

Agenda Report

TO: CITY COUNCIL

DATE: APRIL 7, 2003

FROM: CITY MANAGER

SUBJECT: APPROVE THE PROPOSED SAN PASQUAL/MENTOR NEIGHBORHOOD TRAFFIC PLAN THAT CONTAINS THE PARTIAL ROAD CLOSURE AT SAN PASQUAL STREET AND MENTOR AVENUE AND THE REMOVAL THE SOUTH-SIDE MARKED CROSSWALK AT THE INTERSECTION OF SAN PASQUAL STREET AND LAKE AVENUE

RECOMMENDATIONS

It is recommended that the City Council:

1. Approve the proposed San Pasqual/Mentor Neighborhood Traffic Plan.
2. Adopt a resolution to partially close San Pasqual Street at Mentor Avenue to eastbound through-movement by installing a raised median island in accordance with the California Vehicle Code Section 21101(f); and to remove the south-side marked crosswalk and associated pedestrian signal at the intersection of San Pasqual Street and Lake Avenue in accordance with the California Vehicle Code Section 21949(b).
3. Amend the project description and scheduling for the "Neighborhood Traffic Protection Plan for San Pasqual Street/Mentor Avenue Area (75071)" in the FY2003 Capital Improvement Program as shown on Attachment 1.

COMMISSIONS RECOMMENDATIONS:

Transportation Advisory Commission Review: The Transportation Advisory Commission (TAC) reviewed the proposed Traffic Plan on December 6, 2002 and unanimously concurred with the recommended improvements.

South Lake Parking Commission: The South Lake Parking Commission reviewed and concurred with the proposed Traffic Plan on October 23, 2003.

EXECUTIVE SUMMARY

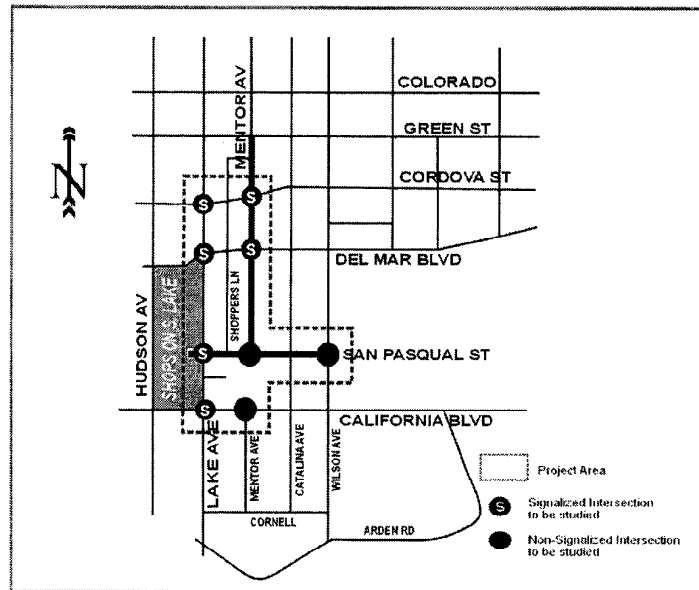
The City certified the Environmental Impact Report for the "Shops on South Lake Avenue" project (formerly known as "Macy's" Development). The implementation of an areawide traffic control plan (the San Pasqual/Mentor Neighborhood Traffic Plan) was identified as an additional mitigation measure for this project. The City retained a traffic consultant to conduct a detailed traffic analysis and parking assessment in conjunction with an eight-member neighborhood advisory committee between the months of June and December 2002. The proposed plan addresses the goals of 1) minimizing the traffic impact due to the Shops on South Lake Avenue; 2) exploring alternative routes to/from the site; and 3) striking a balance between economic vitality and quality of life in the South Lake Avenue, San Pasqual Street and Mentor Avenue neighborhood. The proposed plan will prohibit eastbound through traffic at San Pasqual Street and Mentor Avenue in which most of these trips likely are from the project driveway. The removal of southside pedestrian crosswalk at Lake Avenue and San Pasqual Street will minimize pedestrian-vehicle conflicts and provide better turning opportunities for westbound San Pasqual Street at Lake Avenue. Speed humps will be offered to residents within the study area as a way to control vehicular speeds and these humps will be installed only when neighborhood consensus is reached.

The proposed plan has been reviewed and received concurrence of the South Lake Parking Commission and the Transportation Advisory Commission. The implementation will be funded by the traffic impact fee of \$100,000. These improvements are anticipated for completion by fall 2004.

BACKGROUND

In 1999, the City of Pasadena, in order to resolve the litigation regarding the proposed Shops on South Lake Avenue project ("Macy's Development") agreed to implement an areawide traffic control plan as a further mitigation measure. The plan would include the identification of funding sources for traffic and transportation improvements near the project site and would examine the potential reconfiguration of the intersection of San Pasqual Street and Mentor Avenue. The purpose of the study, or the San Pasqual/Mentor Neighborhood Traffic Plan, was to examine traffic impacts on San Pasqual Street resulting from the proposed development (see Figure 1).

Figure 1: Project Study Area



An ad hoc Neighborhood Advisory Committee was formed to assist the City in developing a traffic plan that will protect residents east and south of the site. Several traffic-related improvements in the neighborhood were initiated soon after the City received the traffic impact fees from the developer in October 2001. In addition, Linscott, Law and Greenspan Engineers (LLG), a Pasadena-base traffic engineering consulting firm, was retained by the City to conduct a detailed traffic circulation analysis and formulate recommendations.

STUDY PROCESS

Six working sessions were held during the months of June and November 2002. In accordance with the settlements, six roadway configurations were reviewed initially. Four additional alternatives were added which resulted in ten scenarios for consideration. Based on subsequent in-depth evaluation, four most feasible alternatives were identified for consideration. These four feasible alternatives were:

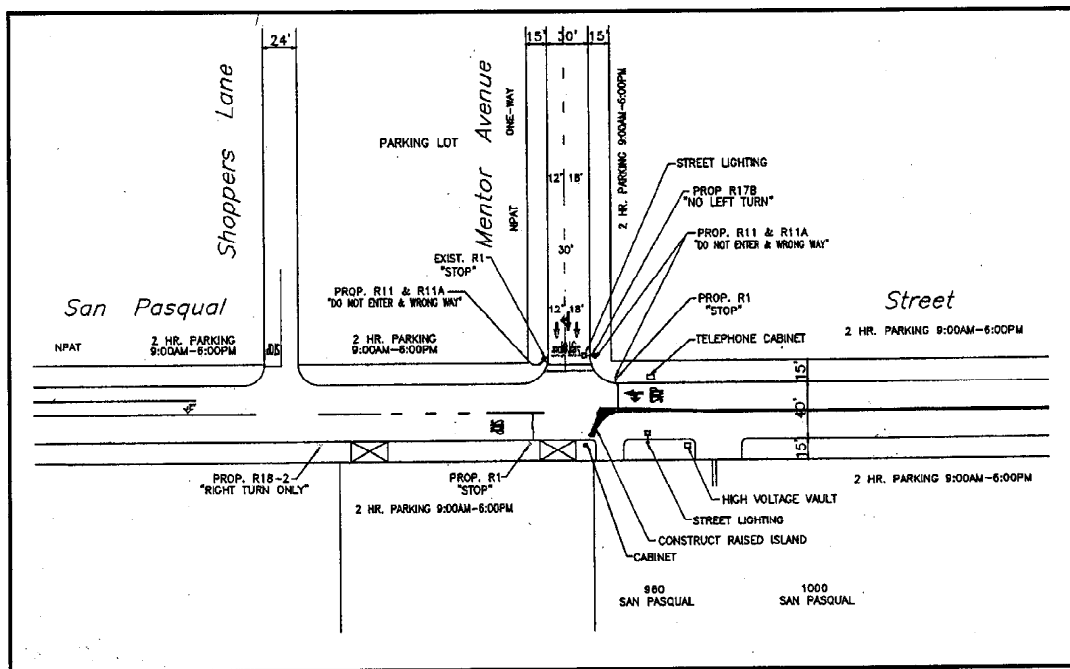
1. Cul-de-sac San Pasqual Street just east of Mentor Avenue; no extension and/or two-way conversion on Mentor Avenue
2. Partial closure of San Pasqual Street just east of Mentor Avenue by a raised island; no extension and/or two-way conversion on Mentor Avenue
3. Cul-de-sac San Pasqual Street just east of Mentor Avenue; Mentor Avenue two-way conversion between Del Mar Boulevard and San Pasqual Street; no Mentor extension
4. No change to existing street configuration

COMMUNITY OUTREACH

During the months of October and November 2002, each committee member communicated with the residents that he/she represented. On November 6, 2002 approximately 25 people attended the City-sponsored meeting at the Caltech Broad Auditorium. The meeting notice was mailed 10 days prior to the meeting to more than 350 households within the study area. Due to the initial low turnout, staff decided to conduct an additional meeting on November 26, 2002. The meeting notification was mailed via US Mail to the same households on November 18 (eight days in advance). The second meeting attracted fewer than 10 people.

Staff presented the proposed Plan to the South Lake Parking Commission on October 23, 2002. The Commission inquired about how the partial road closure would affect any future projects in that area. Staff advised that future projects in this area would treat the partial road closure as an "existing condition" and prescribe any additional measures to alleviate traffic impacts. The Neighborhood Advisory Committee as well as residents who were surveyed by City staff support Alternative 2 (partially closing San Pasqual at Mentor Avenue) since it would reduce future eastbound through-movement on San Pasqual Street originating from the project driveway at Lake Avenue and San Pasqual Street. Funds to implement Alternative 2 are available as part of the mitigation fees. This alternative would also create the least disruption of police, fire, paramedic and other types of emergency operations. The Neighborhood Advisory Committee confirmed their decision in writing via email on December 3, 2002 and unanimously recommended Alternative 2 for Council approval. Furthermore, the Committee recommended community involvement in the design of the raised island.

Figure 2: Proposed San Pasqual/Mentor Neighborhood Traffic Plan



ELEMENTS OF PROPOSED IMPROVEMENTS

In addition to partially closing San Pasqual Street and Mentor Avenue for eastbound through-movement, the proposed plan also includes the following operation improvements:

1. Remove south-side marked crosswalk and associated pedestrian signal at the intersection of San Pasqual Street and Lake Avenue to minimize the bottleneck due to westbound vehicular turning movements.
2. Install advisory signs (NOT A THRU STREET) at the project driveway (intersection of San Pasqual Street & Lake Avenue).
3. Consider the installation of speed humps on San Pasqual Street between Mentor Avenue and Wilson, and on Catalina Avenue between San Pasqual Street and California Boulevard. Residents of each block would be surveyed in accordance with the City's Speed Humps Policy.
4. Evaluation of an All-Way STOP at the intersection of Catalina Avenue and San Pasqual Street.

CONSTRUCTION SCHEDULE

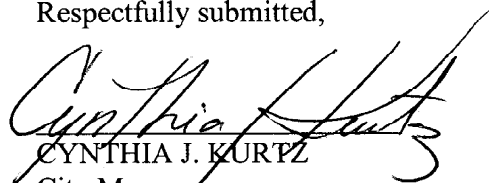
Based on the current workload, staff anticipates work on design would begin in July 2003. If Council approves the recommendations, it is anticipated that the project schedule be as follows:

Activity	Completed By:
Design & Community Involvement	February 2004
Advertise and Award Contract	May 2004
Construction	August 2004

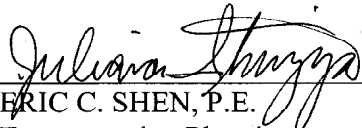
FISCAL IMPACT

Sufficient funds are available in Budget Account 75071 (Neighborhood Traffic Protection Plan for San Pasqual Street/Mentor Avenue Area) to complete the proposed project.

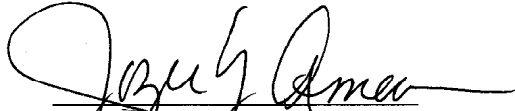
Respectfully submitted,


CYNTHIA J. KURTZ
City Manager

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For 
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Approved by:


JOYCE Y. AMERSON, Director
Department of Transportation

Attachment 1: Revisions to FY 2003 CIP

Attachment 2: Community Outreach Package

Attachment 3: Detail drawing of the proposed partial closure at San Pasqual Street and Mentor Avenue