



ADDITIONAL DOCUMENTS  
MOBILITY AND TRANSPORTATION INFRASTRUCTURE  
COMMISSION MEETING

June 15, 2021

Item No.	Name	Submitted By
5	AVCJPA METRO	Chair Abelson
7	Ramona Avenue Ad Hoc Report	Chair Abelson and Vice-Chair Fisher
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**ITEM NO. 5**  
**AVCJPA METRO**

**ARROYO VERDUGO COMMUNITIE JOINT POWERS AUTHORITY**  
**PROJECTS FOR INCLUSION IN THE METRO SHORT RANGE TRANSPORTATION PLAN**  
**Projects of Regional or Subregional Significance**

AGENCY	PROJECT	PROJECT DESCRIPTION	ESTIMATED COST (IF KNOWN)
<b>BURBANK</b>	Downtown Burbank Magnolia Blvd Bridge Rehab Project	Rehabilitate Magnolia Bridge over I-5 and Metrolink to improve seismic resiliency and add protected bicycle and pedestrian paths as identified in the Burbank Complete Streets Plan	\$25,000,000
	Downtown Burbank Olive Avenue Bridge Rehab and BRT Station Project	Rehabilitate Olive Avenue Bridge over I-5 and Metrolink to improve seismic resiliency and add expanded pedestrian connection to Downtown Burbank Metrolink Station. Provide expanded NoHo-Pasadena BRT station with direct connection to Downtown Burbank Metrolink Station including bus platform and elevator	\$30,000,000
	Downtown Metrolink Station Rehabilitation	Rehabilitate the Downtown Burbank Metrolink Station, which is over 20 years old.	\$4,000,000
	Downtown Burbank Metrolink Station Pedestrian Underpass Project	Grade Separate (via underpass) the two pedestrian crossings at the Downtown Burbank Metrolink Station to improve safety and accommodate 15-minute Metrolink Service	\$10,000,000
	Downtown Burbank First-Last Mile Complete Streets Improvements	Construct First-Last Mile Bicycle and Pedestrian Improvements identified in the Complete Streets Plan that improve access to the Downtown Burbank Metrolink Station ( <i>Includes the following Projects: 10% of Citywide Sidewalk Project, First Street Bikeway Phase 2, Downtown Magnolia Phase 2, Front-Verdugo Phase 2</i> )	\$6,400,000
<b>GLENDALE</b>	Victory Blvd Complete Streets Project	Would complete a regional gap in the off-street Class I bike path network between the Chandler Bikeway and the LA River via the Burbank Western Channel and Victory Boulevard, focusing on the section within the Glendale City limits. The project would improve transit and pedestrian connectivity in the corridor. The project limits are anticipated to be along Victory Boulevard from the Burbank city limit to the River Walk bikeway entrance in the City of Glendale, along the LA River.	Project Cost: \$12,000,000  Funding Shortfall: \$6,048,413
	Foothill Blvd.	This project includes selective removal and repair of broken and damaged curbs and gutters, driveway and alley approaches, sidewalks, and deteriorated pavements; Installation and/or reconstruction of curb ramps meeting current ADA guidelines; buffered Class II bike lane installation, landscaped median installation, street resurfacing, traffic signal upgrades at the existing intersections, installation of pavement striping, pavement markings, and signage on Foothill Boulevard between Lowell Avenue to Pennsylvania Avenue within the City ROW.	Project Cost: \$15,000,000  Funding Shortfall: \$15,000,000

	Victory Blvd Complete Streets Project	Would complete a regional gap in the off-street Class I bike path network between the Chandler Bikeway and the LA River via the Burbank Western Channel and Victory Boulevard, focusing on the section within the Glendale City limits. The project would improve transit and pedestrian connectivity in the corridor. The project limits are anticipated to be along Victory Boulevard from the Burbank city limit to the River Walk bikeway entrance in the City of Glendale, along the LA River.	Project Cost: \$12,000,000  Funding Shortfall: \$6,048,413
<b>L.A. COUNTY (5<sup>TH</sup> DISTRICT LA CRESCENTA/MONTROSE)</b>	(No unfunded projects of regional significance)		
<b>LA CAÑADA FLINTRIDGE</b>	Bus Rapid Transit: Pasadena Gold Line to La Cañada Flintridge	Bus Rapid Transit Route with minimal stops going from the Pasadena Gold Line Station to the Town Center in La Cañada Flintridge. A rapid bus route is greatly needed. Although there is a shuttle, the bus rapid transit route going from the Glendale Gold Station directly using the 2 Freeway with either only that one stop or one more stop would be significant for La Canadans wanting to commute, in particular.	Unknown
<b>PASADENA</b>	Pasadena Transit Maintenance Facility	This project provides for the construction of a Transit Operations and Maintenance Facility (TOMF). The proposed transit facility will support operations and maintenance of the Pasadena Transit and Dial-A-Ride services fleet, including accommodating 45 zero emission buses and 22 zero emission paratransit buses. The existing bus yard is leased and operated by the City's transit service contractor. This location has always served as the bus yard used by the contractors who have operated the City's transit services. Several issues with the current bus yard have made it imperative for the City to locate and construct a TOMF. Due to the growth in local transit services, the existing bus yard is no longer large enough to store all of the Pasadena Transit buses and Dial-A-Ride buses. The size constraint of the current bus yard has resulted in having to store and operate a number of buses out of facilities several miles away; additional expenses are incurred in order to lease the additional bus storage space. Furthermore, there is no assurance that the current bus yard site will be available in the future as a bus yard because it is privately owned. The proposed TOMF will address the existing deficiencies of the current bus yard by providing a single site that can accommodate storage, cleaning, fueling/charging, maintenance and dispatching of all the Pasadena Transit buses and Dial-A-Ride buses. The proposed TOMF will eliminate over 175 miles of daily deadhead (non-revenue) miles that are required to simply fuel the buses. By owning the TOMF and not requiring the service contractor to provide an operations and maintenance facility,	Unknown  <b>Total Project Cost:</b> \$33,000,000  <b>Funding Shortfall:</b> \$31,000,000

		<p>the City may also be able to secure a reduced hourly contract rate by taking the leasing cost out of a contractor's rate.</p> <p>Pasadena transit system serves as a connection to the regional transit network.</p>	
Purchase Replacement and Expansion Buses for Pasadena Transit and Pasadena Dial-A-Ride	<p>This project provides for the purchase of (A) replacement transit buses and (B) expansion transit buses for the City of Pasadena's fixed-route and paratransit system.</p> <p>A: The project includes replacing fixed-route and paratransit buses exceeding useful life with CNG and unleaded buses. After the CARB ICT rule effective dates replacing buses with zero emission buses. This requires replacement of 45 CNG and unleaded buses and after the CARB ICT rule effective dates, 67 zero emission buses will require to provide the same level of service. This project also includes the refueling and charging infrastructure. B: This project also provides for the purchase of fixed-route and paratransit buses for expansion of the transit system to help address overcrowding on the higher demand routes for the City of Pasadena's fixed-route transit system and paratransit system.</p>	<p>Unknown</p> <p>Total Project Cost: \$60,000,000 (\$52,000,000 replacement+\$8,000,000 expansion)</p> <p>Funding Shortfall: \$55,000,000</p>	
Bus Stop Improvement Program	<p>This project provides for bus stop upgrades citywide to ensure accessibility to, from and within bus zones as well as improved and enhanced amenities for transit users. These bus stop improvements may include the installation of concrete and sidewalk repair to improve accessibility; lighting; purchase and installation of signage and wayfinding information, including real-time arrival information and other technology; bus stop signs; purchase and installation of trash receptacles and other amenities to improve bus stop conditions for transit customers.</p> <p>Pasadena transit system serves as a connection to the regional transit network.</p>	<p>Unknown</p> <p>Total Project Cost: \$1,700,000</p> <p>Funding Shortfall: \$1,600,000</p>	
Purchase Replacement Buses (2024)	<p><del>This project provides for the purchase of replacement transit vehicles and expansion transit vehicles for the City of Pasadena's fixed route transit system.</del></p>	<p>Unknown</p>	
Replace Aging Bus Stop Shelters	<p>This project provides for the installation of new bus shelters at various bus stop locations throughout the City.</p> <p>Pasadena transit system serves as a connection to the regional transit network.</p>	<p>Unknown</p> <p>Total Project Cost: \$4,000,000</p> <p>Funding Shortfall: \$4,000,000</p>	

	Citywide Transportation Performance Monitoring Network	This project would provide for traffic signal controller upgrades at up to 300 intersections, the upgrade of up to 100 traffic signal cabinets and the installation of fiber optic communication infrastructure to provide a redundant high bandwidth network. Upgraded controllers would collect high-resolution data, allowing for the development of improved coordination plans, reducing delay for roadway users while simultaneously providing the ability to manage traffic speeds. This would be for arterial performance monitoring and reporting. The project would improve transit operation by maintaining consistent travel time.	<p style="text-align: right;">Unknown</p> <p style="text-align: right;"><b>Total Project Cost:</b> \$3,200,000</p> <p style="text-align: right;"><b>Funding Shortfall:</b> \$2,600,000</p>
	St. John Capacity Enhancement	<del>This project provides for modifications to the intersections of the 1-210 eastbound off ramp at California Boulevard, and westbound California Boulevard at the Pasadena Avenue northbound 1-210 on ramp to provide dual southbound left turn movements and dual right turn movements which require roadway striping and reconfiguring lanes. Other work will include: resurface a portion of California Boulevard to accommodate roadway striping changes; reconstruct and widen the sidewalk on the north side of California Boulevard to meet current standards, and modify traffic signals and associated hardware at the intersection of Pasadena Avenue/California Boulevard, and the southbound 1-210 off ramp at Californian Boulevard. This project will optimize traffic operations and improve mobility.</del>	<p style="text-align: right;">Unknown</p>
	Intelligent Transportation System Projects & Traffic Flow Improvements within the SR 710 Affected Corridors	<del>This project provides for upgrades to traffic signal controllers and cabinets; install fiber optics communication, dedicated short range communication, and signal preemption technology at up to 55 signalized intersections along segments of Orange Grove and Colorado Boulevards, Green and Holly Streets and Hill Avenue. This project will improve traffic operations and complement the corridors in the City of Pasadena that are being updated with adaptive traffic/traffic responsive control system signal technology.</del>	<p style="text-align: right;">Unknown</p>
	Walnut Street Corridor Signal Improvements (New)	<del>This project provides for the replacement of old traffic signal controller infrastructure and communication equipment along Walnut Street to reduce delay, manage speeds, and collect data. Installation of up to 15 new signal cabinets, traffic signal controllers, video detection equipment, two CCTV cameras, and 3 miles of fiber optic communication, associated hardware and software and requisite ADA compliant curb ramps. Walnut Street is used to bypass heavy traffic on the 210 freeway and on Colorado</del>	<p style="text-align: right;">Unknown</p>

	<del>Boulevard. This project will improve traffic operations and mobility throughout the corridor.</del>	
Implementation of the Bicycle Transportation Action Plan	This project will complete the Pasadena bicycle network as envisioned in the City's 2015 Bicycle Transportation Action Plan. This includes the design and construction of four north-south bike boulevards, designated in the City as Greenways, and the design and construction of class II bike lanes on the east-west connector of Washington Boulevard between Lincoln Avenue and El Molino Avenue. The four north-south bike boulevards total approximately 9 miles of 2-lane connectors that connect the Interstate 210 divided halves of Pasadena to each other and to the Metro L Line Stations at Lake Avenue, Allen Avenue, and Sierra Madre Villa. Washington Boulevard is the primary east-west arterial in Northwest Pasadena, a historically disadvantaged community with higher levels of residential density and lower levels of car ownership than anywhere else in the City. This project would consist of 5 corridor length traffic calming features such as bulbouts and lane closures and eliminate gaps in bike and pedestrian routes through intersection improvements such as traffic signal construction at unsignalized crossings of major arterials. The four bike boulevards are anticipated to cost a total of \$8,500,000 and the Washington Boulevard bike lanes will cost a total of \$4,000,000 for a total project cost of \$12,500,000.	<p><b>Total Project Cost:</b> \$12,500,000</p> <p><b>Funding Shortfall:</b> \$12,500,000</p>
Allen Ave. Safety Project – Design and Construction	<p>This project will place emphasis on the need to enhance pedestrian and bicyclist accessibility and safety along the Allen Avenue Corridor, a 0.6 mile long corridor located between Villa Street and Colorado Boulevard on Allen Avenue. Travelers, inclusive of motorists, Metro Gold Line users, bus transit riders, pedestrians, and bicyclists use the corridor due to its proximity to the I-210 Freeway, the Metro Gold Line Station, and Pasadena City College.</p> <p>Upon conclusion of the outreach effort conducted in 2018, the Department of Transportation developed a final concept design based on the input gathered during the outreach. This project will complete the final design and construction, including new high-visibility pedestrian crossings, sidewalk extensions, ADA-compliant ramps, raised medians, new bicycle facilities, pedestrian-scale street lights, new landscaping and pick-up/drop off zones around the Allen Station.</p>	<p><b>Total Project Cost:</b> \$11,000,000</p> <p><b>Funding Shortfall:</b> \$11,000,000</p>
N. Lake Ave. Safety Project – Design and Construction	This project calls for design and construction of safety enhancements along the North Lake Avenue corridor from Mountain Street to Maple Street. Through this project, the City aims to improve pedestrian and traffic safety along the 0.6 mile-long corridor that links downtown	<p><b>Total Project Cost:</b> \$5,000,000 - \$7,000,000*</p> <p><b>Funding Shortfall:</b></p>

		<p>Pasadena and the Gold Line Lake Station with the neighborhoods north of the freeway and Altadena.</p> <p>The city is currently in the process of creating a concept study, including public outreach and construction cost estimate with feasible improvements supported by the community.</p>	<p>\$5,000,000 - \$7,000,000*</p> <p>*pending final cost estimate as part of the conceptual design</p>
	Rosemont Avenue Complete Streets Project	<p>This project will close gaps in the bike and pedestrian network along Rosemont Avenue, a two-lane road along one of the most direct routes between the Rose Bowl Recreation Center and the closest Metro L Line station at Memorial Park in Old Town Pasadena. Rosemont Avenue between Seco Street and Orange Grove Boulevard is currently a 0.5 mile segment with steep grades and intermittent sidewalks and pedestrian ramps that terminates at the Rose Bowl at a large, all-way stop controlled intersection that does not provide direct pedestrian crossings. This project is anticipated to design and construct currently missing pedestrian crossings and a combination class II/class III bike facility along Rosemont Avenue along with the implementation of a roundabout at Rosemont Avenue and Seco Street. This project is anticipated to cost a total of \$2,100,000.</p>	<p>Total Project Cost: \$2,100,000</p> <p>Funding Shortfall: \$2,100,000</p>
	The Arroyo Link	<p>The Arroyo Link would be a combination of Class III and Class I paths connecting the in-progress bike facilities on Union Street (a protected cycle track) to the existing Arroyo Seco Path. Upon future completion of the Arroyo Seco Path to the Los Angeles River path, the Link could provide a key connection in the regional bicycle network to Old Pasadena, Pasadena Civic Center and Pasadena City College.</p> <p>This project will conduct a feasibility study and design of the Arroyo Link. Most of the project would utilize city streets, and only about 1,000 feet of new, off-street path would be required. This segment – between Orange Grove Boulevard and the Arroyo Seco Path – presents design challenges including topography and existing infrastructural constraints (primarily the Colorado Boulevard access to the Colorado Street Bridge). New bridges and/or tunnels would likely be required to be designed for this project.</p>	<p>Total Project Cost: \$1,200,000</p> <p>Funding Shortfall: \$1,200,000</p>
<b>SOUTH PASADENA</b>	Meridian Avenue (within north south City limits)	<p>Located near a school, connects to the Metro Gold Line and provides direct access to neighboring communities located near the Metro stations, as well as, Metro bus routes. The project will rehabilitate the road, improve pedestrians and bike access, reconstruct traffic control devices, and modify lane geometry where necessary and make ADA improvements throughout along the corridor.</p>	<p>\$15,000,000</p>



	Garfield Avenue (Huntington Dr to Fair Oaks Ave)	Connects to the Metro bus line 176 and provides direct access to neighboring communities / Jurisdictions located near the Metro bus route. The project will rehabilitate the road, improve pedestrians and bike access, reconstruct traffic control devices, and modify lane geometry where necessary and make ADA improvements throughout along the corridor.	\$6,000,000
	Fremont Avenue (Columbia St to Alhambra Rd)	Located near a school, connects to the Metro bus line 258 and provides direct The project will rehabilitate the road, improve pedestrians and bike access, reconstruct traffic control devices, and modify lane geometry where necessary and make ADA improvements throughout along the corridor access to neighboring communities located near the Metro bus route.	\$5,000,000
	Monterey Road and Pasadena Avenue (Garfield Ave to SR110)	Connects to the Metro bus line 176 and provides direct access to neighboring communities located near the Metro bus route. The project will rehabilitate the road, improve pedestrians and bike access, reconstruct traffic control devices, and modify lane geometry where necessary and make ADA improvements throughout along the corridor.	\$20,000,000
	Huntington Drive	Connects to the Metro bus line 79 and 258, and provides direct access to neighboring communities located near the Metro bus route. The project will rehabilitate the road, improve pedestrians and bike access, reconstruct traffic control devices, and modify lane geometry where necessary and make ADA improvements throughout along the corridor.	\$20,000,000
	Columbia Street (shared with City of Pasadena)	Connects to the Metro bus line 176 and 258 and provides access to neighboring communities located near the Metro bus route. The project will rehabilitate the road, improve pedestrians and bike access, reconstruct traffic control devices, and modify lane geometry where necessary and make ADA improvements throughout along the corridor.	\$5,000,000
	Mission Street	Located near a school, connects to the Metro bus line 176 and 258 and Metro Gold Line and provides access to neighboring communities located near the Metro stations, as well as, Metro bus routes. The project will rehabilitate the road, improve pedestrians and bike access, reconstruct traffic control devices, and modify lane geometry where necessary and make ADA improvements throughout along the corridor.	\$6,000,000
<b>(ANNUAL OPERATING COSTS)GENERAL AVCJPA SUBREGIONAL PROJECTS</b>	<b>Arroyo Verdugo Transit Operators Fleet Electrification Phase 1</b>	<b>Electrify 25% of the Arroyo Verdugo transit providers local transit fleet in concert with AQMD mandates for zero-emission transit vehicles</b>	<b>\$20,000,000</b>
	Accelerate NoHo-Pasadena BRT Project Conversion to Light Rail	Accelerate conversion of the NoHo-Pasadena BRT project to Light Rail. Current Measure M Expenditure Plan projects conversion to light rail in 2067. Project would move this date up to 2037. (Assume 18-mile corridor at 200,000,000 per mile LRT cost)	\$3,600,000,000

Metrolink Antelope Valley Line 15 Service Improvements	Increase Metrolink frequency and reliability in concert with the Antelope Valley Line Double Track capital improvements. Annual funding needed to implement 15-minute, bi-directional, all-day service on the Antelope Valley Line	\$20,000,000 (annual operating expenses)
Arroyo Verdugo Transit Providers Tier 2 Operational Funding	The Metro Tier 2 Transit Providers in Arroyo Verdugo (BurbankBus, Glendale Beeline, and Pasadena Transit) do not receive state and regional transit operations funds through the Metro Formula Allocation Procedure. This annual funding is needed to provide operations funding equivalent to the funding received if these agencies were Municipal Operators	\$7,300,000 (annual operating expenses)
High Frequency/Rapid/Express BurbankBus service to Airport (upgrade Burbank's current service)		
NoHo-Pasadena BRT extension from NoHo to Airport		
Red Line Extension from NoHo to Airport		
Light rail from Pasadena Gold Line to Hollywood Burbank Airport		
<b>Regional Transit Connection to Hollywood Burbank Airport</b>	Construct a high-capacity, frequent transit connection between the Metro Rail system and the Hollywood Burbank Airport via one of three options:	
	<b>Option 1: Upgrade BurbankBus to Airport</b> Upgrade existing BurbankBus Orange Route Service to provide frequent, all-day, 7-day service. Includes capital and operational costs.	\$1,600,000 + \$500,000 (annual operating cost)
	<b>Option 2: NoHo-Pasadena Bus Rapid Transit Extension to Airport</b> Construct an in-street dedicated bus lane BRT between the North Hollywood Orange Line Station and the Hollywood Burbank Airport Regional Intermodal Transit Center.	\$20,000,000
	<b>Option 3: Red Line Extension to Airport</b>	\$2,600,000,000

		Extend the Red Line subway from the North Hollywood Red Line Station to the future Burbank Airport High Speed Rail Station including two additional stations between North Hollywood and the Airport.	
		<b>Option 4: Light Rail from Pasadena to Airport</b> Construct a Light Rail Line between the Pasadena Gold Line and the Hollywood Burbank Airport via Glendale and Downtown Burbank. <i>(Project could incorporate an upgrade of the NoHo-Pasadena BRT to LRT between Pasadena and Downtown Burbank)</i>	\$3,800,000,000

**ITEM NO. 7**  
Ramona Avenue Ad Hoc

**City of South Pasadena**  
**Mobility and Transportation Infrastructure Commission**  
**June 15, 2021 Meeting**

Report of Ramona Avenue Neighborhood Traffic Management Ad Hoc Committee (Agenda Item 7)

At the 5/18/21 Mobility and Transportation Infrastructure Commission (MTIC) meeting, this ad hoc committee advised that it would be providing recommendations to address the neighbors' concerns regarding traffic associated with Holy Family Church (HFC) and South Pasadena High School (SPHS) in phases. Specifically, we would provide an initial set (phase 1) at the 6/15/21 meeting, with the hope that they would be implemented by the time school starts in August, and then a second set (phase 2) after schools have opened and we have had the opportunity to conduct additional field observations.

Phase 1 recommendations, to be implemented by the time SPHS begins on 8/12/21:

1. Southbound Fremont Avenue between Lyndon Street and Rollin Street: Install an edge line for southbound traffic, remove the red curb and post for student loading (with the R25D (CA) sign - see attached)
  
2. Intersection of Fremont Avenue and Bank Street: Provide an exclusive phase for pedestrians on Bank Street crossing Fremont Avenue
  
3. Rollin Street between Fremont Avenue and Diamond Avenue: Change signs on north side of street from No Parking to No Stopping to clearly prohibit use of curb as a loading zone
  
4. HFS parking lot east of Fremont Avenue between Rollin Street and Oak Street: Recommend to the City Council that the City have the appropriate members of staff explore and evaluate with HFS the feasibility of use of this lot for student drop-off and pick-up instead of the lot west of Fremont Avenue between Rollin Street and Oak Street, which causes cars to line up on Oak Street west of that lot and Ramona Avenue south of Oak Street

Actions to be considered for phase 2:

1. Diamond Avenue at Lyndon Street/El Cerrito Circle: Conduct further field observations to evaluate efficacy of adding stop control for southbound traffic, which would enable other vehicular and pedestrian movements to better anticipate movements by southbound traffic which is currently far from certain, and then provide specific guidance for study should stop sign be recommended
2. Intersection of Fremont Avenue and Rollin Street: Conduct further field observations to evaluate efficacy of measures which may include removal of the northern leg crosswalk, prohibition of right turns for WB Rollin onto NB Fremont, and exclusive phase for pedestrians on Rollin Street crossing Fremont Avenue
3. Ramona Avenue from Oak Street to Huntington Drive: Conduct further field observations to evaluate efficacy of striping measures, including two-way turn lane, center line and/or edge lines for northbound and southbound traffic,

Respectfully submitted,

Larry Abelson, Chair, and John Fisher, Vice Chair

**ITEM NO. 10**  
**Preferential Parking Policy Ad-Hoc Update**

# Preferential Parking Policy Ad-Hoc Update

City of South Pasadena Mobility Transportation and Infrastructure  
Commission

June 15, 2021



# What is a Preferential Parking District

- Contiguous residential area where on-street parking is time limited (1 – 4 hrs, overnight) but exempt for adjacent resident vehicles with valid displayed permit.
- Residential Street(s) where on-street parking is limited or unavailable to adjacent residents on a regular, recurring basis due to high parking demand (such as near the Metro L Line Station, university, arena/venue).
- On-Street Parking Permits issued to residents/merchants of affected area (district) to prevent intrusion of non-residential vehicles.
- Only considered when alternative measures (limited time parking, parking restrictions) will not achieve desired outcome.

# Objective

- Provide guidance on a feasible Citywide policy for establishing Preferential Parking Districts for the City of South Pasadena.
- Process:
  - Research policies and procedures of nearby jurisdictions
  - Develop a proposal for a South Pasadena policy
  - Present research and sample to MTIC and City Staff for further consideration
- Presentation Outline:
  - Proposed Policy for Preferential Parking District Policy and Implementation
  - Examples from City of Los Angeles and Pasadena
  - Resources

# Example: City of Pasadena Parking District Designation/Expansion Process Summary

Step	Description	Responsible Party	Proceed If
1	Initiation by request from affected resident or City Council motion	Resident or City Council	
2	City staff to meet with requestor to identify all possible mitigation measures including parking prohibition, time restricted parking	City Staff	City staff determines no alternate measures will adequately mitigate problem
3	Petition of abutting properties must show that 67% (2/3) of property owners want a Preferential Parking District before City staff proceeds with evaluating need and feasibility via a Parking Study.	City Staff or Resident/Resident group	67% of abutting properties of subject street vote for Preferential Parking District

# Example: City of Pasadena Parking District Designation/Expansion Process Summary (cont.)

Step	Description	Responsible Party	Proceed If
4	<p>Parking Study to establish bounds of the District and following criteria are met:</p> <ul style="list-style-type: none"><li>- No feasible/reasonable alternative.</li><li>- Non-local vehicles cause regular, recurring, and unreasonable noise, hazard, or other interference.</li><li>- Displacement of non-local vehicles from proposed district will not impact residential areas surrounding the district.</li><li>- At least 70% of available parking space (20 ft of curb per space between driveways) is consistently occupied during problem days and times.</li><li>- If 70% of available parking occupancy is met, at least 40% of observed parked vehicles must be non-local. Non-local vehicles may be identified by interview or license plate survey.</li></ul>	City Staff	All of the listed criteria are met

# Example: City of Pasadena Parking District Designation/Expansion Process Summary (cont.)

Step	Description	Responsible Party	Proceed If
5	Resident Petition of property owners concurrence with the proposed district	City Staff	A simple majority (greater than 50%) of all property owners in proposed District approve.
6	City Council considers Ordinance and Notice of Exemption (CEQA Guidelines) filing with County Recorder	City Council and City Staff	Approval and Filing are complete.
7	Property Owner Petition and Sign Installation/Permit Issuance by street segment and side	City Staff or Property Owners	At least 67% of a side of a street within an approved District are documented as wanting preferential parking restrictions on their side of the street.

# Example: City of Pasadena Parking District Designation/Expansion Implementation

- Permits on preferential permit parking restricted streets are issued to properties as follows:
  - Upon application by property owner via City provided form.
  - A maximum of 3 residential, 3 guest, and 10 one-day “hang tag” permits per residential address.
  - Residential permits issued per vehicle registered to the application address.
  - The number of permits to each commercial address shall not exceed 150% of number of available on-street spaces adjacent to that address.
  - Permits require renewal on an annual basis.
  - Cost is approximately \$70 per permit.

# Example: City of Los Angeles Preferential Parking District Designation Process Summary

Step	Description	Responsible Party	Proceed If
1	Initiation by request from affected resident to Council District	Resident	
2	Council District office will meet with requesters and LADOT to discuss the issue, need for a PPD, potential impacts, alternative remedies, and PPD requirements.	Council District	Council District will submit a Letter of Support to LADOT to proceed with investigation if no alternate measures are identified
3	LADOT will issue petition forms to requestors to obtain signatures from at least 75% of residences for at least a six block area before conducting a parking study to determine whether the area meets excessive parking impact requirements.	Resident / Interested Party	75% of residences for at least a contiguous 6 block area want a PPD. Petition must be completed within 6 months. LADOT will review and validate petition.

# Example: City of Los Angeles Preferential Parking District Designation Process Summary (cont.)

Step	Description	Responsible Party	Proceed If
4	Parking Study must show that 85% of legal on-street parking on a given block is occupied to pass the parking study. A minimum of 4 blocks must pass the parking study.	City Staff	85% threshold is met for at least 4 blocks and LADOT recommends district to Transportation Committee
5	Transportation Committee will consider LADOT recommendation for District establishment for approval.	Transportation Committee	Transportation Committee approves.
6	City Council Approval.	City Council	

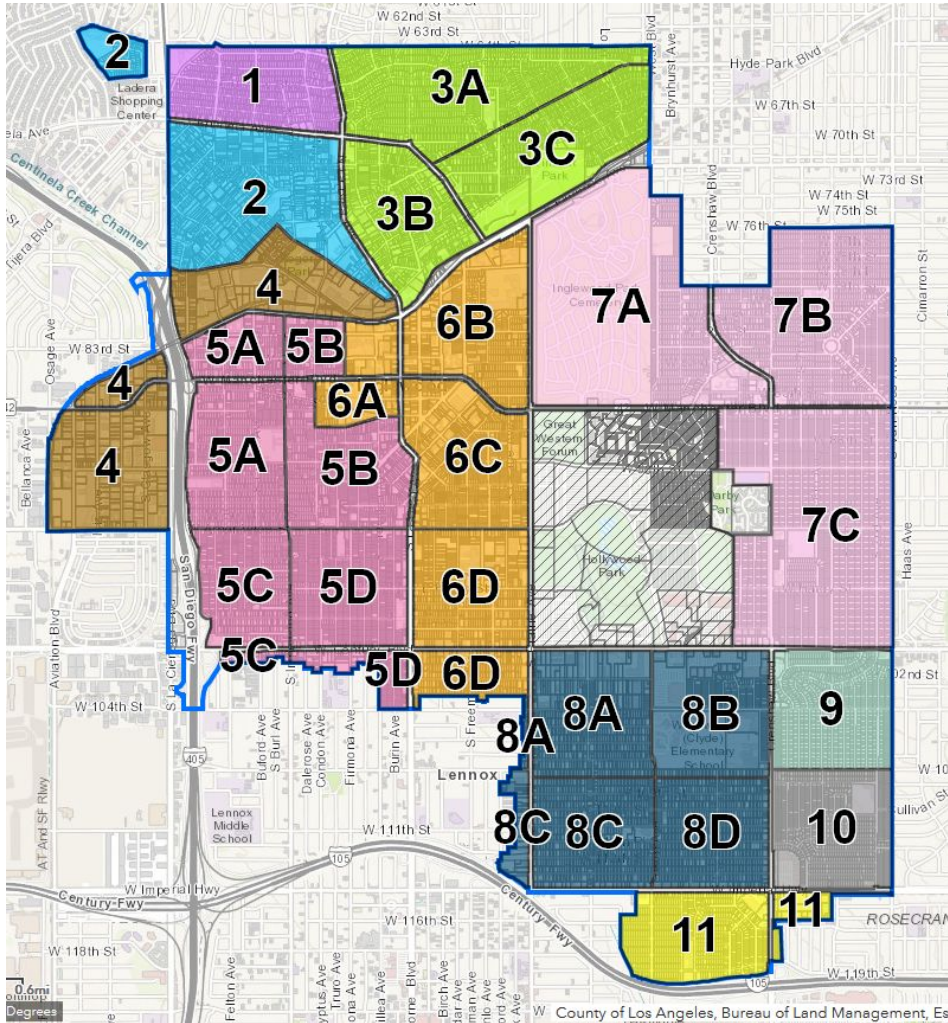


# Example: City of Los Angeles Preferential Parking District Implementation

- Permits on preferential permit parking restricted streets are issued to properties as follows:
  - Once district is approved by City Council, LADOT will begin production of signs and permits.
  - LADOT will notify residents and Parking Enforcement when restrictions will take effect.

PERMIT TYPE	COST	LIMIT
Annual Permit	\$34.00 each	3 per residence
Visitor Permit (valid for 4 months)	\$22.50 each	2 per residence
One-Day Guest Permit	\$2.50 each	25 per day

# Example: City of Inglewood Parking District



- Citywide by zone
- Two permits per household at no cost
  - Fee for additional permits
- 24/7
- 2 hr parking during the day (8am-6pm)
- Drivers outside the district can purchase a parking pass using the Passport Parking App
- Purpose - address spillover parking from SoFi Stadium, Clippers Arena, and the Forum
- Districts 1-3C are not yet activated and can be activated by a 75% petition

# Potential City of South Pasadena Parking District Designation/Expansion Policy

Step	Description	Responsible Party	Proceed If
1	Initiation by request from affected resident or City Council motion	Resident or City Council	
2	City staff to meet with requestor to identify all possible mitigation measures including parking prohibition, time restricted parking	City Staff	City staff determines no alternate measures will adequately mitigate problem
3	Petition of abutting properties on affected street must show that 67% (2/3) of property owners want a Preferential Parking Restrictions before City staff proceeds with evaluating need, district boundary, and feasibility via a Parking Study.	City Staff or Resident/Resident group	67% of abutting properties of subject street vote in favor of preferential parking restrictions

# Potential City of South Pasadena Parking District Designation/Expansion Policy (cont.)

Step	Description	Responsible Party	Proceed If
4	<p>Parking Study of a City drafted district, conducted by City Staff or must document that:</p> <ul style="list-style-type: none"><li>- No feasible/reasonable alternative mitigation.</li><li>- Non-local vehicles cause regular, recurring, and unreasonable noise, hazard, or other interference.</li><li>- Displacement of non-local vehicles from proposed district will not impact residential areas surrounding the district. If adjacent residential areas would be significantly impacted, such areas should be considered for inclusion in the proposed District.</li><li>- At least 70% of legal on-street parking in a proposed district is consistently occupied during problem days and times.</li></ul>	City Staff	All of the listed criteria are met

# Potential City of South Pasadena Parking District Designation/Expansion Policy (cont.)

Step	Description	Responsible Party	Proceed If
5	Petition of all property owners within the proposed district. City staff shall disclose the results of the Parking Study and the proposed number of resident and guest permits per address in petition materials.	City Staff	>50% of all property owners in proposed District approve.
6	City Council considers Ordinance and Notice of Exemption (CEQA Guidelines) filing with County Recorder	City Council and City Staff	Approval and Filing are complete.
7	Property Owner Petition and Sign Installation/Permit Issuance by street segment (a segment is a street bound by identified cross streets and can be defined by the petitioner).	City Staff or Property Owners	At least 67% of a street segment within an approved District are documented as wanting preferential parking restrictions.

# Potential City of South Pasadena Parking District Implementation

- Permits on preferential permit parking restricted streets are issued to properties as follows:
  - Upon application by household via City provided form.
  - The maximum number of residential and guest permits issued per district and per address shall be determined by City Staff on a case-by-case basis as part of the Parking Study and should be a function of the maximum number of on-street spaces available. The proposed number of residential and guest permits for the proposed district shall be disclosed in Step 5 of the District Designation process.
  - Permits require renewal on an annual basis.
  - Annual cost shall be determined by City Staff and City Council.

# Potential City of South Pasadena Parking District Implementation (cont.)

- To the best of their ability, City Staff should review each residential address application to see that parking needs cannot be served by the resident with unused off-street parking space, such as a parking garage that is used for non-vehicle storage.
- City Staff reserves the right to refuse or modify the number of permits applied for on a case-by-case basis if it can be easily demonstrated that the resident has excess off-street vehicle parking space for the number of vehicles associated with their property.

# Resources

- City of Pasadena Municipal Code Ch. 10.41 – Preferential Parking:
  - <https://www.cityofpasadena.net/transportation/parking-services/>
  - [https://library.municode.com/ca/pasadena/codes/code\\_of\\_ordinances?nodeId=TIT10VETR\\_CH10.41PRPA\\_10.41.030DEPOCR](https://library.municode.com/ca/pasadena/codes/code_of_ordinances?nodeId=TIT10VETR_CH10.41PRPA_10.41.030DEPOCR)
- City of Los Angeles
  - [https://www.ladotparking.org/wp-content/uploads/2018/12/LADOT-PPD-Brochure\\_English-1.pdf](https://www.ladotparking.org/wp-content/uploads/2018/12/LADOT-PPD-Brochure_English-1.pdf)
- City of Inglewood
  - <https://www.cityofinglewood.org/1392/Citywide-Residential-Permit-Parking-Prog>



**ITEM NO. 12**  
**RRFB's with LEDs and Loading Sign**



# R25D (CA) PASSENGER LOADING ONLY (Symbol) (Specify Days & Times) Sign

Starting at \$38.85

SKU: *(select options below first)*

Share Product: [f](#) [✉](#) [t](#) [in](#)

[Write a Review](#)

Size: **Required**

(Choose an Option) ▾

Sheeting Type: **Required**

(Choose an Option) ▾

Quantity:

▾ 1 ▴

**ADD TO CART**

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DESCRIPTION

[SHIPPING & RETURNS](#)

TAPCO restricts the sale of this sign to California customers only.

R25D CA Aluminum Traffic Sign

- 18"x21"

Offered in HIP and DG3 sheeting.

### Additional Product Specifications:

MUTCD

R25D (CA)

### Additional Resources:



R25D CA Drawing And Specifications Sheet

## RELATED PRODUCTS

### R25A (CA) LOADING ONLY (specify DAYS & TIMES) Sign

Starting at \$23.45

### R25E (CA) PASSENGER LOADING ONLY (Specify Days & Times) Sign

Starting at \$38.85

### R30B (CA) NO PARKING (symbol) (SPECIFY DAY & TIME)

