



# Mobility and Transportation Infrastructure Commission Agenda Report

ITEM NO. 5

**DATE:** March 15, 2022

**FROM:** H. Ted Gerber, Director of Public Works

**SUBJECT:** **Revise and Recommend the Proposed Project List for the Measure M Multi-year Subregional Program (MSP) Funding Plan**

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## **Recommendation**

It is recommended that the Mobility and Transportation Infrastructure Commission (MTIC) consider the City Council's direction to revise the proposed project list for Measure M Multi-year Subregional Program (MSP) Funding, and recommend revisions of the list to City Council for approval.

## **Background**

South Pasadena has been allocated approximately \$1.7M in Measure M MSP Program funding. From 2018 to 2021, several actions were taken to identify, submit, and reconsider the City's project submissions to the Arroyo Verdugo Communities Joint Powers Authority (AVCJPA). On August 17, 2021, the Mobility and Transportation Infrastructure Commission (Commission) approved a motion recommending a list of projects for City Council's approval to be submitted to the AVCJPA. The project list was reviewed, prioritized, and approved by the Mobility and Infrastructure Commission (MTIC) on November 16, 2021, and submitted for City Council approval on March 2, 2022. A full description of the projects are included in the March 2, 2022 City Council Meeting Agenda Report (Attachment 1). During the March 2, 2022 City Council meeting, the City Council directed staff to alter the proposed submission to AVCJPA, including a direction to return two projects to the MTIC for reconsideration.

## **Analysis**

The project designated along Orange Grove Avenue was not viewed favorably by some Councilmembers and the received public comments (Attachment 2). This project, in its current proposed form, would widen the roadway from Oliver Street to Arroyo Seco Parkway to install a second continuous southbound lane on the west side of Orange Grove Avenue by modifying the adjacent right-of-way. City staff received direction to reconfigure the project, remove it from the list, and perhaps consider its reconfiguration under different funding.

The project designated along Columbia Street that would reconfigure the striping between Orange Grove and Fair Oaks Avenue was retained on the list by Council.

However, more information was requested from MTIC on the all-around benefit of the striping configuration, with a focus on the safety and calming features to be included in the work.

Both projects require collaboration with the City of Pasadena, and have been discussed during intercity coordination meetings. During the March 2, 2022 City Council meeting, the Council directed staff to pursue negotiations and support from Pasadena on both projects. City staff met with Pasadena on March 15, 2022 to discuss the Council direction and the Measure M funding request. Staff from both cities agreed at a high level that the Columbia project could move forward considering appropriate timing and cost sharing. The Orange Grove project, however, would require further work to define a feasible scope, though it was agreed that signal and/or street reconfiguration could be updated to serve the needs of both cities.

In the Council's deliberation during the March 2, 2022 City Council meeting, the former list of projects considered for Measure M funding in 2018 was discussed. This list of projects has been included for reference (Attachment 3).

#### **Attachments**

- (1) March 2, 2022 City Council Meeting Agenda Report – Item #15: Measure M Subregional Program Funding Project List Approval
- (2) March 2, 2022 City Council Meeting Public Comments for Item #15
- (3) October 17, 2018 City Council Meeting Agenda Report – Item #18: Measure M Subregional Program Funding Project List Approval

**Attachment 1**

March 2, 2022 City Council Meeting Agenda Report  
Item #15: Measure M Subregional Program Funding  
Project List Approval



# City Council Agenda Report

ITEM NO. 15

**DATE:** March 2, 2022

**FROM:** Arminé Chaparyan, City Manager *AC*

**PREPARED BY:** H. Ted Gerber, Director of Public Works

**SUBJECT:** **Approve the Proposed Project List and Direct Staff to Submit the List to the Arroyo Verdugo Communities Joint Power Authority (AVCJPA) for the Measure M Multi-year Subregional Program (MSP) Funding Plan**

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## Recommendation

It is recommended that the City Council approve the proposed project list and direct staff to submit the list to the Arroyo Verdugo Communities Joint Power Authority (AVCJPA) for the Measure M Multi-year Subregional Program (MSP) Funding Plan.

## Background

On November 8, 2016, voters approved Measure M, which is a ½-cent sales tax measure to provide funding for transportation improvements across Los Angeles County. The Los Angeles County Metropolitan Transportation Authority (Metro) adopted Measure M Guidelines to establish a process by which subregional funds under Measure M are programmed by the subregions' respective governing entities. As a result, the San Gabriel Valley Council of Governments (SGVCOG) was tasked with programming and administering the Measure M MSP funds through the development of five-year subregional fund programming plans in the San Gabriel Valley. On October 4, 2017, the Arroyo Verdugo Steering Committee, comprised of the Cities of Burbank, Glendale, La Canada Flintridge, Pasadena, South Pasadena, and the Los Angeles County Board of Supervisors Office, established the AVCJPA to address regional transportation planning, and facilitate the distribution of Measure M funds in the sub-region.

The AVCJPA received \$24M over the first five fiscal years of the Metro Measure M program and another \$10.5M for fiscal years 2022-2023 and 2023-2024, of which South Pasadena was allocated approximately \$1.7M in Measure M MSP Program funding. From 2018 to 2021, several actions were taken to identify, submit, and reconsider the City's project submissions to the AVCJPA. On August 17, 2021, the Mobility and Transportation Infrastructure Commission (Commission) approved a motion recommending a list of projects for City Council's approval to be submitted to the AVCJPA. The project list was reviewed, prioritized, and approved by the Mobility and

Infrastructure Commission (MTIC) on November 16, 2021. Upon Council's approval, staff will submit the project list to the Arroyo Verdugo Communities Technical Advisory Committee (AVCTAC) for feedback in March 2022, before consideration by the AVCJPA Governing Board in June 2022, and expected Metro approval in November 2022. The projects are also represented in the Fiscal Year (FY) 2022-2027 Capital Improvement Program (CIP) to be adopted in 2022.

### **Analysis**

With a current funding limitation of \$1.7M, and multiple projects to be submitted to the AVCJPA, the project list has been prioritized as shown below. Once funding is committed by the AVCJPA in 2022, project related work may begin, including any necessary feasibility studies, detailed cost estimates, designs, and construction. Staff will work to minimize the project implementation cost; however, the available funds may not be sufficient to execute all the projects recommended by the MTIC. As a result, project prioritization would ensure the MTIC's input is recognized when funding is allocated in part, if not to the entirety of the project list. Staff will work to identify additional funding sources and capital improvement project synchronization to further support financial backing for these projects.

The prioritized proposed project list includes:

- (1) Orange Grove Avenue Widening from Oliver Street to Arroyo Seco Parkway  
Combined with funding from Metro Measure R Mobility Improvement Projects, these improvements would install a second continuous southbound lane on the west side of Orange Grove Avenue by modifying the adjacent right-of-way, mainly the west curb and parkway. In its present configuration, moving southbound along Orange Grove from Columbia Street, the western southbound lane abruptly narrows and then ends south of Oliver Street. This abrupt merging of the lanes creates challenging navigation for drivers, especially those destined for the southbound Arroyo Seco Parkway, which appears to be the predominate pathway of many traveling in this direction. The new western southbound lane would terminate into the southbound Arroyo Seco Parkway entrance right-turn lane. An added benefit of the project and its modifications to the western parkway include relocating the ornamental parkway street lamps, which have occasionally been struck, given their proximity to passing vehicles. Significant negative impacts to pedestrian usage of the parkway are not expected, as there exists a wall along most of the route, where no homes are fronted on Orange Grove Avenue. The Metro Measure M MSP funding request for this project is **\$500,000**, potentially supplemented with Metro Measure R Mobility Improvement Project funds.
- (2) Columbia Street Striping and Signals from Columbia Place to West of Orange Grove Avenue  
Combined with funding from Metro Measure R Mobility Improvement Projects, these improvements would restripe Columbia Street to add a two-way centered turn

lane, and various traffic signals improvements along the corridor, without any significant reduction in parking. At present, Columbia's wide two-lane configuration promotes speeding and disorderly traffic flow. In addition, the lack of a turn lane leads to congestion behind left-turning vehicles accessing lateral streets or driveways. The addition of continuous edge lines, left turn pocket lanes at intersections, and continuous turn lanes to service driveways between intersections, is expected to guide drivers, mitigate turning conflicts, and manage speed in the narrowed east and west through lanes. At the ends of the project east of Columbia Place near Fair Oaks, and west of Orange Grove, the center turn lane narrows to taper into the existing double yellow center line. The planned project also addresses improvements to the offset intersection along Columbia St at Fremont Ave and Pasadena Ave, realigning the lanes to promote orderly movement through the intersection, and the left-and-right-turn lane pockets. The improvements are not expected to remove any existing parking, with the exception of adding a red curb along the large-radius curved Pasadena/Columbia intersection northeast corner, clarifying that parking is prohibited in the intersection right-turn lane. Coordination with Caltrans and the City of Pasadena are necessary to reconfigure this intersection, as well as upgrades to the signal and equipment modernization. Signal improvements and equipment modernization at Orange Grove Avenue, including the addition of a west-to-southbound protected left-turn arrow, where eastbound and westbound movements are separately phased, is expected to improve safety for eastbound vehicles and pedestrians in the southern crosswalk. The Metro Measure M MSP funding request for this project is **\$300,000**, potentially supplemented with Metro Measure R Mobility Improvement Project funds for the signal upgrades, and supplemented by City of Pasadena equitable contributions.

(3) Garfield Avenue and Monterey Road Traffic Signal

The project consists of an installation of a traffic signal at the currently all-way stop controlled intersection. At present, the intersection inefficiently requires drivers to proceed and stop multiple times before reaching the intersection. The analysis would include a traffic study as well as coordination and potential cost sharing with the City of San Marino. The Metro Measure M MSP funding request for this project is **\$400,000**.

(4) Grevelia Street and Fair Oaks Avenue

The project would provide a traffic safety improvement to better accommodate the westbound to northbound two-lane right-turn movement from Grevelia Street to Fair Oaks Avenue. Expanding the current approximate 12-foot curb radius to a 25-foot curb radius would encapsulate the area containing an exposed truncated dome pad, and guide vehicles away from striking the curb or interfering with the path of an adjacent turning vehicle. The expanded northern curb radius would be accompanied by shifting the eastern Grevelia striping southward, removing the

parking in this area, and consolidating eastbound Grevelia to one lane. Coordination with Caltrans to restrict the northern SR-110 off-ramp lane from traveling eastbound would accommodate the lane reduction east of the intersection. This may require additional funding from Metro Measure R Mobility Improvement Projects. This change would modify the northern off-ramp lane to a left-turn only, which is the existing predominate use, and better align the west and east sides of the intersection until a future SR-110 off-ramp project offers a permanent alignment. In addition to the curb reconfiguration and restriping, the existing switchback east-west access ramp would be converted to a conventional north-south long-sloped ramp by moving the northbound mast-arm signal pole approximately 10 feet to the north. The “No Turn on Red” sign along westbound Grevelia would likely be replaced with a “No Right Turn” blank-out LED sign that displays the “No Right Turn” sign when the opposing off-ramp is emptying on a green light. The LED sign is not visible at other times, allowing a right-turn on red to improve traffic flow. The Metro Measure M MSP funding request for this project is **\$200,000**.

(5) Rectangular Rapid-Flashing Beacons (RRFBs)

The project consists of the installation of RRFBs at the following locations at an approximate cost of **\$322,624**:

- Fair Oaks Avenue at Spruce Street
- Huntington Drive at Court Avenue
- Huntington Drive at Maple Street
- Meridian Avenue at Bank Street
- Huntington Drive at Wayne Street marked crosswalk removal, as it lacks pedestrian controls, and there is not a bus transit stop at this location.

(6) Meridian Avenue and Oak Street Realignment

Where any portions of the above projects are deemed infeasible, a reserve project for funding consideration includes the realignment of the southern curb line of Oak Street near Meridian Avenue to relocate the marked crosswalk to north of its current location, and at a right angle to the curb. The realignment would require relocation and reconstruction of the access ramp and catch basins at the intersection.

(7) Meridian Avenue Americans with Disabilities Act (ADA) Compliant Curb Ramps from Kendall Avenue to Gillette Crescent

Where any portions of the above projects are deemed infeasible, a reserve project for funding consideration includes the installation of ADA compliant curb ramps along Meridian Avenue, where absent, or not included in another capital project.

Measure M Subregional Program Funding Project List Approval

March 2, 2022

Page 5 of 6

**Fiscal Impact**

Approximately \$1.7M is available over seven years (FY 2016-2017 to FY 2023-2024) to the City of South Pasadena for transportation projects through the AVCJPA Measure M MSP Program. The Program funding has been allocated on a per capita basis through the AVCJPA to the City. This funding can be applied to traffic studies, environment assessments, design, and construction costs of the proposed projects, as shown below:

<b>Priority</b>	<b>Project</b>	<b>7 Year MSP (FY 2016-2017 to FY 2023-2024)</b>
1	Orange Grove Avenue Widening from Oliver Street to Arroyo Seco Parkway	<b>\$ 500,000</b> Note (1)
2	Columbia Street Striping and Signals from Columbia Place to West of Orange Grove Avenue	<b>\$ 300,000</b> Note (2)
3	Garfield Avenue and Monterey Road Traffic Signal	<b>\$ 400,000</b> Note (3)
4	Grevelia Street and Fair Oaks Avenue	<b>\$ 200,000</b> Note (1)
5	Rectangular Rapid-Flashing Beacons (RRFBs)	<b>\$ 322,624</b>
6	Meridian Avenue and Oak Street Crosswalk Realignment	Note (4)
7	Meridian Avenue Americans with Disabilities Act (ADA) Compliant Curb Ramps from Kendall Avenue to Gillette Crescent	Note (4)
<b>TOTAL</b>		<b>\$1,722,624</b>

Notes:

- (1) Potentially supplemented with Metro Measure R Mobility Improvement Project funds.
- (2) Cost sharing with the City of Pasadena and signal improvements potentially supplemented with Metro Measure R Mobility Improvement Project funds.
- (3) Cost sharing with the City of San Marino.
- (4) Reserve project for funding consideration where any portions of the above projects are deemed infeasible.

In October of 2021, Metro released their MSP funding estimates for Years 8 and 9 (FY 2024-2025 and FY 2025-2026), including \$537,150 allocated to South Pasadena in addition to the currently un-programmed \$1.7M.



**Commission Review and Recommendation**

The project list was reviewed, prioritized, and approved by the Mobility and Infrastructure Commission (MTIC) on November 16, 2021.

**Environmental Analysis**

This project is exempt from the California Environmental Quality Act (CEQA) analysis based on State CEQA Guidelines Section requirements under Section 21084 of the Public Resources Code, in accordance with Article 19, Section 15301, Class (1) "existing facilities."

**Attachment 2**  
March 2, 2022 City Council Meeting Public  
Comments for Item #15

**Emailed Public Comment  
City Council Meeting  
March 2, 2022  
Item #15**

**From:** [Josh Albrektson](#)  
**To:** [City Council Public Comment](#)  
**Subject:** Item 15 Public Comment  
**Date:** Tuesday, March 1, 2022 2:08:10 AM

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**CAUTION:** This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Whoever wrote that we should widen Orange Grove Avenue in order to try to decrease the number of accidents has no concept of street designs.

Making the one lane street into a 2 lane street would increase the speed of the cars driving down Orange Grove and increase the number of accidents and severity of the accidents. By taking part of the sidewalk to widen the street, it would also make it more likely than any accident would include a pedestrian and make it much less pedestrian friendly.

The problem with this street is that the merge happens on a curve going downhill after Oliver street.

What should actually happen is the Orange Grove Blvd median should be revised between Columbia Street and Oliver street so that the two to one merge happens at this location. This would make the street MUCH safer and also cost a TON less than \$500k.

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Josh Albrektson MD  
Neuroradiologist by night  
Crime fighter by day

## Christina Munoz

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**From:** Jack <jackhusted@gmail.com>  
**Sent:** Tuesday, March 1, 2022 7:16 PM  
**To:** City Council Public Comment  
**Cc:** Diana Mahmud  
**Subject:** Comments for South Pasadena Council Agenda (March 2, 2022)

**CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Dear Councilmembers,

I am writing to comment on Agenda Item 15 regarding the Proposed Project List for Measure M.

### **Project 1: Orange Grove Avenue Widening from Oliver Street to Arroyo Seco Parkway**

I strongly oppose this project. From my understanding this would remove the sidewalk along a section of Orange Grove Ave. I frequently run in this area and bike with my children. The sidewalk provides a safe route through a high traffic area.

The project description states: "*Significant negative impacts to pedestrian usage of the parkway are not expected, as there exists a wall along most of the route, where no homes are fronted on Orange Grove Avenue.*"

There is no study to support this, and it is absurd to think sidewalks are only needed directly in front of homes. Sidewalks should allow for continuous travel. Without a sidewalk, pedestrians will be forced to cross to the east side of the street. This would be inefficient and dangerous. Furthermore, it would omit people from walking to and from the adjacent neighborhood between Sterling Pl and Hermosa St.

The existing sidewalk and landscaped parkway is a scenic and enjoyable part of South Pasadena. Replacing a sidewalk with another vehicle lane would compromise pedestrian safety and community mobility. It is an expensive project with a negative impact. The extra lane also appears to be unneeded. At rush hour this evening, we observed no queue for the right turn to the 110 Fwy.

For your reference, attached is a photo of the subject sidewalk in use.

### **Project 3: Garfield Avenue and Monterey Road Traffic Signal**

If a traffic light is installed, it should include a pedestrian signal and flashing beacons. A pedestrian button should give priority over the vehicle traffic.

### **Project 5: (item 5) Huntington Drive at Wayne Street marked crosswalk removal, as it lacks pedestrian controls, and there is not a bus transit stop at this location.**

I live near the location and use this crosswalk regularly. It is difficult during busy hours, but it times well between the stop lights at Fletcher and Garfield. Without this crossing it will be a much further walk for residents to get across Huntington to the local grocery store, shops, and restaurants. If pedestrian controls are needed, they should be added, but we should not remove a useful crosswalk from the community.

Thank you for your consideration.

Sincerely,

Jack Husted  
1973 Oak St  
South Pasadena, CA  
626-808-5274



## Christina Munoz

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**From:** Severin Martinez <severin.martinez@gmail.com>  
**Sent:** Tuesday, March 1, 2022 10:30 PM  
**To:** City Council Public Comment  
**Cc:** Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan  
**Subject:** Agenda Item 15 - Please use Measure M MSP to fund South Pasadena climate and bike plan implementation

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear members of the South Pasadena City Council,

I am horrified to learn that there are plans to use good tax money to widen Orange Grove and install a signal at Garfield/Monterey, all without any traffic study or robust community engagement. Aside from these projects inducing more traffic and making streets less safe, they will also burden the City with unsustainable maintenance costs for something that has no positive return on its initial investment. These two investments alone will cost nearly \$1M and to bring faster cars and unpleasant sidewalks. No thanks!

Why not install some no-brainer projects that actually improve safety and promote sustainable transportation and are the product of community engagement- like the many bike lanes identified in the city's Bike Plan! Some of these can even be installed without parking loss or lane removal (though personally I have no issue with losing some parking or travel lanes for the name of safety and the environment).

Like why doesn't South Pasadena put bike lanes on Monterey that connect to existing bike lanes on Monterey in the City of LA? Or close that ridiculous small bike lane gap between the York Bridge and the bike lanes on Pasadena Ave? When LA wanted to connect to the bike lanes on Pasadena Ave, city officials from South Pasadena said it would require either removing the eastbound travel lane between the bridge and/or shrinking the concrete median just west of Arroyo Verde Rd. Let's do it!

What will make South Pasadena a nicer, more attractive city is creating a more bicycle, pedestrian, and transit friendly streetscape. I urge you to improve the City's current Measure M Sub-Regional project list.

Thank you for your service to the South Pasadena community,

## Christina Munoz

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**From:** Eric Dunlap <ericmdunlap@gmail.com>  
**Sent:** Wednesday, March 2, 2022 7:50 AM  
**To:** City Council Public Comment  
**Subject:** Agenda Item 15 Public Comment - Measure M MSP List

**CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Dear Council,

I currently serve as a commissioner on MTIC, and I am writing to express my concerns with and opposition to two projects identified on the Proposed Project List for Measure M MSP funding:

- **Orange Grove Bl Widening:** This project would increase the number of southbound travel lanes by removing portions of the landscaped parkway along Orange Grove Bl and the ornamental pedestrian-scale lighting. No studies have been completed – or even a SWITRS report requested - to support this recommendation, and community outreach has not been obtained. The City shouldn't request funding for this project without a clear understanding of the safety implications and project outcomes.
- **Garfield Av/Monterey Rd Traffic Signal:** Similarly, a traffic study (i.e., traffic signal warrant) has not been completed for this signal. The City of San Marino, with whom the signal would be jurisdictionally shared, has not agreed with this recommendation. Further, the signal may improve the efficiency of the intersection, making Garfield Av and Monterey Rd a more attractive option for vehicular traffic.

The City has many unmet active transportation needs (i.e., implementation of the feasible Bike Plan elements and Citywide pedestrian infrastructure enhancements) that would be better suited for these funds to enhance the safety and sustainability of our community.

Let me know if you have any questions. Thank you.

Eric Dunlap

Commissioner, MTIC



## Christina Munoz

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**From:** Samuel Zneimer <szneimer@gmail.com>  
**Sent:** Wednesday, March 2, 2022 9:29 AM  
**To:** City Council Public Comment  
**Cc:** Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan  
**Subject:** Agenda Item 15 - Please use Measure M MSP to fund South Pasadena climate and bike plan implementation

**CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Dear members of the South Pasadena City Council,

I'm writing you today to address agenda item 15. I'm Samuel Zneimer, former resident, former MTIC chair and transportation advocate. As you know I care deeply about improving the South Pasadena, with a focus on transportation and climate change. Tonight, you have the opportunity to commit to the goals climate action goals and the multimodal future we have discussed for decades in South Pasadena. While we have spent millions on road projects and have future commitments of tens of millions for highway/ITS improvements, but yet minimal funds dedicated to improving active transportation. How will we ever encourage walking and biking if we won't commit to the infrastructure that makes people safer? I've heard the promises that we would fund these projects when funds are available, here is your opportunity to fulfill those promises and to fund projects that have been approved by City Council and help us achieve our climate action goals and the multimodal future we have been fighting for.

Below is additional information about projects on the City's current list and about potential projects that can be substituted that have been studied, outreach was formally conducted and approved by City Council. There are several projects on the City's current list for the AVCJPA Measure M Multi-year Subregional Program are inconsistent with the City's adopted Climate Action Plan and commitment to public safety and public health. These include the proposed widening of Orange Grove Boulevard (\$500,000) to two lanes which would require the removal of the landscaped parkway between Columbia and Arroyo Parkway, and the proposed Garfield Ave / Monterey Road traffic signal (\$400,000), which would encourage more traffic and speeding along this corridor. Traffic studies have not been completed for these projects to understand safety impacts, and there has been limited to no outreach conducted to inform their development.

At the same time there are a number of projects that the City has formally studied and vetted with the community, yet remain unrealized. Only a few miles of dedicated bikeways have been implemented since the City adopted its bike plan in 2011 after a comprehensive, year-long community planning process. Investing in safer streets for walking and bicycling is also strongly supported by local residents, as made clear by a student-led petition that garnered over 500 signatures in 2020.

The City has full discretion to utilize Measure M sub-regional funds to implement long-awaited safety improvements including those listed below. Each of these projects can be installed without removing street parking or travel lanes for vehicles, and would connect the City to existing regional facilities.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive  
Monterey Class II (bike lane): West City Limit to Pasadena Avenue  
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave  
Garfield Class II (bike lane): Mission Street to Oak Street  
Orange Grove Class II (bike lane): Grevelia to Mission St.  
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed public safety projects can also be implemented quickly and at relatively low-cost, providing immediate benefits. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities and counties around the region, United States and world have accelerated investments to help address dangerous street design, air pollution, and the climate crisis over the past two years. The City of Arcadia installed over 9 miles of bikeways in June 2020 despite having never adopted a local bike plan.

This agenda item is an opportunity for the City Council to advance the City's 2021 Climate Action Plan and 2011 Bike Plan in one fell swoop. As a local resident who strongly supports a more sustainable, pedestrian and bicycle-friendly South Pasadena, I urge you to please reconsider the current Measure M Sub-Regional project list and include the implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

Samuel Zneimer

1307 Talmage Street, Los Angeles formerly 1449 Indiana Ave, South Pasadena

## Christina Munoz

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**From:** Jairo Avalos <jairo.r.avalos@gmail.com>  
**Sent:** Wednesday, March 2, 2022 10:11 AM  
**To:** City Council Public Comment  
**Cc:** Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan  
**Subject:** Agenda Item 15 - Please use Measure M MSP to fund South Pasadena climate and bike plan implementation

**CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Dear members of the South Pasadena City Council,

As a local constituent who cares about street safety, clean air, and the future of our climate, I urge you to improve the City's current Measure M Sub-Regional project list.

Several of the projects on the City's current list for the AVCJPA Measure M Multi-year Subregional Program are inconsistent with the City's adopted Climate Action Plan and commitment to public safety and public health. These include the proposed widening of Orange Grove Boulevard (\$500,000) to two lanes which would require the removal of the landscaped parkway between Columbia and Arroyo Parkway, and the proposed Garfield Ave / Monterey Road traffic signal (\$400,000), which would encourage more traffic and speeding along this corridor. Traffic studies have not been completed for these projects to understand safety impacts, and there has been limited to no outreach conducted to inform their development.

At the same time there are a number of projects that the City has formally studied and vetted with the community, yet remain unrealized. Only a few miles of dedicated bikeways have been implemented since the City adopted its bike plan in 2011 after a comprehensive, year-long community planning process. Investing in safer streets for walking and bicycling is also strongly supported by local residents, as made clear by a student-led petition that garnered over 500 signatures in 2020.

The City has full discretion to utilize Measure M sub-regional funds to implement long-awaited safety improvements including those listed below. Each of these projects can be installed without removing street parking or travel lanes for vehicles, and would connect the City to existing regional facilities.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive  
Monterey Class II (bike lane): West City Limit to Pasadena Avenue  
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave  
Garfield Class II (bike lane): Mission Street to Oak Street  
Orange Grove Class II (bike lane): Grevelia to Mission St.  
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

The above-listed public safety projects can also be implemented quickly and at relatively low-cost, providing immediate benefits. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities and counties around the region, United States and world have accelerated investments to help address dangerous street design, air pollution, and the climate crisis over the past two years. The City of Arcadia installed over 9 miles of bikeways in June 2020 despite having never adopted a local bike plan.

This agenda item is an opportunity for the City Council to advance the City's 2021 Climate Action Plan and 2011 Bike Plan in one fell swoop. As a local constituent who strongly supports a more sustainable, pedestrian and bicycle-friendly South Pasadena, I urge you to please reconsider the draft Measure M Sub-Regional project list and include the implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,  
Jairo

## Christina Munoz

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**From:** Nick Humby <nick.humby@yahoo.com>  
**Sent:** Wednesday, March 2, 2022 10:57 AM  
**To:** City Council Public Comment  
**Cc:** Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan  
**Subject:** Agenda Item 15 - Please use Measure M MSP to fund South Pasadena climate and bike plan implementation

**CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.**

*Dear members of the South Pasadena City Council,*

*As a South Pasadena resident who cares about the safety of streets in my community, the quality of the air we breathe, and our future health and well-being, I urge you to improve the City's current Measure M Sub-Regional project list.*

**Several of the projects on the City's current list for the AVCJPA Measure M Multi-year Subregional Program are inconsistent with the City's adopted Climate Action Plan and commitment to public safety and public health.** These include the proposed widening of Orange Grove Boulevard (\$500,000) to two lanes which would require the removal of the landscaped parkway between Columbia and Arroyo Parkway, and the proposed Garfield Ave / Monterey Road traffic signal (\$400,000), which would encourage more traffic and speeding along this corridor. Traffic studies have not been completed for these projects to understand safety impacts, and there has been limited to no outreach conducted to inform their development.

**At the same time there are a number of projects that the City has formally studied and vetted with the community, yet remain unrealized.** Only a few miles of dedicated bikeways have been implemented since the City adopted its bike plan in 2011 after a comprehensive, year-long community planning process. Investing in safer streets for walking and bicycling is also strongly supported by local residents, as made clear by a student-led petition that garnered over 500 signatures in 2020.

The City has full discretion to utilize Measure M sub-regional funds to implement long-awaited safety improvements including those listed below. **Each of these projects can be installed without removing street parking or travel lanes for vehicles, and would connect the City to existing regional facilities.**

- **Fair Oaks Class II (bike lane):** Monterey Road to Huntington Drive
- **Monterey Class II (bike lane):** West City Limit to Pasadena Avenue
- **Arroyo Drive Class II (bike lane):** Northern City Limit to Pasadena Ave
- **Garfield Class II (bike lane):** Mission Street to Oak Street
- **Orange Grove Class II (bike lane):** Grevelia to Mission St.
- **Oak Street Class III (bike route):** Meridian Avenue to Garfield Avenue

**The above-listed public safety projects can also be implemented quickly and at relatively low-cost, providing immediate benefits.** The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

**There's no time like the present to invest in safer, healthier streets.** Cities and counties around the region, United States and world have accelerated investments to help address dangerous street design, air pollution, and the climate crisis over the past two years. The City of

*Arcadia installed over 9 miles of bikeways in June 2020 despite having never adopted a local bike plan.*

*This agenda item is an opportunity for the City Council to advance the City's 2021 Climate Action Plan and 2011 Bike Plan in one fell swoop. **As a local resident who strongly supports a more sustainable, pedestrian and bicycle-friendly South Pasadena, I urge you to please reconsider the current Measure M Sub-Regional project list and include the implementation of the City's 2011 bike plan.***

*Thank you for your service to the South Pasadena community,*

Nick Humby  
Park Avenue, South Pasadena

## Christina Munoz

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**From:** Rachel Wong <rachelwongdesign@gmail.com>  
**Sent:** Wednesday, March 2, 2022 11:06 AM  
**To:** City Council Public Comment  
**Cc:** Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan  
**Subject:** Agenda Item 15 - Please use Measure M MSP to fund South Pasadena climate and bike plan implementation

**CAUTION:** This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear members of the South Pasadena City Council,

As a South Pasadena resident who cares about the safety of streets in my community, the quality of the air we breathe, and our future health and well-being, I urge you to improve the City's current Measure M Sub-Regional project list.

Several of the projects on the City's current list for the AVCJPA Measure M Multi-year Subregional Program are inconsistent with the City's adopted Climate Action Plan and commitment to public safety and public health. These include the proposed widening of Orange Grove Boulevard (\$500,000) to two lanes which would require the removal of the landscaped parkway between Columbia and Arroyo Parkway, and the proposed Garfield Ave / Monterey Road traffic signal (\$400,000), which would encourage more traffic and speeding along this corridor. Traffic studies have not been completed for these projects to understand safety impacts, and there has been limited to no outreach conducted to inform their development.

At the same time there are a number of projects that the City has formally studied and vetted with the community, yet remain unrealized. Only a few miles of dedicated bikeways have been implemented since the City adopted its bike plan in 2011 after a comprehensive, year-long community planning process. Investing in safer streets for walking and bicycling is also strongly supported by local residents, as made clear by a student-led petition that garnered over 500 signatures in 2020.

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There's no time like the present to invest in safer, healthier streets. Cities and counties around the region, United States and world have accelerated investments to help address dangerous street design, air pollution, and the climate crisis over the past two years. The City of Arcadia installed over 9 miles of bikeways in June 2020 despite having never adopted a local bike plan.

This agenda item is an opportunity for the City Council to advance the City's 2021 Climate Action Plan and 2011 Bike Plan in one fell swoop. As a local resident who strongly supports a more sustainable, pedestrian and bicycle-friendly South Pasadena, I urge you to please reconsider the current Measure M Sub-Regional project list and include the implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

- Rachel Wong  
South Pasadena Resident



## Christina Munoz

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**From:** Andy Au <andyau8@gmail.com>  
**Sent:** Wednesday, March 2, 2022 11:27 AM  
**To:** City Council Public Comment  
**Cc:** Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan  
**Subject:** Agenda Item 15 - Please use Measure M MSP to fund South Pasadena climate and bike plan implementation

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The above-listed public safety projects can also be implemented quickly and at relatively low-cost, providing immediate benefits. The City's existing bike lanes are disjointed and provide limited utility to people who are concerned about safety but interested in bicycling.

There's no time like the present to invest in safer, healthier streets. Cities and counties around the region, United States and world have accelerated investments to help address dangerous street design, air pollution, and the climate crisis over the past two years. The City of Arcadia installed over 9 miles of bikeways in June 2020 despite having never adopted a local bike plan.

This agenda item is an opportunity for the City Council to advance the City's 2021 Climate Action Plan and 2011 Bike Plan in one fell swoop. As a local resident who strongly supports a more sustainable, pedestrian and bicycle-friendly South Pasadena, I urge you to please reconsider the current Measure M Sub-Regional project list and include the implementation of the City's 2011 bike plan.

Thank you for your service to the South Pasadena community,

Thank you for your thoughtful long term thinking on this issue.

Andy Au

## Christina Munoz

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**From:** Ryan Jones <ryannjones@gmail.com>  
**Sent:** Wednesday, March 2, 2022 11:29 AM  
**To:** City Council Public Comment  
**Cc:** Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan  
**Subject:** Agenda Item 15 - Measure M to fund bike plan implementation

**CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Dear members of the South Pasadena City Council,

The Measure M funds provide a great opportunity to make South Pasadena safer, cleaner (we need to cut down on the bad air quality days!) and more resilient to climate change. Putting those funds to use on the pending bike lanes means more people getting around safely and cleanly - surely, the lack of infrastructure is what keeps so many of my neighbors from cycling in the city, despite showing interest. Using the funds on car projects is a step backwards and leaves the city stuck in the old car-centric mode of thinking - we need more people using active transit options, and increased car speed and numbers isn't going to help with that.

Please prioritize the *safety* of South Pasadena's residents over the *convenience* of people driving (especially of those just driving through) and install the listed bike lanes.

Fair Oaks Class II (bike lane): Monterey Road to Huntington Drive  
Monterey Class II (bike lane): West City Limit to Pasadena Avenue  
Arroyo Drive Class II (bike lane): Northern City Limit to Pasadena Ave  
Garfield Class II (bike lane): Mission Street to Oak Street  
Orange Grove Class II (bike lane): Grevelia to Mission St.  
Oak Street Class III (bike route): Meridian Avenue to Garfield Avenue

South Pasadena has a chance to be a real leader in active transportation infrastructure, and putting the Measure M funds there is the best step to getting there.

Thank you,  
Ryan Jones  
SP Resident

## Christina Munoz

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**From:** Shaun G <shaungong@gmail.com>  
**Sent:** Wednesday, March 2, 2022 11:47 AM  
**To:** City Council Public Comment  
**Subject:** Agenda Item 15 - Please use Measure M MSP to fund South Pasadena climate and bike plan implementation

**CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.**

I support the funding for bike lane improvement. As this will enhance the character of the community.

Shaun Gong

## Christina Munoz

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**From:** Michael Pusateri <michael@pusateri.org>  
**Sent:** Wednesday, March 2, 2022 11:58 AM  
**To:** City Council Public Comment  
**Cc:** Michael Cacciotti; Diana Mahmud; Evelyn Zneimer; Jon Primuth; Jack Donovan; Michele Pusateri  
**Subject:** South Pas City Council Meeting - Agenda Item 15

**CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Good afternoon,

We live at 1914 Marengo Avenue since 1998 and raised both our daughters here, attending South Pas public schools.

We are residents and not simply cutting and pasting an email written by an advocacy group.

We are both cyclists and ride routinely. We are part of local cycling clubs and have been involved in teaching safe riding to new cyclists for years.

I commute to work from time to time, using the entries to the Arroyo Seco bike path to make my way to Universal City and back.

The Council is discussing the usage of Measure M funds and we want to urge you to consider placing a priority on bicycling specific items like improved use of bike lanes, and improvements to our pedestrian sidewalks and crossings.

Improvements to cycling and walkability will help lead to fewer cars on our roads.

Please help make South Pasadena a better place to live in, not just drive through.

Michele & Michael Pusateri

**Attachment 3**

October 17, 2018 City Council Meeting Agenda  
Report – Item #18: Measure M Subregional Program  
Funding Project List Approval



# City Council Agenda Report

ITEM NO. 18

**DATE:** October 17, 2018

**FROM:** Stephanie DeWolfe, City Manager *SD*

**PREPARED BY:** Margaret Lin, Principal Management Analyst *M.L.*

**SUBJECT:** **Approval of the City of South Pasadena's Arroyo Verdugo Communities Joint Powers Authority Draft Measure M Multiyear Subregional Program Project List**

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### **Recommendation Action**

It is recommended that the City Council approve the City of South Pasadena's (City) Arroyo Verdugo Communities Joint Powers Authority (AVCJPA) Draft Measure M Multiyear Subregional Program (MSP) project list.

### **Commission Review and Recommendation**

On September 18, 2018, a public forum was held in the Council Chambers to solicit feedback from the public regarding the City's proposed project list. On October 10, 2018, this matter was reviewed by the Public Works Commission (PWC). Recommendations on project prioritization is included in the attached draft MSP project list.

### **Community Outreach**

The Arroyo Verdugo Communities Joint Powers Authority hired a public outreach consultant to assist with the public participation plan. A notice regarding the upcoming public meetings was included in the September issue of the City of South Pasadena's E-Neighbors newsletter; posted in the display case at City Hall, posted on the City's website, and e-mailed to every current commissioner.

### **Discussion/Analysis**

The AVCJPA, through a Technical Advisory Committee (TAC) comprised of representatives from each member agency, contracted with Cambridge Systematics to develop the draft MSP project prioritization list for the first five-years of funding for Measure M. Cambridge Systematics, in coordination with the TAC, established the following tasks to develop the MSP:

1. Compile and screen proposed projects from individual jurisdictions for eligibility;
2. Establish an equitable distribution of funds to the individual jurisdictions based on per capita; and
3. Prioritize projects based on:
  - a. Qualitative Performance Evaluation – based on the performance measures established in the Measure M Administrative Guidelines

- b. Agency Priority – relative importance of each project to the sponsor jurisdiction
- c. Stakeholder Input – the draft project lists were shared with the public at six public meetings in September 2018 to solicit comments and input

The attached project list includes the City’s proposed projects that are eligible for Measure M funding. The list includes projects from the Council adopted 2019-2023 Capital Improvement Program, Council approved State Route 710 Early Action Projects, and public comments that were provided on the MSP. The final MSP project prioritization list for the AVCJPA will be determined by the AVCJPA Governing Board and Approved by Los Angeles County Metropolitan Transportation Authority (Metro).

**Next Steps**

- 1. October 2018 – Member agencies will submit their individual project lists to their respective council’s for comment and consideration.
- 2. November 2018 – AVCJPA TAC will review the draft MSP.
- 3. December 2018 – AVCJPA Governing Board will review and adopt the final MSP project prioritization list for submittal to the Metro
- 4. Metro will review the MSP and upon approval will make Measure M funds available on a reimbursement basis

**Background**

On October 4, 2017, the Arroyo Verdugo Steering Committee comprised of the Cities of Burbank, Glendale, La Cañada Flintridge, Pasadena, and South Pasadena and the Los Angeles County Board of Supervisor’s Office established the AVCJPA to address regional transportation planning and facilitate the distribution of Measure M funds within the subregion.

On November 8, 2016, Los Angeles County voters approved the passage of Measure M. In order to be eligible to receive Measure M funds the AVCJPA must develop a MSP that is approved by Metro. Administrative guidelines were developed by Metro to help guide subregions in the development of their MSPs. The guidelines include a five year project plan outlining the funding expenditures, public participation plan, and funding agreements between the member jurisdictions. The AVCJPA is anticipated to receive \$24,040,000 over the first five fiscal years from two funding programs: 1)Transit, and 2) Modal Connectivity and Complete Streets; and has agreed to distribute funding based on a per capita basis.

**Table 1: AVCJPA MSP Funding**

<b>Funds by Year (less 0.5% for Planning)</b>	<b>FY 2017-18</b>	<b>FY 2018-19</b>	<b>FY 2019-20</b>	<b>FY 2020- 21</b>	<b>FY 2021- 22</b>	<b>5-Year Total</b>
<b>Transit Projects</b>	\$2,547,000	\$2,594,000	\$2,706,000	\$2,774,000	\$2,841,000	<b>\$13,462,000</b>
<b>Modal Connectivity and Complete Streets</b>	\$2,002,000	\$2,038,000	\$2,126,000	\$2,180,000	\$2,232,000	<b>\$10,577,000</b>
<b>Total</b>	<b>\$4,549,000</b>	<b>\$4,632,000</b>	<b>\$4,833,000</b>	<b>\$4,954,000</b>	<b>\$5,073,000</b>	<b>\$24,040,000</b>



The Measure M Administrative Guidelines include the following performance measures for project performance evaluation:

**Table 2: Measure M Performance Measures**

Theme	Performance Measure
Mobility	Relieve congestion
	Increase travel by transit, bicycle, and pedestrian modes
	Improve travel times
	Improve effectiveness and reliability for core riders
Economy	Increase economic output
	Support job creation and retention
	Support goods movement
	Reduce household transportation costs
	Extend useful life of facilities
Accessibility	Improve transportation options
	Improve service to transit dependent, low-income, and disadvantaged populations
	Improve first-last mile connections to transit
Safety	Reduce incidents
	Improve personal safety
Sustainability and Quality of Life	Improve environmental quality
	Improve public health

The proposed MSP project list was developed based on the AVCJPA's request for equitable distribution among the member agencies.

**Table 3: AVCJPA MSP Funding Allocation**

Agency	Transit Program	Modal Connectivity and Complete Streets	5-Year Total
Burbank	\$2,737,419	\$2,150,753	\$4,888,172
Glendale	\$5,258,051	\$4,131,180	\$9,389,231
La Cañada Flintridge	\$534,202	\$419,716	\$953,918
La Crescenta/Montrose	\$519,686	\$408,310	\$927,996
Pasadena	\$3,735,612	\$2,935,020	\$6,670,632
South Pasadena	\$677,416	\$532,236	\$1,209,652
<b>Total</b>	<b>\$13,462,386</b>	<b>\$10,577,215</b>	<b>\$24,039,601</b>

The AVCJPA Technical Advisory Committee awarded a contract to Cambridge Systematics to prepare the AVCJPA's MSP. Cambridge Systematics has been tasked with developing a project prioritization process to assess proposed projects, coordinating with member agencies to develop a subregional project prioritization list, evaluating individual projects submitted by each jurisdictions for eligibility, and compiling the final project prioritization list.

**Legal Review**

The City Attorney has reviewed this item.

**Fiscal Impact**

The City has allocated \$12,809, as the City's proportionate share of funds, to pay for the consultant work to develop the AVCJPA MSP. The funding allocation was established based on a per capita allocation. The total contract amount for the MSP is not to exceed \$120,802. The funds will be fully reimbursed to the City by the AVCJPA upon reimbursement by Metro.

**Public Notification of Agenda Item**

The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, posting of the same agenda and reports on the City's website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.

Attachment: Draft AVCJPA 5-Year MSP Project List

Category	City Project Program	Project	Description	Funding Need	Public Works Commission Recommendations
Modal Connectivity and Complete Streets	Citywide Safe Routes to School/Complete Streets Program			\$ 10,000,000.00	
		Huntington Drive and Garfield Avenue Turn Lanes	On Huntington Drive at Garfield Avenue, convert the existing eastbound shared through and right-turn lane to a right-turn only lane, and study the addition of an eastbound left-turn lane.		
		Columbia Street and Pasadena Avenue Turn Lanes	On Columbia Street at Pasadena Avenue, stripe eastbound left-turn and shared through/right-turn lanes.		Recommended as a priority for implementation within the first 5-years as modified: Study, evaluate, and implement left turn channelization on Columbia Street, west of Orange Grove Avenue and east of Fremont Avenue, with additional striping measures and adjustments where feasible (\$150,000 estimated project cost).
		Columbia Street and Orange Grove Avenue Striping	On westbound Columbia Street at Orange Grove Avenue, restripe for one left-turn lane and one combined right-turn/through lane. Adjust signal cycle to provide protected left turn and actuated or short-duration through movement.		
		Garfield Avenue and Mission Street Signal Light Phasing	On Garfield Avenue at Mission Street, provide a longer green phase for Garfield Avenue.		
		Garfield Avenue and Monterey Road Signal	At Garfield Avenue and Monterey Road, replace the existing all-way stop with a signal.		Recommended as a priority for implementation within the first 5-years (\$400,000 estimated project cost)
		Garfield Avenue and Oak Street Signal	At Garfield Avenue and Oak Street, add a signal. (Note that the distance between this intersection and the signalized intersection of Garfield Avenue and Huntington Drive is approximately 600 feet, so queueing analysis may need to occur. Alternately, traffic might be diverted from Garfield Avenue at Huntington Drive to Fair Oaks Avenue or Los Robles Avenue)		Recommended as a priority for implementation within the first 5-years (\$400,000 estimated project cost)
Modal Connectivity and Complete Streets	Bikeway Projects Program			\$ 250,200.00	
		Fair Oaks Bikeway	The Fair Oaks Bikeway project extends from the north city limit to Huntington Drive in a north/south alignment. It contains Class II Bike Lanes between Monterey Road and Huntington Drive, and a Class III Bike Route north of Monterey Road.	\$ 30,000.00	
		El Centro Oxley Bikeway	The El Centro/Oxley Bikeway project spans the City in an east/west alignment from Pasadena Avenue to the east city limit. It consists of Class II Bike Lanes and a Class III Bike Route.	\$ 34,200.00	
		Meridian Bikeway	The Meridian Bikeway project extends in a north/south alignment from Orange Grove Avenue just south of the northern city limit to the south city limit. It consists of a Class III Bike Route, with "sharrows" along the segment from Mission Street to El Centro Street	\$ 34,000.00	
		Huntington Bikeway	The Huntington Bikeway adds Class II Bike Lanes to Huntington Drive along its length within the City.	\$ 42,000.00	
		Fremont Bikeway	The Fremont Bikeway project extends from the Pasadena city limit in the north to the Alhambra city limit in the south and consists of a Class III Bikeway.	\$ 36,000.00	



Category	City Project Program	Project	Description	Funding Need	Public Works Commission Recommendations
		Oak Street Bikeway	The Oak Street Bikeway project provides east/west bikeway connectivity in the southern area of the city. It extends from Meridian Avenue to Garfield Avenue.	\$ 24,000.00	
		Monterey Bikeway	The Monterey Bikeway project is an east/west connection that spans the City from Los Angeles to San Marino. The bikeway is primarily a crosstown regional route connecting with proposed bike lanes in Los Angeles. The Arroyo Verde Road portion of the project would provide a bikeway "spur" to Marmion Way and the terminus of the Arroyo Seco Class I Bike Bath in Los Angeles.	\$ 50,000.00	
Other Projects	State Route 110 Fair Oaks Avenue Interchange Modification Program			\$ 27,000,000.00	
		SR-110 Hookramp	Construct a new southbound SR-110 "hook" on-ramp via eastbound State Street, east of Fair Oaks Avenue		
		SR-110/Fair Oaks Avenue Striping	Restripe northbound Fair Oaks Avenue between Grevelia Street and State Street to replace northbound left-turn lanes with a right-turn lane continuing into a new right-turn lane to be built on the south side of State Street		
		SR-110 Traffic Island Removal	Remove the existing traffic island on the current SR-110 on-ramp		
		SR-110/Fair Oaks Avenue Southern Bulbout Removal	On northbound Fair Oaks Avenue between Hope Street and Grevelia Street, remove the existing bulbout in order to provide a shared through and right-turn lane, and replace the left-turn lane with a through lane.		
		SR-110/Fair Oaks Avenue Southbound Ramp	On southbound Fair Oaks Avenue north of the existing southbound on-ramp, extend the existing right-turn lane to north of Oaklawn Street (requires removal of the bulbout north of Mound Street).		
		SR-110/Fair Oaks Avenue/Grevelia Truncate	Truncate Grevelia Street between Fair Oaks Avenue and Mound Avenue (access to the adjacent Shakers Restaurant parking lot would be retained via Fair Oaks Avenue).		
		SR-110 Northbound Off-Ramp Striping	Widen northbound SR-110 off-ramp and restripe for two left-turn lanes, one through lane, and one right-turn lane.		
		SR-110/Fair Oaks Avenue Right Turn	Add second right-turn lane on westbound Grevelia Street at Fair Oaks Avenue.		
		SR-110/Fair Oaks Avenue Northern Bulbout Removal	Remove bulbout on northbound Fair Oaks Avenue prior to the Orchard Supply Hardware shopping center driveway. The current bus stop would be moved to far side of intersection.		
Other Projects	Fremont Avenue/Huntington Drive/Fair Oaks Avenue Regional Traffic Corridor Improvements Program			\$ 20,000,000.00	

Category	City Project Program	Project	Description	Funding Need	Public Works Commission Recommendations
		Adaptive Traffic Control System	Implement an Adaptive Traffic Control System (ATCS) and synchronize signals throughout the corridor. Include leading pedestrian intervals in all signal cycles. These signals would run on Fair Oaks Avenue from the City of South Pasadena into and through the City of Pasadena.		
		Crosswalk Visibility	Increase the visibility of all crosswalks using continental or ladder (perpendicular) striping.		
		Fremont Avenue and Alhambra Road Merging Lane	Extend the existing merging lane on northbound Fremont Avenue just north of the Fremont Avenue/Alhambra Road intersection.		
		Fremont Avenue and Huntington Drive Striping	Restripe Fremont Avenue south of Huntington Drive to clearly delineate eight-foot parking lanes (marked using continuous edge striping), 11-foot travel lanes, and a 10-foot left-turn lane.		
		Fremont Avenue and Huntington Drive Turn Lane	On Fremont Avenue between Huntington Lane and Huntington Drive, remove some existing parking (six spaces), add a southbound merging lane and re-designate the northbound through lane as shared through/right-turn. Prohibit right turns on red.		
		Fremont Avenue and Huntington Drive Signage	Add signage on Fremont Avenue approaching Huntington Drive northbound directing Pasadena-bound motorists to turn right at Huntington Drive and directing the traffic to continue north on Fair Oaks Avenue.		Recommended as a priority for implementation within the first 5-years and re-activate the northbound Fremont Avenue to eastbound Huntington Drive right turn signal and activate a new left turn arrow on southbound Fremont Avenue to eastbound Huntington Drive (\$50-100,000 estimated project cost)
		Huntington Drive Left Turn Lane	On Huntington Drive between Fremont Avenue and Fair Oaks Avenue, add a second northbound left-turn lane and adjust signal timing accordingly.		
		Huntington Drive Median Widening	Widen the median on Huntington Drive east of Fremont Avenue to six feet and realign the crosswalk in order to provide a median refuge with a "nose." Accommodate by narrowing eastbound general-purpose lanes as necessary or by narrowing the median between the westbound right-turn and through lanes.		
		Hunting Drive Striping	Restripe Huntington Drive between Alhambra Road and Garfield Avenue to accommodate Class II bicycle lanes. This can be accomplished without removing existing general-purpose or parking lanes or narrowing existing raised medians, by narrowing the general-purpose lanes to 10 to 11 feet. (Note that this project can be found in the City's 2011 Bicycle Master Plan.)		

Category	City Project Program	Project	Description	Funding Need	Public Works Commission Recommendations
		Huntington Drive Flashing Beacon	Add flashing beacons or other enhanced safety measures at the crosswalk on the right-turn lanes from westbound Huntington Drive to northbound Fair Oaks Avenue.		
		Fair Oaks Avenue Striping	Restripe Fair Oaks Avenue between Huntington Drive and Grevelia Street to accommodate Class II bicycle lanes. This can be accomplished without removing existing general-purpose or parking lanes or narrowing existing raised medians, by narrowing the general-purpose lanes to 10 to 11 feet. (Note that this project can be found in the City's 2011 Bicycle Master Plan.)		
		Fair Oaks Avenue HAWK Signal	Add HAWK pedestrian-actuated signals or other enhanced safety measures at the un-signalized crosswalk at Spruce Street (Note that when actuated, this would disrupt signal progression.)		
		Fair Oaks Avenue and Monterey Road Left Turn Pocket	Extend the northbound Fair Oaks Avenue left-turn pocket at Monterey Road.		
		Fair Oaks Avenue Bulbout Removals	Remove bulbouts and replace with right-turn pockets on Fair Oaks Avenue at: - the northwest and northeast corners at Monterey Road (extending to the Vons shopping center driveway); - the northwest, southwest and southeast corners at El Centro Street; - the northwest, southwest and southeast corners at Mission Street; and - the northwest, southwest and southeast corners at Hope Street.		
		Fair Oaks Avenue Bulbout Reconstruction	Reconstruct the remaining bulbouts on Fair Oaks Avenue to prevent auto intrusions on the sidewalk. (Note that as previously mentioned, measures to improve pedestrian safety should be implemented at these intersections including high-visibility crosswalk enhancements, leading pedestrian intervals, and corner radii that are no larger than necessary given the desired design and control vehicles.)		
Other Projects	Citywide Neighborhood Traffic Safety Program			\$ 5,000,000.00	
		Fremont Avenue Neighborhood Traffic Management Plan	Neighborhood Traffic Management Plan implementation for Fremont Avenue north of Huntington Drive	\$ 1,250,000.00	
		Columbia/Hermosa/Grand Neighborhood Traffic Management Plan	Neighborhood Traffic Management Plan implementation for Columbia Street, Hermosa Street, and Grand Avenue west and south of Orange Grove Avenue	\$ 1,250,000.00	
		Arroyo Drive Neighborhood Traffic Management Plan	Neighborhood Traffic Management Plan implementation for Arroyo Drive from Columbia Street to Pasadena Avenue	\$ 1,250,000.00	

Category	City Project Program	Project	Description	Funding Need	Public Works Commission Recommendations
		Meridian Avenue Neighborhood Traffic Management Plan	Neighborhood Traffic Management Plan implementation for Meridian Avenue south of Monterey Road	\$ 1,250,000.00	
New Projects					
		Grevelia Street and Fair Oaks Avenue Striping and Signal Timing	Revise the striping and relocate detectors on westbound Grevelia Avenue to northbound Fair Oaks Avenue and SR-110 northbound off-ramp (no new signal hardware installation is necessary), with improved signage to clarify lanes that exit and enter the freeway, and evaluate and implement signal timing adjustments to facilitate and increase the volume of right-turn movements from westbound Grevelia Avenue to northbound Fair Oaks Avenue, where feasible	\$ 20,000.00	Recommended as a priority for implementation within the first 5-year

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