safety Enhancement Project

The purpose of this technical memorandum is to summarize the outcomes of the sixty percent concept design community workshop for the Pasadena Allen Station Gold Line Safety Enhancement Project.

MAJOR FINDINGS AND LESSONS LEARNED

KOA presented the sixty percent concept design plan to the workshop attendees throughout the breakout sessions. The most common comments on the concept design include:

- Curb ramp outside the Allen Station for bicyclists was recommended by several attendees.
- A few attendees complained that the pedestrian lights shown on the plan has bad illumination and would be disruptive for those living on the second floor of the apartments along Allen Avenue.
- We need more guidance on landscape and trees.
- We need to figure out whether adding a crosswalk north of Corson would be a Caltrans ROW issue.
- A few attendees pointed out that the bulb-out might impact the southbound right-turn volumes at Walnut and Allen.
- Mixed opinion of having kiss-and-ride zones on the east side of Allen Avenue under the I-210 freeway.
- How to prevent left-turns out of driveways on Allen Avenue and south of Walnut Street.

ACTION ITEMS

- Before proceeding to 90%, KOA to meet with the City to discuss the changes we want to make based on public input.
- KOA to prepare the 90% design concepts and cost-estimates.
- KOA to collaborate with the City and EBA to schedule the last design workshop.
- The City to work with EBA to distribute information to workshop attendees regarding public involvement opportunities.

GENERAL INFORMATION

Date/Time: 9/25/2018 6:30-8:00pm

Workshop Location: Santa Catalina Library, 999 E. Washington Blvd, Pasadena, CA91104

Councilmember office and Department of Transportation Attendance:

Margaret McAustin – Pasadena District 2 Councilmember
Margo L. Morales - District Representative to Councilmember McAustin
Armin Kheirmand – Project Manager, City of Pasadena Department of Transportation
Conrad Viana – City of Pasadena Department of Transportation
Talin Shahbazian – City of Pasadena Department of Transportation

Consultant Attendance:

Min Zhou – Project Manager, KOA
Mengzhao Hu – Senior Planner, KOA
Giuseppe Canzonieri – Senior Engineer, KOA
Jenny Yu – Assistant Planner, KOA

Dan Bartelson, EBA – Outreach task lead, EBA
Sara Pedroza – Project Assistant, EBA
Amanda Pedroza – Project Assistant, EBA

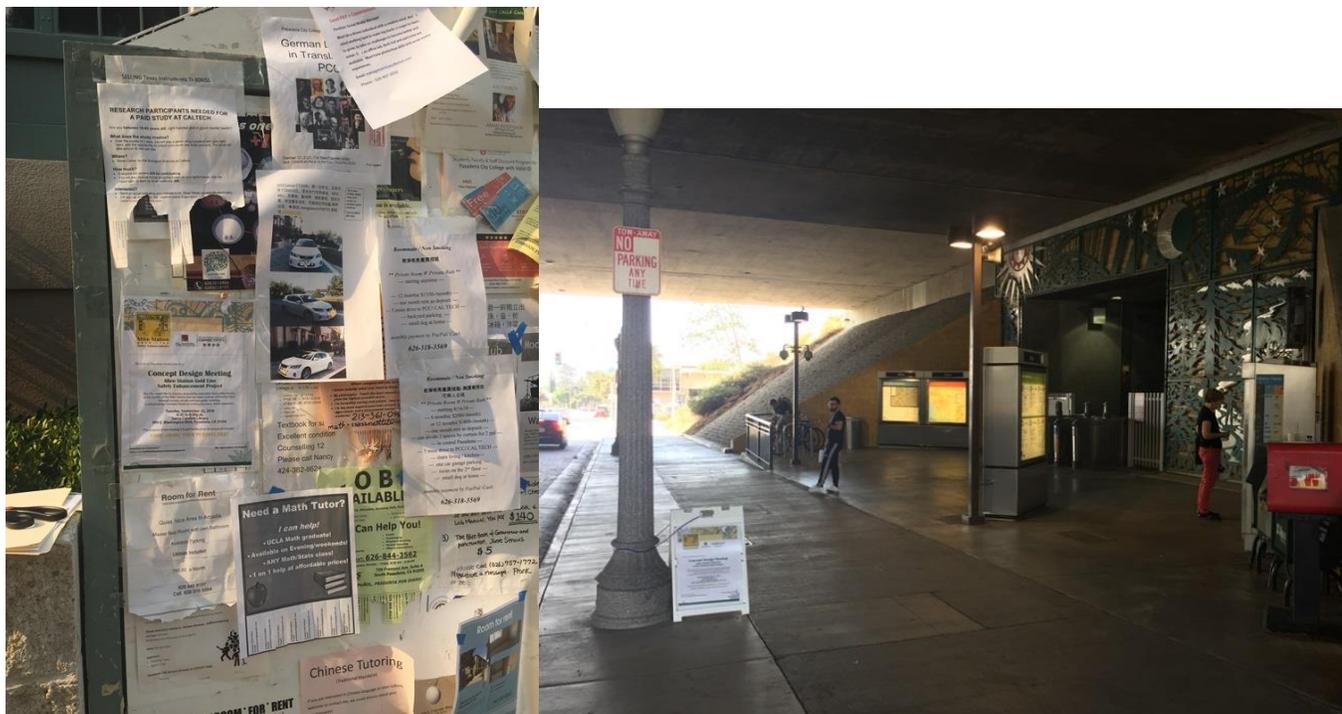
General Public Attendees: approximately 30.
The Sign-in sheet is provided in Attachment A.

WORKSHOP PROMOTION

Post cards were mailed to residents within the TOD around Allen Station

18" x 24" event flyers were posted outside the Gold Line Allen Station entrance, at the intersection of Allen & Villa, intersection of Colorado and Villa, as well as at Pasadena City College (PCC) campus.





Meeting information was provided on the project's website

<http://saferstreets-pasgis.opendata.arcgis.com/pages/allen-station-gold-line-safety-enhancements>

City has reviewed the approved the postcards, event flyers and contents on the website.

WORKSHOP PREPARATION

KOA:

- Collaborated with the City on the 60% concept design
- Designed the event flyer
- Designed four 24" x 36" display boards:
 - Intersection traffic volumes
 - Intersection pedestrian volumes
 - Existing conditions
 - Safety enhancement toolkit
- Prepared the presentation slides
- Prepared the concept design sheets, and provide supplies for the breakdown session.

EBA:

- Designed and mailed the post card;
- Provided the preliminary results of the intercept survey and online survey on five display boards
- Prepared ppt slides related to outreach efforts

The City has reviewed and approved the post card, factsheet, display board, intercept questionnaire and presentation slides.

WORKSHOP SETUP

- A sign-in sheet, factsheet, and meeting agenda were provided to the attendees.
- Water and snack were provided for the attendees.
- A laptop and projector were used to project the PowerPoint presentation.
- Four display boards were set up at the library.
- One concept design sheet was provided for each of the three groups during the breakdown session.
- Post-it notes and writing tools were available for attendees to document their comments during the breakdown session.

WORKSHOP AGENDA

5:30 - 6:15 PM: Workshop setup

6:15 - 6:30 PM: Community members' arrival

6:30 - 6:40 PM: Project presentation

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

7:00 - 7:45 PM: Breakout discussion

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

7:45 - 8:00 PM: Wrap up and Closing Remarks

8:00 - 8:15 PM: Venue cleanup

Q&A SESSIONS

Q: What is a Leading Pedestrian Interval (LPI)?

A: A Leading Pedestrian Interval (LPI) typically gives pedestrians a 3–7 second head start when entering an intersection with a corresponding green signal in the same direction of travel.

Q: Why the pedestrian pushbuttons are not automatically activated at each signal?

A: pre-timed pedestrian signal phasing is only applied at intersection with high pedestrian volumes in areas such as downtown Los Angeles.

Q: How does the survey link up to Safer Streets Activities?

A: It doesn't link up. These two are different projects.

Q: What role has MTA taken in this project?

A: City of Pasadena has been in contact with Metro for this project. Metro's senior director of the first mile/last mile program Mr. Jacob Lieb attended the 30 percent concept design workshop. The City will invite Metro to attend the 90 percent concept design workshop.

Q: How is this project assisting with bike share and scooter share program improvements?

A: A bike lane is proposed between the Villa Street and the Allen Station in our concept design. We also propose to provide bike hub/locker at the Allen Station. The City is looking into having other shared mobility services/options for the city – ie: e-bikes, scooters, etc.

Q: Is this project going to put some kind of shared mobility program in place if the bus system is moved?

A: The City is looking into the potential to have a mobility service system for PCC students.

Q: Regarding Pasadena Transit – would they be able to transit on Allen Avenue?

A: The City needs to look into funding opportunities.

Q: Are we going to get to the issue of the conditions of the train station?

A: this is not within the scope of work for this project. However, we have the replayed the feedback to Metro. We haven't heard back from Metro yet.

Q: How can we find out when Metro board meetings are scheduled?

A: Metro's website. The meeting is held at every fourth Thursday of the month.

Q: Homelessness is not mentioned at all in this plan? How are we going to address this issue?

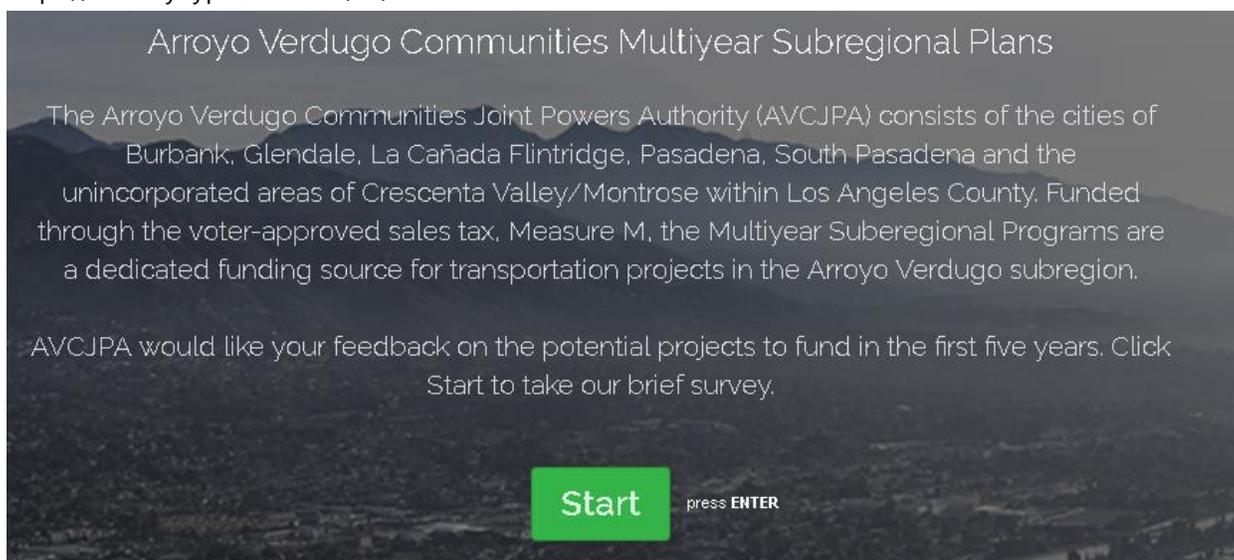
A: This is a concept design plan for the whole Allen Ave corridor.

Q: What's the strategy for the budget allocation of the funding? What's the process? How can the community get involved?

A: City's Capital Improvement Program (PIC) and various grants from Caltrans and Metro (need application). We will email attendees the information how to support the funding of this project.

Councilwomen McAustin's office has emailed all the attendees the link of Arroyo Verdugo Communities Multiyear Sub-regional plan to provide feedback of funding potential projects.

<https://sur-vey.typeform.com/to/ns1msA>



Q: How can I get more involved in this project?

A: Visit our website and participate in the last concept design workshop.

BREAKOUT SESSIONS

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

Table 1- Min Zhou

1. Combination of Alternative 1 and Alternative 2 for the segment north of Corson: bike lane between Villa and Maple, loading zone on both side between Corson and Maple.
2. Poor illumination of the pedestrian lights on the map. The height of the lights would also disrupt the people living in the apartments on Allen Avenue south of Walnut Street.
3. For Alternative 2, it is unclear whether there are bus loading zones and Kiss and Ride zones on either sides of Allen Avenue between Corson and Maple.
4. Needs to clarify whether to have the crosswalk on north side of the intersection at Corson.

Table 1- Giuseppe Canzonieri/ Jenny Yu

1. Bike hubs and bike lockers will be a great addition to the station. However, attendees expressed the need to have a flexible sign-up system for locker usage since they noticed that the lockers filled up very quickly at other stations.
2. Attendees have mixed opinions for the proposed sidewalk extension on Allen Ave and Colorado Blvd. A resident pointed out that the sidewalk extension will take away space for buses to load and unload passengers; this in turn would force vehicles to queue behind buses. Meanwhile, another attendee stated that he understood the importance of proposed treatment. In addition to providing more room for pedestrians, it would also clarify the amount of space for vehicles making a right turn from Colorado Blvd.
3. Between Colorado Blvd and Walnut St, the City should consider innovative measures such as floating bike lanes to accommodate the need for bicycle amenities and on-street parking, as well as future uses such as scooters and electric bike where users may not all necessarily use the roadway at the same time.
4. Bulb-outs will be great for Allen Ave; the City should consider installing bioswales instead of pouring concrete for dual functionality.
5. At Corson St and Allen Ave, there is not sufficient time for pedestrians to safely cross the roadway.
6. The City should consider installing public art at the station and other parts of the freeway underpass.
7. Pedestrian-scale lighting was greatly appreciated.
8. The City should also consider irrigation costs for new landscaping to ensure tree survival. KOA staff clarified that irrigation costs will be included in the cost-estimates.

Table 3- Mengzhao Hu

1. Put narrow raised median south of Walnut Street

2. Provide curb cut for bicycle in front of the station entrance
3. Put crosswalk between Maple and Corson
4. Crosswalk north of Corson might not work due to high eastbound left-turn volumes around 5PM.
5. Prefer Alternative between Corson and Maple
6. Bulb-out at the northwest corner of Walnut might not work due to high southbound right-turn volumes; consider just prohibiting parking (it is currently prohibited on Google Street view, needs to check)
7. Bus stop in front of Allen Self-storage has become a homeless camp.

WRAP UP SESSIONS

Comment: Bike lockers are not very efficient.

Comment: Include landscaping at bulb-out sections.

Comment: Vehicles park on Allen and during high traffic times, it reduces the traffic lanes which cause slow-down and more traffic.

Q: What type of trees are going to be planted? What will it do for the climate?

A: we are currently following the Colorado Boulevard Specific Plan. We will discuss with the City for choice of tree type.

Q: Is the bus stop going to block traffic? If so, that is going to create a problem.

A: we don't believe so.

Sincerely,



Min Zhou, P.E.

Vice President

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Attachment A Sign-in Sheets