Union Street Two-way Cycle Track

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Pedestrian and Bicycle Coordinator
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Department of Transportation
AB 1358 CA Complete Streets Act

(A) Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

(B) For the purposes of this paragraph, “users of streets, roads, and highways” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.
A Complete Street, as defined by the National Complete Streets Coalition (NCSC), is a street where the entire right-of-way is planned, designed, and operated for all modes of transportation and all users regardless of age or ability. Pedestrians, bicyclists, transit riders, and motorists of all ages and abilities must be able to safely move along and across a Complete Street. Complete Streets make it easy to cross the street, walk to shops, catch the bus, bike to work, and enjoy many other healthy activities.
July 2013 – DOT staff was given direction by the Municipal Services Committee (MSC) with input of cycling community to take a **bolder approach** to the proposed bikeway installations within the City’s *Draft Bicycle Transportation Action Plan (BTAP)*. A specific request from MSC was to create an east/west protected bike network through the heart of the City.

November 2013 – DOT Staff formed a BTAP Working Group and conducted a workshop to discuss how the draft plan could be modified to meet MSC direction/community concerns

March 2014 - Hired KOA Corporation to conduct the Bikeway Analysis and Feasibility Study.
August 2014 – Incorporated the BTAP Working Group’s Priority Recommendations into the City of Pasadena’s Draft Bicycle Transportation Plan and began the public outreach process.
  > Conducted three public workshops and one specific workshop based upon the concerns of the business community.

  > Additional public outreach was conducted as part of the General Plan Update

August 2015 – City Council adopts the Bicycle Transportation Action Plan as part of the Mobility Element of the General Plan
1. **Cordova Street** – Road Diet and Class II Bike Lanes (Arroyo Parkway to Hill Street). Metro grant funding secured. To be completed by 2019.

2. **Union Street** - Two-way Cycle Track (Arroyo Parkway to Hill Street)
   a) **Holliston Avenue** (Bike Boulevard - Union Street to Cordova Street)

3. **Colorado Boulevard** (East) – Road Diet and Class II Buffered Bike Lane (Holliston Avenue to Madre Street)

4. **Bike Boulevards**
   > Wilson Avenue
   > Villa Street (Hill Avenue to Lincoln Avenue)
   > Craig Avenue
   > Sierra Bonita Avenue
   > El Molino Avenue

5. **Orange Grove Boulevard** - Buffered Bike Lane

6. **Washington Boulevard** - Buffered Bike Lane (Lincoln to El Molino Avenue)
Over the past five years more than 100 new separated bike facilities have been added in the US. This type of facility has been shown to be effective in increasing the number of bicyclists using the street; increasing safety for bicyclists, pedestrians and motorists; and increasing access to local businesses.

• Using data from 144 hours of video analysis the study looked at nearly 12,900 bicycles traveling through intersections. No collisions or near-collisions were observed. This included both intersections with turn lanes and intersections with signals for bicycles.

• Importantly, from a business and neighborhood perspective, nearly three times as many residents felt that the protected bike lanes led to an increase in the desirability of living in their neighborhood. Approximately 19% of intercepted bicyclists and 20% of residents who bicycled on the street stated that the frequency in which they stopped at shops and businesses increased after the installation of the protected bike lanes.
Union St from Garfield Ave to Lake Ave (0.7 Mile)

<table>
<thead>
<tr>
<th></th>
<th>Peak Hour Volume (Yeh)</th>
<th>Vehicular Capacity (Yeh/Hr)</th>
<th>Traffic Lanes</th>
<th>Daily Hours Over Capacity</th>
<th>Parking Spaces</th>
<th>Parking Loss</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>710</td>
<td>2,400</td>
<td>3</td>
<td>0</td>
<td>Both Sides</td>
<td>101</td>
<td>N/A</td>
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<tr>
<td>2 Way Cycle Track</td>
<td>710</td>
<td>1,600</td>
<td>2</td>
<td>0</td>
<td>South Side</td>
<td>53</td>
<td>$1,989,000</td>
</tr>
</tbody>
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Graph showing hourly volume (vph) vs. time with traffic volume, 3 lane capacity, and 2 lane capacity lines.
Funding

- A $2.7 million Metro Call for Projects Grant was awarded the City for Phase I of the project with a local match of $684,613.

- Phase I is included in the recently approved City’s FY2017 Capital Improvements Project budget.

- DOT staff is currently working on obtaining funding opportunities for Phase II.
Proposed Project Schedule

• Authorization for City Manager to Execute all Letter of Agreements (LOA) with Metro to Council – Fall 2016
• LOA executed Spring 2017

• Environmental Clearance: April 2017 to April 2018
• Design Engineering: April 2018 to August 2018
• Ready to Advertise: February 2021 to March 2021
• Start of Construction: June 2021 to February 2022

• Public outreach will continue during the environmental and design process.