PASADENA

Department of Transportation

Union Street Two-way Cycle Track

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Pedestrian and Bicycle Coordinator

August 16, 2016

Department of Transportation

Complete Street Act

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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.

What is a Complete Street?

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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.

Background

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- 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.

Background cont.

- 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.
- September 2014 – Incorporated the Draft BTAP and its Priority Recommendations into the Draft Mobility Element of the General Plan.
  - > 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

Priority Recommendations

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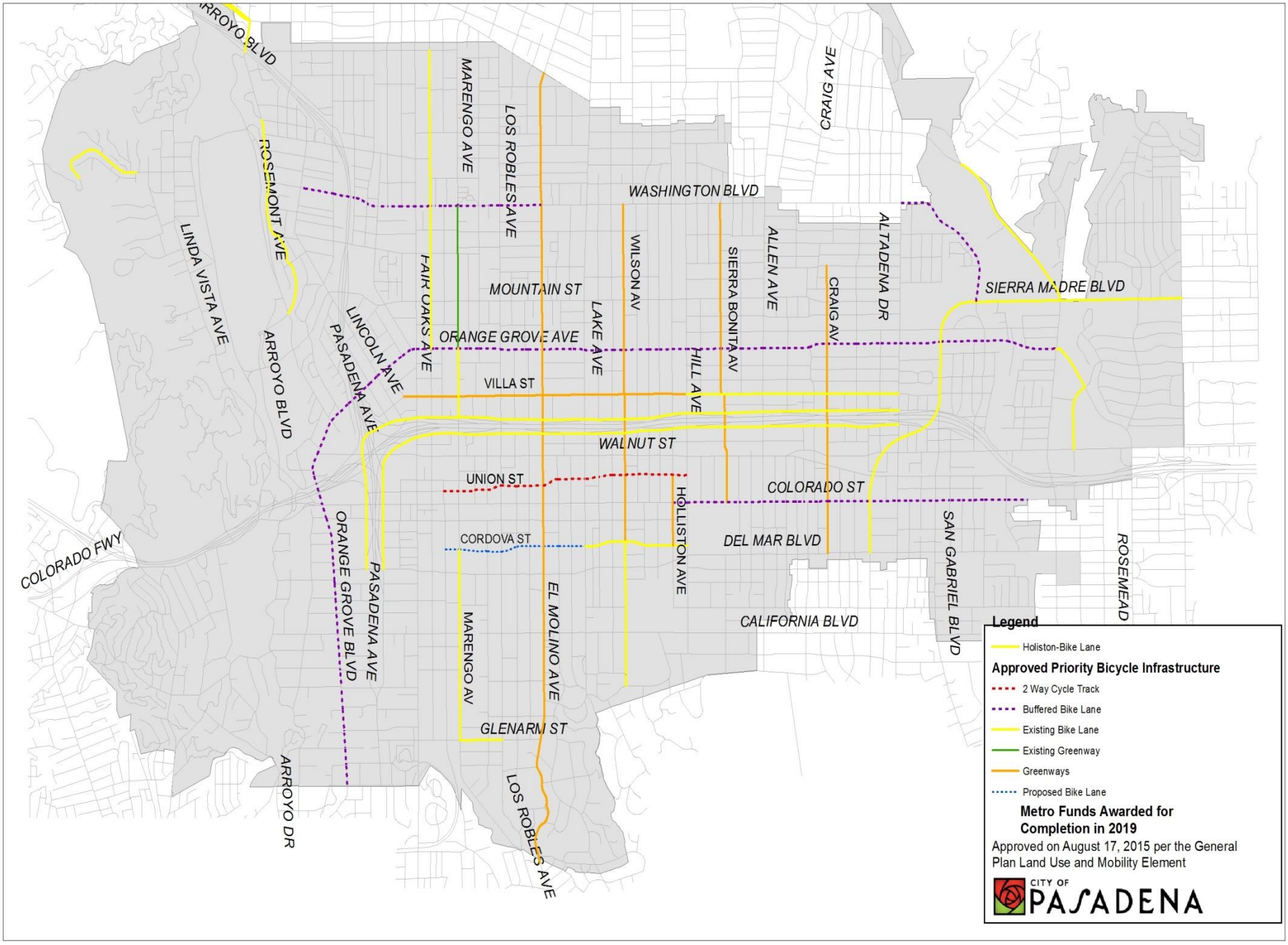
1. **Cordova Street** – Road Diet and Class II Bike Lanes (Arroyo Parkway to Hill Street). Metro grant funding secured. To be completed by 2019.
2. **Union Street** - Two-way Cycle Track (Arroyo Parkway to Hill Street)
   a) **Holliston Avenue** (Bike Boulevard - Union Street to Cordova Street)
3. **Colorado 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)


ARROYO BLVD
ROSEMONT AVE
LINDA VISTA AVE
ARROYO BLVD
MARENGO AVE
LOS ROBLES AVE
FAIR OAKS AVE
LINCOLN AVE
PASADENA AVE
MOUNTAIN ST
ORANGE GROVE AVE
VILLA ST
WALNUT ST
UNION ST
CORDOVA ST
COLORADO FWY
ORANGE GROVE BLVD
PASADENA AVE
MARENGO AV
EL MOLINO AVE
GLENARM ST
ARROYO DR
LOS ROBLES AVE
WASHINGTON BLVD
WILSON AV
LAKE AVE
HILL AVE
HOLLISTON AVE
SIERRA BONITA AV
ALLEN AVE
CRAIG AV
CRAIG AVE
ALTADENA DR
SIERRA MADRE BLVD
COLORADO ST
DEL MAR BLVD
CALIFORNIA BLVD
SAN GABRIEL BLVD
ROSEMEAD
Legend
Holiston-Bike Lane
Approved Priority Bicycle Infrastructure
2 Way Cycle Track
Buffered Bike Lane
Existing Bike Lane
Existing Greenway
Greenways
Proposed Bike Lane
Metro Funds Awarded for Completion in 2019
Approved on August 17, 2015 per the General Plan Land Use and Mobility Element
CITY OF PASADENA

Union Street Two-way Cycle Track

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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

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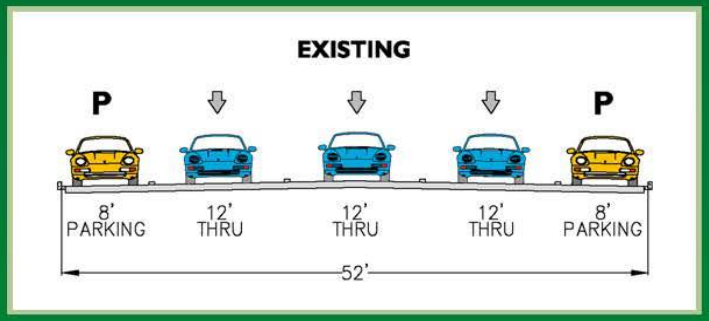
Union Street Cycle Track Cont.

Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the US, National Institute for Transportation and Communities, 2014.

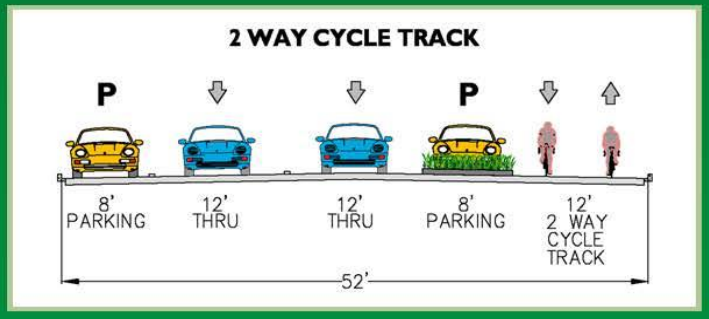
- Using data from 144 hours of video analysis the study looked at nearly 12,900 bicycles traveling through intersections. No collisions or near-collisions were observed. This included both intersections with turn lanes and intersections with signals for bicycles.

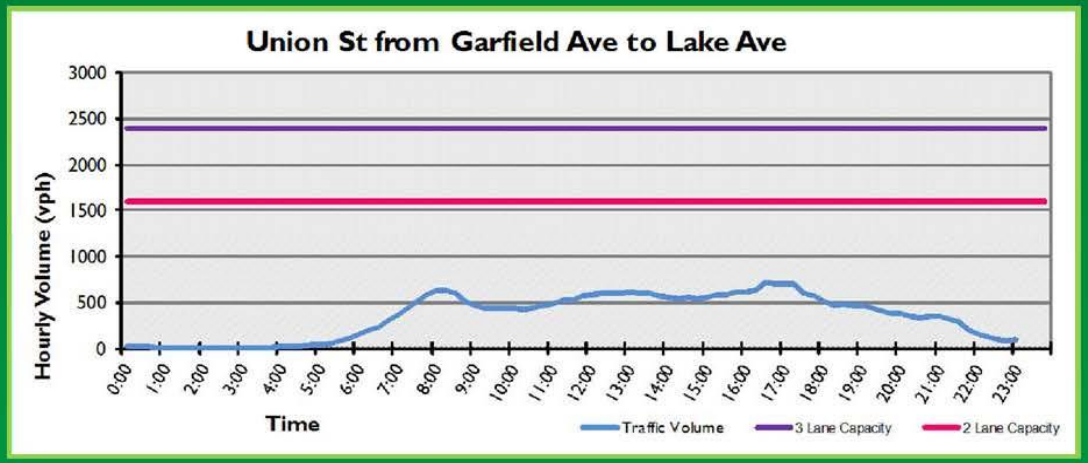
- Importantly, from a business and neighborhood perspective, nearly three times as many residents felt that the protected bike lanes led to an increase in the desirability of living in their neighborhood. Approximately 19% of intercepted bicyclists and 20% of residents who bicycled on the street stated 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)



	Peak Hour Volume (Veh)	Vehicular Capacity (Veh/Hr)	Traffic Lanes	Daily Hours Over Capacity	Parking	Parking Spaces	Parking Loss	Cost
Existing	710	2,400	3	0	Both Sides	101	N/A	N/A
2 Way Cycle Track	710	1,600	2	0	South Side	53	**48**	$1,989,000





Union St. and Holliston Ave.

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Union St. and Lake Ave.

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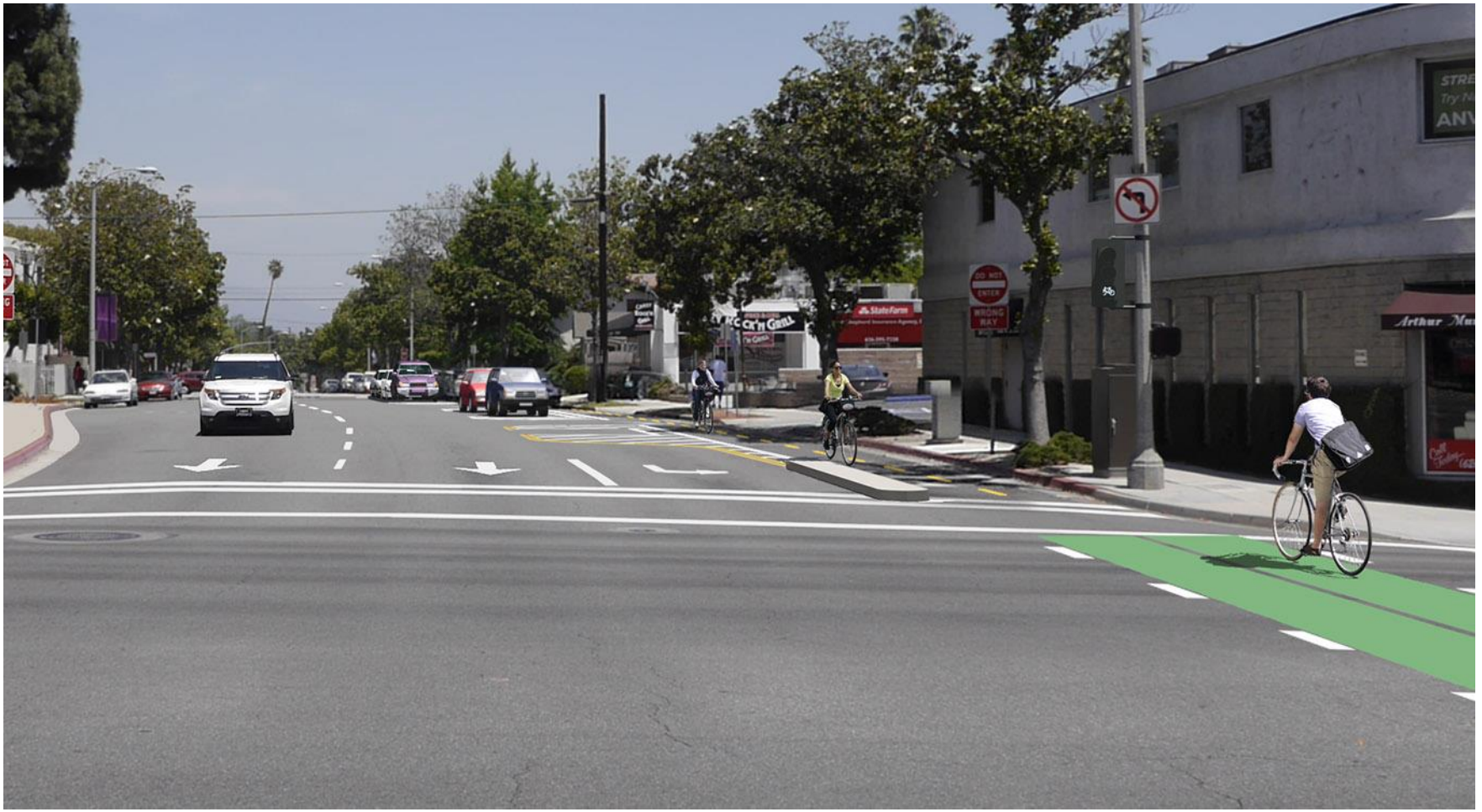

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Union St. and Marengo Blvd.

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Funding

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- 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

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- 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.

Questions

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