



Agenda Report

March 7, 2016

TO: Honorable Mayor and City Council
FROM: Department of Transportation
**SUBJECT: INFORMATION ITEM - STATUS UPDATE FOR THE BICYCLE
TRANSPORTATION ACTION PLAN**

RECOMMENDATION:

This report is intended to provide information to the City Council; therefore, no action is required.

BACKGROUND:

In July 2013 the Municipal Services Committee (Committee) received a presentation on the Draft Bicycle Transportation Plan. Following public input and discussion, the Committee directed staff to seek input from the cycling community to develop a “bolder” approach to the proposed Bikeway facilities to be included in the Draft Bicycle Transportation Plan.

In December 2013 staff updated the Committee that a large working group of representatives from the cycling community, business districts and homeowners associations had been convened via a workshop to discuss how the draft plan could be modified to meet the direction of the Committee and community concerns.

Staff engaged an analysis of Bicycle Stress Level Mapping to better communicate conditions on streets for bicycling in the City of Pasadena. The stress level map (see Attachment 1) was used as a visual means for focusing discussion on corridors. The integration of the stress level map and the draft bike plan illustrated the limited efficiency of bike routes that do not provide space for cyclists on the street. The following corridors were identified by the working group for new protected routes:

- North/South: El Molino, Wilson, Sierra Bonita, and Craig
- East/West: Washington, Orange Grove, Villa, Union, Green, Colorado and Del Mar.

In February 2014 a Request for Proposals was advertised and KOA Corporation was hired to conduct a Bikeway Analysis and Feasibility Study on the identified routes. In June 2014 KOA Corporation completed its analysis. In July 2014 staff updated the Municipal Services Committee on the findings of the bikeway study and that of the working group's recommendations.

Based upon the findings of the Bikeway Feasibility Study and input received through public outreach staff developed the following prioritized action plan for project implementation. The Bicycle Transportation Action Plan was then incorporated into the Draft Mobility Element of the General Plan (see Attachment 2 & 3). Following are the elements of the plan:

1. **Cordova Street** – Road Diet and Bike Lanes (Hill Street to Marengo Avenue).
2. **Union Street** - Two-way Cycle Track and Road Diet (Hill Street to Arroyo Parkway)
3. **Colorado Boulevard (East)** – Road Diet and Bike Lanes (Holliston Avenue to East City Limit)
4. **Greenways** - Typical treatments include traffic circles, roundabouts, curb extensions to slow traffic and traffic diversion techniques that allow bicyclists to proceed straight through an intersection.
 - Holliston Avenue** (Union Street to Cordova Street)
 - Wilson Avenue** (Arden Road to Washington Boulevard)
 - Craig Avenue** (South City Limit to Mountain Street)
 - Sierra Bonita Avenue** (South City Limit to Howard Street)
 - El Molino Avenue** (South City Limit to North City Limit)
 - Villa Street** (Hill Avenue to Lincoln Avenue)
5. **Orange Grove Boulevard** – Road Diet and Bike Lanes (Columbia Street to Rosemead Boulevard)
6. **Washington Boulevard** – Road Diet and Bike Lanes (Lincoln Avenue to El Molino Avenue and Altadena Drive to Sierra Madre Boulevard)

While Green Street and Del Mar Boulevard were identified by the community as candidate corridors for protected bike facilities, the staff recommendation for the prioritized implementation did not include Green Street because of its proximity to Cordova Street (which serves the same purpose) and the potential impact a Cycle Track would have to on-street parking. Del Mar Boulevard was eliminated because it received the lowest ranking and any bikeway improvements would include a road diet to Del Mar Boulevard which was designated as a Mobility Corridor in the City's General Plan at the time (now a City Connector) and, as such, was deemed a critical element of neighborhood protection.

The Bicycle Transportation Action Plan included an estimate for construction costs for the bikeways in the plan, which are estimated to cost \$7.5 million (in 2015 dollars) if all the plan elements are constructed as proposed.

ACTION PLAN OUTREACH

In June 2014 staff held a workshop for the working group where KOA presented their findings and the working group ranked the corridors for protected bikeways. In August 2014 staff held an open house to present the findings to the general public and gain their input. In October 2014 staff held an additional open house focused on the business community to present the findings and gain input. On October 23, 2014 staff presented the Action Plan to the Transportation Advisory Commission which recommended its approval. In January 2016 staff held a workshop at the request of the cycling community to gain input on the expansion of the Roseways network.

MOBILITY ELEMENT OUTREACH

The Draft EIR was released for review in January 2015. During the 60-day comment period the analysis and conclusion on the Draft EIR, along with the Draft Mobility Element were presented to ten City Commissions and at two community forums in order to receive comments. The purpose of these meeting was to provide multiple opportunities to obtain public and Commission comments on the documents. Collectively these comments were responded to in the Final EIR. As part of this process, several programs in the draft Mobility Element, such as the proposed bicycle improvements, were discussed and presented at these forums. On August 17, 2015 the City Council approved the General Plan and its Mobility Element.

FUNDED PROJECTS

Roseways

The Roseways network (see Attachment 4) consists of low-speed, low-traffic-volume, and neighborhood streets where people of all ages/abilities can comfortably bicycle and use other forms of active transportation. The Roseways network will incorporate Sharrows (bicycle icons that include chevrons stenciled on the roadway surface) and wayfinding signage to make route-finding easy. Used in tandem, Sharrows and wayfinding signage will allow bicyclists to easily navigate along a bike-friendly route, connect with other bikeways and comfortably arrive at destinations of interest. The Department of Transportation has hired Hunt Design who developed the city's current wayfinding signage to design wayfinding signage so the Roseways signage will have a consistent theme and look.

Cordova Road Diet

On February 22, 2016 the City Council authorized the City Manager to execute the Letter of Agreement (LOA) with Los Angeles County Metropolitan Authority (Metro). Upon execution of the LOA, staff will conduct the second of two community workshops to solicit input from the affected residences and commercial property owners on the project's design features. The first Cordova workshop was held September 11, 2014. Concurrently, staff will work with Caltrans' Local Assistance Program to prepare the environmental documents and secure authorization to proceed with the project's design.

Union Street Two-way Cycle Track

The City of Pasadena was awarded a \$2,700,000 Metro Call for Projects Grant for the installation of a two-way protected cycle track on Union Street from Hill Avenue to Arroyo Parkway. Receipt of funds is anticipated in two parts – funds sufficient for design in FY 2017 and funds for construction in FY 2019. Phase I will include a road diet from three to two lanes, new traffic signals heads at 14 intersections for cyclists and a 12 foot two-way protected bike lane. Phase II will include the signalization of four additional intersections along Union Street and two new signals along Holliston Avenue. The improvements along Holliston Avenue will connect the Union Street Cycle Track to the Cordova Street bike lanes and the proposed bike lanes along the eastern portion of Colorado Boulevard.

In the summer of 2016 staff will bring to City Council the Metro Call Grant LOA for approval. Concurrently, staff will work with Caltrans' Local Assistance Program to prepare the environmental documents and secure authorization to proceed with the project's design. Design work on the project is scheduled to begin in FY2017. Staff is currently working on obtaining funding for Phase II of the project.

PLANNED PROJECTS WITH REGIONAL FUNDING IDENTIFIED

Bike Share

The City of Pasadena has been collaborating with the Metro for several months to launch a countywide bike share program. It is Metro's intent to implement a uniform program so that users can have access to the various bicycle stations regardless of the jurisdiction. In January 2014, the Metro board approved a financial commitment of 50 percent of the capitol cost and 35 percent of the net operating cost for each city that participates in the Countywide Bike Share program. Downtown Los Angeles has been identified as the first city to launch the regional pilot program with approximately 65 bike share stations and 1,090 bicycles. The pilot program is set to launch in summer of 2016. The City of Pasadena is set to be part of the second phase roll out with approximately 34 kiosks and 490 bicycles. Staff will be introducing details about the program to the Municipal Service Committee in April 2016 and in summer 2016 to the City Council.

NEXT STEPS

Staff is moving forward with the implementation of all funded projects and will continue to work towards obtaining grants for any unfunded projects. A public outreach campaign will be continued during this process to gain additional input and support.

FISCAL IMPACT:

This update is for information only and will not result in any fiscal impact.

Respectfully submitted,



FREDERICK C. DOCK
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Attachments: (4)

- Attachment 1 – Stress Level Map
- Attachment 2 – Map of Approved Bikeways
- Attachment 3 – Map of Approved Bikeways with existing bike lanes
- Attachment 4 – Roseways Map