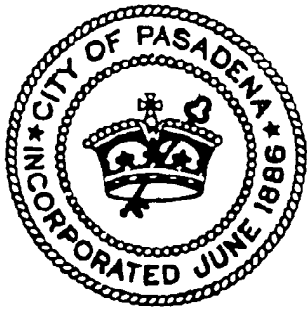


ATTACHMENT 4

City Council Agenda Report
(Recommendation of City Manager)



Agenda Report

TO: CITY COUNCIL

DATE: June 17, 2002

FROM: CITY MANAGER

SUBJECT: RECOMMENDED SR 710 MITIGATION PROJECTS

RECOMMENDATIONS

It is recommended that the City Council:

1. Approve the list of SR 710 Mitigation Projects for funding under H.R. 5394; and
2. Approve a journal voucher amending the FY 2003 – 2008 Capital Improvement Program (CIP) budget as detailed on Attachment 2. The amendments recommended will revise the estimated project costs, add three new projects and close two existing projects.

RECOMMENDATION FROM TRANSPORTATION ADVISORY COMMISSION

This item was scheduled for the June 7, 2002 meeting of the Transportation Advisory Commission; however, the Commission was unable to meet so the Design Advisory Group's recommendations are being forwarded directly to the Council.

BACKGROUND

In October 2000, the United States Congress passed H.R. 5394 that funded transportation projects throughout the nation. The bill specifically earmarked a total of \$46 million for surface transportation improvements to mitigate traffic congestion in the SR 710 Corridor due to the freeway gap. The funds are to be shared by the cities of Pasadena, South Pasadena and Los Angeles (El Sereno), with a total allocation to Pasadena of \$24.5 million.

The Pasadena SR 710 Design Advisory Group (DAG), established in April 1998, has worked with staff to develop a list of projects based on their potential to improve traffic operations throughout the City but related to the SR 710 Freeway, taking into consideration their compatibility and conformance with the goals of the General Plan Mobility Element update currently underway. Staff has evaluated and supports the DAG recommended projects, which are listed below:

MEETING OF 6/17/2002

AGENDA ITEM NO. 7.B.3.

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June 17, 2002

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1. Raymond Avenue to SR 110 (Pasadena Freeway) Connector	\$6,500,000
2. 110 Freeway to 210 Freeway Connector/ Marengo Interchange Emphasis	300,000
3. Right Turn Lane on Eastbound California Boulevard at Fair Oaks Avenue	400,000
[4. Arroyo Parkway Street Enhancements	3,600,000
5. Raymond Avenue widening, Del Mar Boulevard to Glenarm Street	4,700,000
6. Lake Avenue/Walnut Street and Hill Avenue/Walnut Street Capacity Enhancements	1,000,000
7. Construction of Right Turn Lane for Westbound California Boulevard at Raymond Avenue and Resurfacing from Fair Oaks Avenue to Raymond Avenue	1,600,000
8. Traffic Control and Monitory System – Intelligent Transportation Systems (ITS)	9,575,000
Total	\$27,675,000

The details of each of DAG's projects are provided on Attachment 1, as well as in the copy of a separate agenda report to the City Council from the DAG dated June 17, 2002.

Seven potential 710 mitigation projects were approved in the FY 2002 CIP. This final list being submitted for approval contains five of these projects along with three new projects. Two projects originally approved in the CIP were deleted. These projects need to be closed, removed from the fiscal year 2003 CIP, and their funds re-appropriated to the correct projects. These recommendations are detailed in Attachment 2. The total cost estimate of the recommended projects is \$27,675,000 of which \$24.5 million (88.53 percent) will be funded under H.R. 5394. The local match of 11.47 percent would be provided by a combination of funds from the Los Angeles County Metropolitan Transportation Authority (MTA) and the City of Pasadena. The MTA has already approved 10 percent of the required match. The City's 1.47 percent required

CITY COUNCIL

June 17, 2002

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match will be met through revenues received from Caltrans for the relinquishment of the Arroyo Parkway project.

All identified projects were tested in the City's long-range traffic model as future projects. The traffic model also assessed the impacts of the freeway traffic on various corridors throughout the City. This work showed that all the recommended projects will improve circulation and can be directly related to the freeway traffic. The Intelligent Transportation System (ITS) and smart signal technologies along the recommended corridors are necessary to address and manage the traffic impacts on these streets. These systems provide better monitoring of traffic flows and allow staff to make adjustments to signal timing as needed to facilitate traffic operations. The corridors listed under Project No. 8 represent the impacts of the freeway traffic on various streets in priority order. The funds requested for this set of projects will be used in the priority listed to enhance ITS technology and traffic flow improvements along as many corridors as possible.

The California Department of Transportation (Caltrans) will be administering the funds through the Office of Local Assistance. With City Council approval, staff will submit this final list of projects to the Caltrans Office of Local Assistance to move these projects forward.

CITY COUNCIL

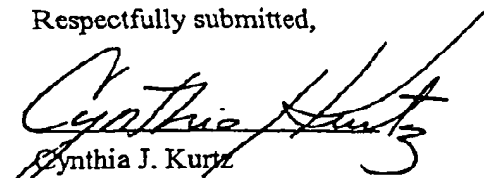
June 17, 2002

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FISCAL IMPACT

Approval of these projects and the recommended funding will result in \$27,675,000 of funding for eight 710 mitigation projects. The \$24.5 million from federal transportation funds require a local match of 11.47 percent. Ten percent of the local match will come from the MTA and the remaining 1.47 percent must come from City funds. The City's 1.47 percent required match will be met through revenues received from Caltrans for the relinquishment of the Arroyo Parkway project. All of the federal and MTA funding will be appropriated through approval of this agenda report. Approval of these changes will result in a net increase to the FY 2003 CIP of \$3,588,178.

Respectfully submitted,



Cynthia J. Kurtz
City Manager

Prepared By:

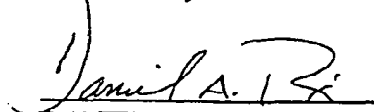


BAHMAN JANKA

Transportation Administrator

Public Works and Transportation Department

Reviewed By:

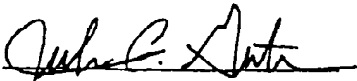


DANIEL A. RIX

Acting Deputy Director

Public Works and Transportation Department

Approved By:



JULIE A. GUTIERREZ

Acting Director

Public Works and Transportation Department

Project No.	Title & Description	Comments
1	<p>Raymond Ave. to SR 110 (Pasadena Fwy) Connector Improve the connection between the southern terminus of Raymond Ave. and the Pasadena Fwy (SR110) by widening Glenarm St. between Fair Oaks Ave. and SR110, constructing an at-grade right turn ramp to the freeway and widening the freeway to provide a merging lane.</p>	<p>Encourages the use of Raymond Ave, which is currently under utilized. Facilitates Raymond and Fair Oaks as access to 110 rather than Orange Grove, Pasadena and St. John.</p>
2	<p>110 Freeway to 210 Freeway Connector Sign and striping improvements to direct and facilitate traffic flow between the 110 Freeway at Arroyo Pkwy and the 210 Freeway at Marengo Ave. Project also includes 2 or 3 changeable message signs to direct traffic flow.</p>	<p>This project includes directional signs, changeable message signs and intersection modifications to include dual turn movements where possible to facilitate traffic flow to connect traffic from the 110 Fwy at Arroyo Pkwy to the 210 Fwy at Marengo Ave.</p>
3	<p>Right Turn Lane on EB California Blvd. at Fair Oaks Ave. Construct a separate right turn lane on eastbound California Blvd. at Fair Oaks Ave. Huntington Hospital will provide the right-of-way for this project.</p>	<p>Increases intersection capacity and facilitates the EB to SB right turn movement onto Fair Oaks. Facilitate the use of Fair Oaks rather than Orange Grove to access the 110 Fwy.</p>
4	<p>Arroyo Parkway Street Enhancement This project includes the major reconstruction of the concrete roadway and traffic signal upgrades from Glenarm Street to Colorado Boulevard</p>	<p>Caltrans to relinquish Arroyo Pkwy to City. Improve pedestrian access to light rail stations at Del Mar & Fillmore. The major reconstruction of the concrete pavement will bring the roadway up to current standards and signals will be upgraded. This project is expected to improve traffic operations on this roadway and encourage its use as a principal mobility corridor.</p>
5	<p>Raymond Avenue Widening- Del Mar to Glenarm Widen Raymond Ave to provide four through travel lanes and a separate left turn lane at intersections. The proposed widening can be accomplished within the existing right-of-way of 80 feet.</p>	<p>Facilitate and encourage use of Raymond as an alternate arterial to Fair Oaks & Arroyo Pkwy. Increase capacity on Raymond Ave.</p>

Project No.	Title & Description	Comments
6	<p>Lake/Walnut and Walnut/Hill Capacity Enhancements Widen the east side of Lake Avenue from Walnut St. to approximately 300 ft. south of Walnut St. to install a NB right turn lane. This improvement will facilitate the NB to EB right turn movement and encourage the use of Walnut St. (as an alternate access to EB 210 from Hill or Allen Aves.) This project will require the acquisition of ROW from Ralph's Market. Install LT phasing at Walnut/Hill to facilitate traffic movements to the freeway.</p>	<p>Lake/Walnut is heavily congested especially during the afternoon peak period with motorists destined to the 210 Fwy. Providing a separate NB right turn lane will increase capacity at the intersection and is expected to encourage motorists destined to the freeway to use Walnut St. to access the freeway at alternate locations such as Hill or Allen Aves. In addition, installation of LT phasing at Hill Street will facilitate the traffic movements to access the 210 Freeway Interchange at Hill Street.</p>
7	<p>California Blvd. Reconstruction/Widening Reconstruct California Blvd. from Fair Oaks Ave. to the Gold Line light rail tracks with concrete pavement. Construct a separate right turn lane for westbound California Blvd. at Raymond Ave. This project will require the acquisition of ROW from UHAUL property.</p>	<p>Increases capacity and facilitates traffic operation, as well as reducing congestion and delay on a major arterial roadway. Encourages the use of Raymond Avenue and facilitates access to the Light Rail station at Fillmore and Del Mar.</p>
8	<p>Traffic Control and Monitoring System - Intelligent Transportation Systems (ITS) Construct and install ITS technology and various degrees of smart signals along major corridors throughout the City that are "directly" impacted by the freeway traffic. The corridors are listed below in the priority order: 1. Sierra Madre (from Michilinda to south City limit) 2. San Gabriel (from 210 to south City limit) - Supplement County project 3. Marengo (from Orange Grove to Del Mar) 4. California (from St. John to either Arroyo or Lake) 5. Hill (from Orange Grove to Del Mar) 6. Cordova (from Arroyo to Hill) 7. Allen (from Orange Grove to Del Mar) 8. Delmar (from Orange Grove to Rosemead) (supplement County project) 9. Orange Grove (from 134 to Sierra Madre Villa) 10. Fair Oaks (from Orange Grove to north City limit) 11. Washington (from 210 to Sierra Madre Blvd) 12. Los Robles (from Del Mar to north City limit)</p>	<p>All identified projects were tested in the City's long-range traffic model as future projects. The traffic model also assessed the impacts of the freeway traffic on various corridors throughout the City. This work showed that all the recommended projects will improve circulation and can be directly related to the freeway traffic. The Intelligent Transportation System (ITS) and smart signal technologies along the recommended corridors are necessary to address and manage the traffic impacts on these streets. These systems provide better monitoring of traffic flows and allow staff to make adjustments to signal timing as needed to facilitate traffic operations. The corridors listed under Project No. 8 represent the impacts of the freeway traffic on various streets in priority order. The funds requested for this set of projects will be used in the priority listed to enhance ITS technology and traffic flow improvements along as many corridors as possible.</p>

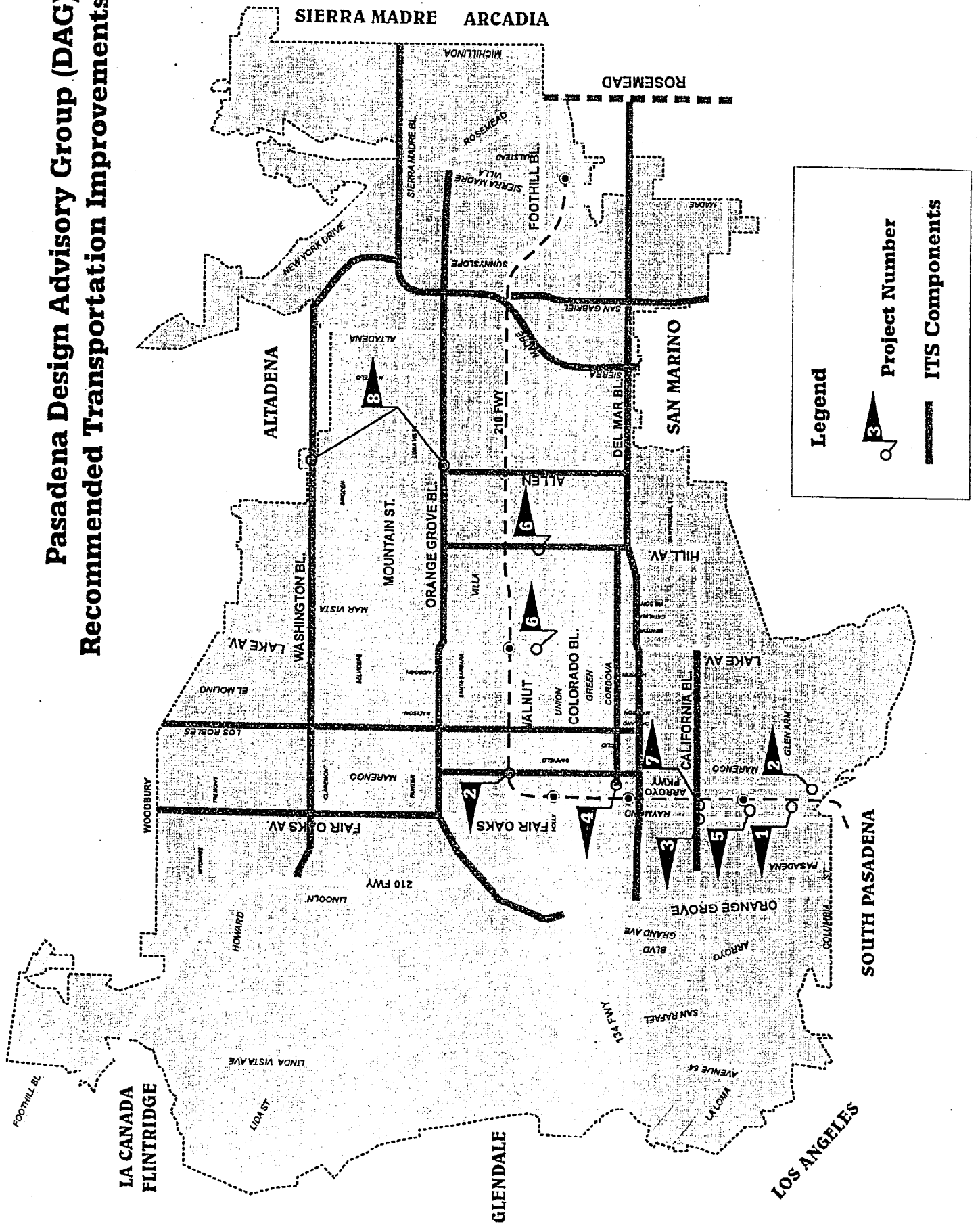
Attachment 2

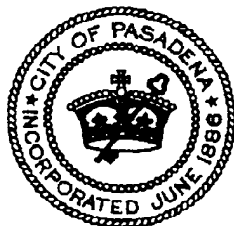
	Project/Fund Source	Appropriations Through FY 2003	Changes	Revised Appropriation
1	Raymond Avenue SR 110 (Pasadena Freeway) Connector (73204)			
	Federal Traffic Mitigation Funds	5,600,000	154,450	5,754,450
	Metropolitan Transit Authority	0	650,000	<u>650,000</u>
	Total			6,404,450
2	110 Freeway to 210 Freeway Connector/ Marengo Interchange Emphasis - NEW			
	Federal Traffic Mitigation Funds	0	265,590	265,590
	Metropolitan Transit Authority	0	30,000	<u>30,000</u>
	Total			295,590
3	Right Turn Lane on Eastbound California Boulevard at Fair Oaks Avenue (73202)			
	Federal Traffic Mitigation Funds	400,000	(45,880)	354,120
	Metropolitan Transit Authority	0	40,000	<u>40,000</u>
	Total			394,120
4	Arroyo Parkway Capacity Enhancement (73201)			
	Caltrans	7,000,000	(560,000)	6,440,000
	Federal Traffic Mitigation Funds	2,720,000	467,080	3,187,080
	Metropolitan Transit Authority	0	360,000	<u>360,000</u>
	Total			9,987,080
5	Raymond Avenue Widening, Del Mar Boulevard to Glenarm Street (73205)			
	Federal Traffic Mitigation Funds	4,160,000	910	4,160,910
	Metropolitan Transit Authority	0	470,000	<u>470,000</u>
	Total			4,630,910
6	Lake Avenue/Walnut Street and Hill Avenue/Walnut Street Capacity Enhancements - NEW			
	Federal Traffic Mitigation Funds	0	885,300	885,300
	Metropolitan Transit Authority	0	100,000	<u>100,000</u>
	Total			985,300

Attachment 2

	Project/Fund Source	Appropriations Through FY 2003	Changes	Revised Appropriation
7	Construction of Right Lane for Westbound California Boulevard at Raymond Avenue and Reconstruct California Boulevard from Fair Oaks Avenue to Raymond Avenue (73203)			
	Federal Traffic Mitigation Funds	1,440,000	(23,520)	1,416,480
	Metropolitan Transit Authority	0	160,000	<u>160,000</u>
	Total			<u>1,576,480</u>
8	Traffic Control and Monitory System - Intelligent Transportation Systems (ITS) - NEW			
	Federal Traffic Mitigation Funds	0	8,476,748	8,476,748
	Metropolitan Transit Authority	0	957,500	<u>957,500</u>
	Total			<u>9,434,248</u>
9	Traffic Monitoring System - Del Mar Boulevard, California Boulevard and Pasadena Avenue (75064) - CLOSE			
	Federal Traffic Mitigation Funds	1,600,000	(1,600,000)	0
10	Removal of On-Street Parking to Off-Street Facilities on Arroyo Parkway, Fair Oaks Avenue and Raymond Avenue (75066) - CLOSE			
	Federal Traffic Mitigation Funds	7,200,000	(7,200,000)	0
Net Change			3,588,178	

**Pasadena Design Advisory Group (DAG)
Recommended Transportation Improvements**





TRANSPORTATION ADVISORY COMMISSION
Pasadena City Hall, 100 North Garfield Avenue, Pasadena CA
Second Floor - Rm. 214

Regular Meeting
Friday, June 6, 2003
7:30 A.M.

AGENDA

1. CALL TO ORDER
2. ROLL CALL
3. PUBLIC COMMENT ON MATTERS NOT ON THE AGENDA - Limit of 3 minutes to each matter
4. APPROVAL OF MINUTES
 - May 9, 2003
5. COMMISSIONER COMMENTS
6. CHAIR'S COMMENTS
7. STAFF ACTIVITIES UPDATE
8. OLD BUSINESS
9. NEW BUSINESS
 - 710 Mitigation / DAG projects (information) – Steve Wright / Andy Muth
10. CONSENT CALENDAR
 - A. Legislation Tracking Summary
 - B. Light Rail – John Jontig
 - Project Status
 - Blue Line Construction Authority Report
 - Light Rail Station Design Team
11. INFORMATION
 - A. Committee Liaison Reports
 - City Center Implementation Task Force – Commissioner Quirk
 - General Plan Joint Subcommittee (BIG Project) – Commissioner Quirk
 - 710 Design Advisory Group (710 DAG) – Commissioner Naber
 - Blue Line Construction Authority – Commissioner Farhat
 - Planning Commission – Commissioner Velasquez
 - Capital Improvement Projects (C.I.P.) – Commissioners Arevalo, Brady
 - B. Sub-Committee Reports/Status
 - Speed Hump/Traffic Calming Committee – Commissioners Arevalo, Brady
12. MEETING DATE(S) AND TIME
 - a. Thursday, July 10, 2003 --- 7:30 a.m.
 - b. Thursday, September 11, 2003 --- 6:00 p.m.
 - c. Friday, October 10, 2003 --- 7:30 a.m.
 - d. Thursday, November 6, 2003 --- 6:00 p.m.
13. ADJOURNMENT

POSTING STATEMENT:

I hereby certify that this agenda was posted in its entirety this 2nd day of June 2003, on both the Council Chamber Bulletin Board, Room 247, and the Bulletin Board in the rotunda area at City Hall; and a copy sent to the Central Library for posting.

Irene Robortello
Recording Secretary

For information on accessibility and to request reasonable accommodations,
call 626/744-4782 or 626/744-4371 (TDD) with a 24-hour advance notice.

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Items on the agenda may not be called in the order listed.

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Agenda is also available on the Internet
<http://www.ci.pasadena.ca.us/commissions/transport.asp>

TRANSPORTATION ADVISORY COMMISSION (TAC)

Minutes – Regular Meeting

Friday, June 6, 2003

1. CALL TO ORDER

Commissioner Michael Brady presided as Chair for this meeting. He called the meeting to order at 7:40 a.m., Pasadena City Hall, Second Floor, Room 214.

2. ROLL CALL

Present: Michael Brady, Vince Farhat, Carolyn Naber, Richard Quirk, Juan Carlos Velasquez
Absent: Paul Arevalo, Roger Gray, John Russell
Staff Present: Joyce Amerson, Bahman Janka, Cathi Cole, Norman Baculinao, Amir Sedadi, Dan Rix, Steve Wright, Andy Muth, Brenda Harvey-Williams, Phyllis Habrat, Joseph Hernandez, Irene Robortello
Guests: See attached

3. PUBLIC COMMENT ON MATTERS NOT ON THE AGENDA - None

4. APPROVAL OF MINUTES

Motion:

Moved/seconded by Commissioners Naber / Quirk to approve the Minutes of May 9, 2003, as submitted.

Absent: Commissioners Arevalo, Gray, Russell

Action taken: No objections; motion passed.

5. COMMISSIONER COMMENTS - None

6. APPOINTED CHAIR'S COMMENTS - None

7. STAFF ACTIVITIES UPDATE

Ms. Amerson announced the following: Ambassador Campus Redevelopment -EIR Scoping Workshop, Wednesday, June 11, at 6:15 p.m., Pasadena Conference Center, Rm. 107; and the Arroyo Fest is scheduled on Sunday, June 15. The annual work plan is due to the City Council at the end of August (this is a new date that was approved by the City Council this year). As both Chair Russell and Vice Chair Arevalo were unable to attend, they are to be consulted for staff's direction on the work plan.

8. OLD BUSINESS

- **710 Mitigation / DAG projects (information) – Steve Wright / Andy Muth**

Public Comments:

The following persons spoke: Lynn Bryan (a renter representing *The CalTrans Tenants of the 710 Corridor*), Christopher Sutton (attorney representing The Raymond Restaurant); Loren Joss (The Raymond Restaurant ---yielded his time to Mr. Sutton), Conrad Steinhauer (The Raymond Restaurant---yielded his time to Mr. Sutton). Their concerns were: the SR710 stump coming into California Boulevard should be closed and traffic rerouted to the corridor via Del Mar Boulevard; insufficient signage to alert people of the situation at the SR710 stump; serious disincentive to patrons to dine at the Raymond Restaurant because the route taken to leave is circuitous; and requested the reopening of Mockingbird Lane to assist and aid access to the restaurant.

A substantial presentation was provided by Mr. Wright. He stated that the intent of these measures is to encourage the use of the various under-utilized mobility corridors and the type of improvement depends on the need. He announced that the Design Advisory Group (DAG) for the cities of Los Angeles (community of El Sereno), South Pasadena and Pasadena has scheduled a joint meeting at the Pasadena Conference Center on Thursday, June 19, 2003, from 5:00-7:00 p.m. All three cities received Rogan funding and any questions/ concerns/ issues can be answered at this meeting.

Commissioner Comments:

A subcommittee was formed of Commissioners Naber and Farhat to work with staff on the issues concerning the 710 Mitigation / DAG projects.

9. NEW BUSINESS

• **Review of Capital Improvement Program (CIP) – Public Works Staff**

Ms. Brenda Harvey-Williams gave an overview of the city's capital budget plan. She indicated the city's budget will be impacted by the state's current fiscal situation.

Commissioner Comments:

They were: Questions were raised about the La Loma Bridge project in the CIP report. They asked if it was being replaced or rehabilitated. Staff informed them that the environmental phase is just beginning on this project and needs direction from the City Council. Staff also informed the commissioners that approving the CIP report was not an endorsement of this project.

Motion:

Moved/seconded by Commissioners Naber / Quirk to accept staff's recommendation.

Absent: Commissioners Arevalo, Gray, Russell

Action taken: No objections; motion passed.

• **Gold Line Traffic Management Plan – Norman Baculiniao**

This was referred to the next meeting as a quorum was not available.

10. CONSENT CALENDAR

A. Legislative Update Summary

B. Light Rail – John Jontig

- Project Status
- Blue Line Construction Authority Report
- Light Rail Station Design Team

Action taken: None

11. INFORMATION ITEMS

A. Committee Liaison Reports

- City Center Implementation Task Force – Commissioner Quirk
- General Plan Joint Subcommittee (BIG Project) – Commissioner Quirk/Naber
- 710 Design Advisory Group (710 DAG) – Commissioner Naber
- Blue Line Construction Authority – Commissioner Farhat
- Planning Commission – Commissioner Velasquez
- Capital Improvement Projects (C.I.P.) – Commissioners Arevalo/Brady

B. Sub-Committee Reports/Status

- Speed Hump/Traffic Calming Committee – Commissioners Brady/Arevalo

Action taken: None

12. MEETING DATE(S) AND TIMES

- Thursday, July 10, 2003 --- 7:30 a.m.
- Thursday, September 11, 2003 --- 6:00 p.m.
- Friday, October 10, 2003 --- 7:30 a.m.
- Thursday, November 6, 2003 --- 6:00 p.m.

13. ADJOURNMENT

The meeting adjourned at 8:56 a.m.

Respectfully submitted,

Irene Robotello
Recording Secretary

MEMORANDUM - CITY OF PASADENA
DEPARTMENT of PUBLIC WORKS

DATE: June 6, 2003
TO: Transportation Advisory Commission
FROM: City Engineer
RE: SR 710 Mitigation Project

At the Transportation Advisory Commission (TAC) meeting of May 9, 2003, staff provided TAC with information on the status of the eight projects that comprise the SR 710 Mitigation Project. Discussions took place regarding the proposed projects and TAC requested that staff provide a supplemental report. Questions were raised regarding the funding of the SR 710 Mitigation Project and whether staff has submitted the necessary paperwork to secure the funding. TAC also requested a map showing the corridors that will be improved as part of the "TTS" project and inquired as to how traffic will be encouraged from the SR 710 stub at Del Mar Boulevard to the mobility corridors of Raymond Avenue, Fair Oaks Avenue and Arroyo Parkway. TAC requested that the ITS Project map includes the "missing links" in the citywide ITS system. The "missing links" were defined as corridors with ITS projects that have been, or are scheduled to be, implemented as part of other City Capital Improvement Program (CIP) projects. Finally, TAC requested an update on the South Pasadena projects with information on potential impacts to traffic operation/circulation on adjacent Pasadena streets.

FUNDING (TRANSPORTATION BILL H.R. 5394) OF THE SR 710 MITIGATION PROJECT

Funding for the SR 710 Mitigation Project will be secured in phases. Caltrans (administering the \$24.5 million in federal funds allocated under H.R. 5394) authorizes funds after applications (Requests for Authorization) have been submitted and approved for the various phases of the work. Funding authorization is required for preliminary engineering (which includes environmental clearance), right of way and construction. H.R. 5394 funds must be obligated by the federal lapse deadline of September 30, 2004 in order to be secured. Obligation of the funds requires that environmental clearance is obtained, the plans, specifications and estimate package (PS&E) is approved and certified, the right of way is acquired and certified and construction authorization is approved. The federal funds will be obligated once construction authorization is approved. All eight of the SR 710 Mitigation Projects are on schedule to obligate the federal funds prior to the lapse deadline. There has been no indication from Caltrans or the Federal Highway Administration (FHWA) that the H.R. 5394 funds are in jeopardy of being taken from the SR 710 Mitigation program and reallocated to another program.

Caltrans has authorized the preliminary engineering for all eight projects. The next steps for staff are to submit Requests for Authorization for right of way and construction as the various elements of work are completed. Staff has incorporated processing and approval time for funding authorizations into the schedules that were previously distributed to TAC.

Funding for the SR 710 Mitigation Project includes approximately \$2.8 million in matching funds from the Los Angeles County Metropolitan Transportation Authority (MTA) and approximately \$400,000 in local match funds from the City. The Memorandum of Understanding (MOU) with MTA, which authorizes the \$2.8 million in matching funds, was executed on March 26, 2003.

TRAFFIC CONTROL AND MONITORING SYSTEMS – INTELLIGENT TRANSPORTATION SYSTEM (ITS) PROJECT

This project will provide various levels of smart signal technologies and ITS improvements on 11 corridors that have been identified as being impacted by the gap in the SR 710 Freeway. These corridors were selected based on a traffic model that was run by the consultant developing the City's Mobility Element.

The TAC commented on the desire to encourage traffic from the Del Mar Boulevard at the SR 710 Freeway stub to multi-modal corridors such as Raymond Avenue, Fair Oaks Avenue and Arroyo Parkway. TAC requested information on how staff intended to address this issue taking into consideration that the SR 710 Mitigation Project does not include specific improvements at the Del Mar Boulevard / SR 710 Freeway stub.

Two of the 11 corridors included in the ITS project are Del Mar Boulevard from Orange Grove Boulevard to the east city limit and California Boulevard from St. John Avenue to Lake Avenue. The implementation of signal upgrades/modifications, smart signal technologies and ITS improvements along the corridors will encourage and facilitate traffic movement from the southbound 710 Freeway to eastbound Del Mar and California Boulevards onto the multi-modal corridors of Raymond Avenue, Fair Oaks Avenue and Arroyo Parkway. Although South Fair Oaks Avenue and Arroyo Parkway are not included in the ITS project, both will receive ITS improvements as part of separate city projects. The SR 710 Mitigation Project includes a project on Raymond Avenue between Del Mar Boulevard and Glenarm Street that involves a two-foot widening on both sides of the street. This will improve traffic operations on Raymond Avenue and encourage the use of this street, which is currently underutilized. A map is attached showing the 11 corridors of the SR 710 Mitigation ITS project and the other corridors that have or will receive traffic improvements as part of other CIP projects.

SOUTH PASADENA PROJECTS

The three South Pasadena projects that have potential impacts within the City of Pasadena are the Fair Oaks Avenue/SR 110 Freeway with a new on-ramp to the 110 Freeway at State Street, the proposed modifications on Orange Grove Boulevard south of Columbia Street and the proposed changes to the traffic lane configuration on Fair Oaks Avenue south of Columbia Street.

The following is provided on the three South Pasadena projects, which is the latest information that has been provided by the City of South Pasadena.

Transportation Advisory Commission

June 6, 2003

Page Three

New On-Ramp to Southbound SR 110 Freeway at State Street

This project originally included the removal of the existing dual left turn lanes from northbound Fair Oaks Avenue to southbound SR 110 Freeway and replace it with an exclusive right turn lane from northbound Fair Oaks Avenue to State Street and onto a hook ramp to southbound SR 110 Freeway. This project was modified to remove the proposed hook ramp, which was replaced with a modified connection to southbound SR 110 Freeway from State Street. Northbound motorists on Fair Oaks Avenue destined to southbound SR 110 will turn right onto State Street and continue on State Street where a new on-ramp to southbound SR 110 will be constructed where the existing southbound SR 110 off-ramp at State Street is located.

This project will encroach within the City of Pasadena's right-of-way on State Street. A copy of the preliminary plans for this South Pasadena project is attached.

Modification to the traffic lane configuration on Orange Grove Avenue south of Columbia Street

The City of South Pasadena is proposing to modify the traffic lane configuration on Orange Grove Avenue south of Columbia Street, which includes the reduction in the number of lanes in the southbound direction from two lanes to one lane. As designed, the lane reduction occurs just south of the intersection at Columbia Street.

This project poses safety and traffic operations concerns due to the potential for southbound traffic to back-up through the intersection of Orange Grove Avenue and Columbia Street. This concern has been expressed to City of South Pasadena staff and their engineering consultant. The consultant for the City of South Pasadena is conducting a traffic analysis of the proposed modifications and is working directly with staff from our Department of Transportation to resolve the concerns associated with potential impacts to Pasadena. A copy of the preliminary plans for this South Pasadena project is attached.

Modification to the traffic lane configuration on Fair Oaks Avenue south of Columbia Street

The City of South Pasadena is proposing changes to the traffic lane configuration on Fair Oaks Avenue south of Columbia Street. These changes include the reduction of travel lane widths to accommodate one 10 feet wide lane and one 11 feet wide lane in each direction, a combination of left turn pockets at intersections, segments of two-way left turn lanes and a five feet bike lane in each direction. On-street parking would be maintained where it currently exists and sidewalk widths would be maintained.

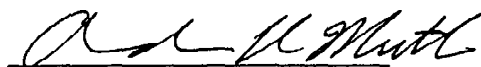
Fair Oaks Avenue is a designated principal mobility corridor within the City of Pasadena and is also a designated truck route. Efforts are underway to improve traffic mobility on Fair Oaks Avenue, which includes smart signal technologies and intelligent transportation systems. Constraining traffic lanes on Fair Oaks Avenue south of Columbia Street has the potential of impacting traffic operations on Fair Oaks Avenue north of Columbia Street within Pasadena, which is contrary to our efforts to facilitate traffic on Fair Oaks. A copy of the preliminary plans for this South Pasadena

Transportation Advisory Commission
June 6, 2003
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project and excerpts from the City of South Pasadena's power point presentation for the "Fair Oaks Avenue Enhanced Status Quo" alternative is attached.

Staff will be available to address any additional questions or comments at the June 6, 2003 meeting.

Prepared by:



ANDREW R. MUTH
Principal Engineer

Approved by:



for DANIEL A. RIX
City Engineer

ARM:ch
Attachments

710/General/Meetings/TAC/Agenda Rpt-June0603