

JAMES E. ROGAN

CALIFORNIA

ASSISTANT MAJORITY WHIP

COMMITTEE ON THE JUDICIARY  
SUBCOMMITTEE:  
COURTS AND INTELLECTUAL PROPERTY

COMMITTEE ON COMMERCE  
SUBCOMMITTEES:  
ENERGY AND POWER  
TELECOMMUNICATIONS, TRADE  
AND CONSUMER PROTECTION

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-0527**

March 7, 2000

Jack Lidyard  
Director, Public Works and Transportation Dept.  
City of Pasadena  
100 N. Garfield Ave. Room 212  
Pasadena, CA. 91109

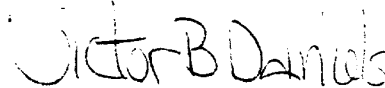
Dear Mr. Lidyard,

In response to Vice Mayor Streater's questions regarding the content of the Design Advisory Groups' funding request, enclosed is a copy of the proposal that was submitted to our office.

The Congressman made a commitment to the cities of Pasadena and South Pasadena last year that he would seek funding for these improvements in the FY 2000 call for projects. It is our understanding that the Design Advisory Groups have spent the year working jointly to coordinate projects and refine cost estimates, and that this funding package represents the most recent wishes of the three DAG committees.

With the continued support of your department and the city council, the Congressman is optimistic about the success of funding these critical projects.

Respectfully,



Victor B. Daniels  
Field Representative  
Congressman James E. Rogan

**Executive Summary**  
**Unfunded Transportation Management & Surface Street Improvements**  
**Pasadena, South Pasadena and the Community of El Sereno in Los Angeles**

**Project Contacts:**

**City of Pasadena: Lorna Moore, Transportation Commissioner (626) 441-7785**  
**City of South Pasadena: Martha Van Rooijen, Transportation Manager (626) 403-7214**

The following surface transportation improvement projects were part of the original Design Advisory Group (DAG) recommendations from the cities of Pasadena, South Pasadena and the community of El Sereno in Los Angeles and were unfunded. Federal funding in the amount of \$46 million dollars is requested to complete these projects. The projects are located in a region of Los Angeles County known as the San Gabriel Valley and have a basic goal of providing greater linkage, access and mobility along surface streets for local trips and daily commuters. The projects maximize the potential of major arterials by increasing level of service through intersection upgrades and "smart corridor" enhancements. These projects resolve existing traffic "hot spots" by diffusing and dispersing traffic to relieve congestion that is typical of daily rush hours. This is done by adding several on/off ramp improvements to existing freeways, improving key intersection geometrics and traffic signalization, and through opening up underutilized arterials in the corridor between I-210 and I-10. The improvements fall within an area that is roughly 16 square miles.

This project is of vital importance to the communities within the corridor between Interstate 210 and Interstate 10. Surface streets have been neglected for too long. Technology exists that will substantially improve the efficiency of critical surface street mobility corridors in Pasadena, South Pasadena and the community of El Sereno in Los Angeles. Commuter traffic will be more efficiently managed and local trips accommodated within the areas existing grid system when these improvements are constructed and implemented.

**Pasadena**

- SR710/SR110 Surface Street Connector  
Del Mar Avenue to Glenarm Street \$15,000,000
- Arroyo Parkway Capacity Enhancement & Relinquishment \$7,000,000
- Fair Oaks Avenue Urban Corridor Improvements \$2,000,000
- Red Light Violation Photo Enforcement on De-emphasized Corridors \$ 500,000

**South Pasadena**

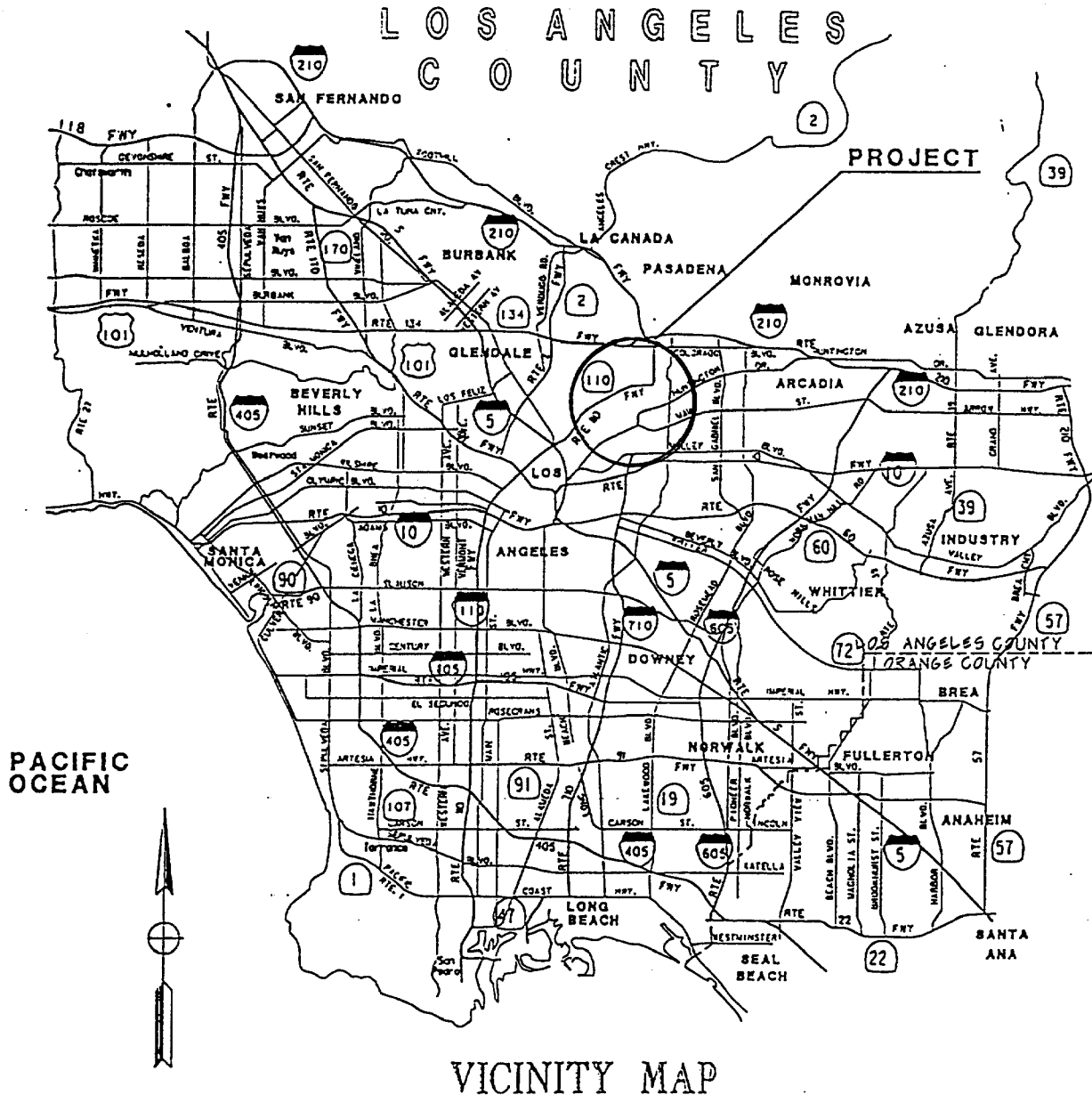
- SR110/Fair Oaks Avenue Interchange Improvements \$7,000,000
- Fair Oaks Avenue/Huntington Drive Intersection Improvements \$2,000,000
- SR110/Orange Grove Avenue Interchange Improvements \$1,500,000
- Fair Oaks Avenue/Columbia Street Intersection Improvements \$ 500,000

**El Sereno and surrounding communities in Los Angeles**

- Valley Boulevard/I-710 Terminus Mission Road Connector \$6,000,000
- Hellman Avenue Upgrade, Onramp/I-710 \$3,000,000
- Huntington Drive & Eastern Avenue Traffic Management Program \$1,000,000

**TOTAL \$46,000,000**

Unfunded Transportation Management & Surface Street Improvements  
Pasadena, South Pasadena and the Community of El Sereno in Los Angeles



**SR710/SR110 FREEWAY CONNECTION: SR710 FREEWAY TERMINUS AT DEL  
MAR BOULEVARD AND RAYMOND AVENUE RAMP TO SR110**

**Location:**

Del Mar Boulevard and Raymond Avenue, Pasadena, California

**Description:**

Relocate the terminus of the southbound SR710 Freeway to north of Del Mar Boulevard at Pasadena Avenue, and close the California Boulevard off-ramp. Convert Pasadena Avenue to a two-way arterial from Del Mar Boulevard to Bellefontaine Avenue. Convert St. John Avenue to a two-way local street from California Boulevard to Bellefontaine Avenue. Upgrade Raymond Avenue to increase capacity, and provide a southbound on-ramp to the SR110 Freeway. Project includes signal upgrades, a bridge over the Blue Line Light Rail and TMC cameras.

**Anticipated Results and Community Benefits:**

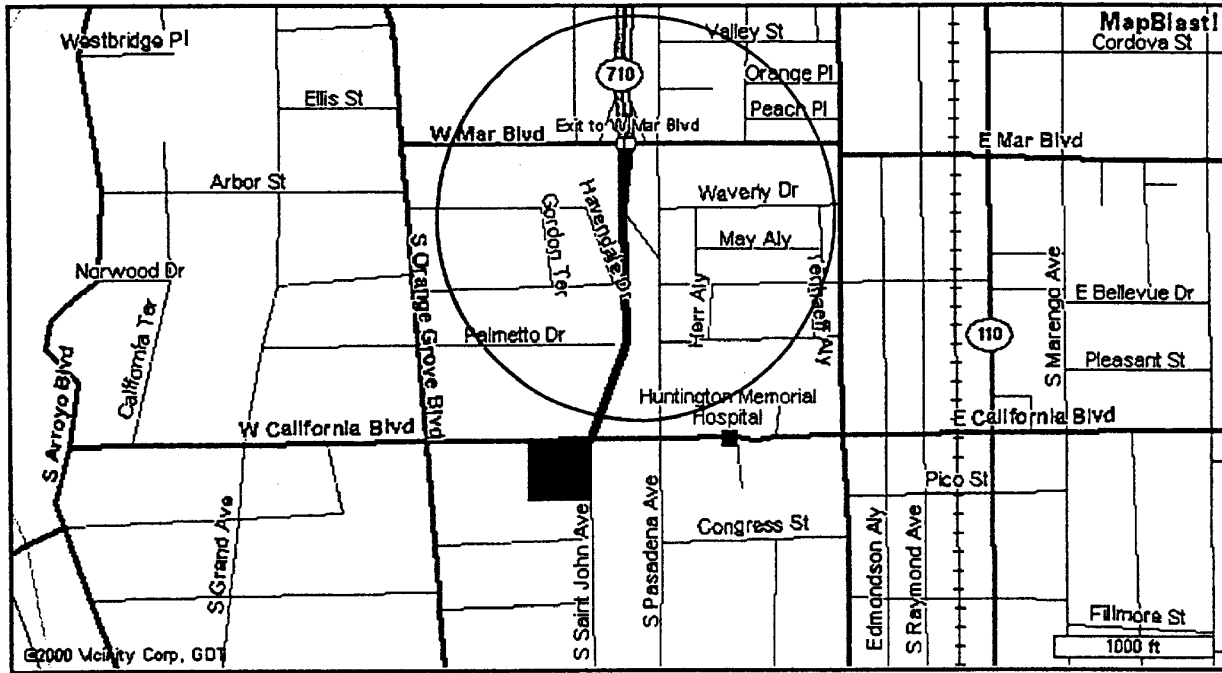
Commuter traffic will be rerouted easterly on Del Mar Boulevard to the north/south mobility corridors of Fair Oaks Avenue, Raymond Avenue and Arroyo Parkway, restoring livability on St. John as a Neighborhood Street. Congestion will be decreased on Del Mar Boulevard and California Boulevard due to reduced turning movements. Raymond Avenue, currently under utilized because it has no regional connection, carries about 10,000 ADT, leaving Fair Oaks Avenue and Arroyo Parkway to handle a combined load of about 75,000 ADT. This project will create a third regional connection, it will take advantage of existing under utilized capacity without the expense of widening right of way, and it will substantially relieve traffic demands on Arroyo Parkway and Fair Oaks Avenue destined for the SR110 Freeway. Making Raymond Avenue a regional connector will enable the shift of commuter through-trips from a Neighborhood Street to designated mobility corridors as outlined in the city's General Plan and increase overall usable capacity. Right of way for the connection is available through excess land owned by the city of Pasadena.

For Map see following page.

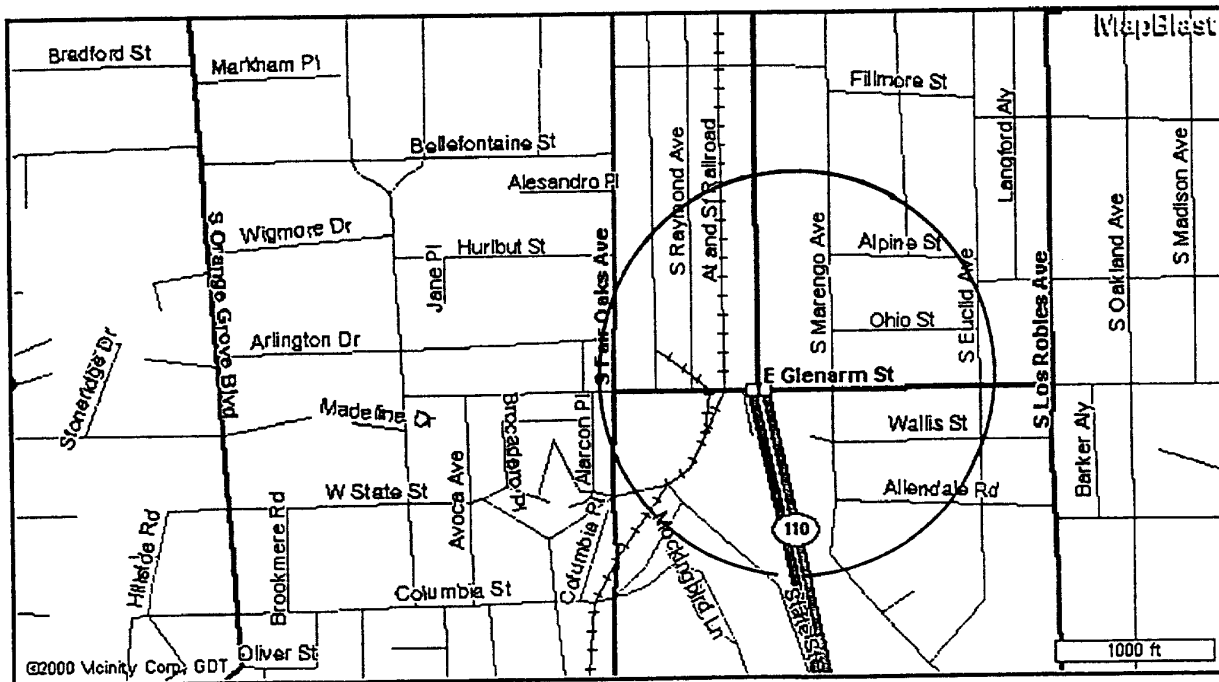
**Estimated Cost:**

\$15,000,000

**SR710/Freeway Connection: 710 Freeway Terminus  
at Del Mar Boulevard and Raymond Avenue Ramp to SR110 Freeway  
Pasadena, CA**

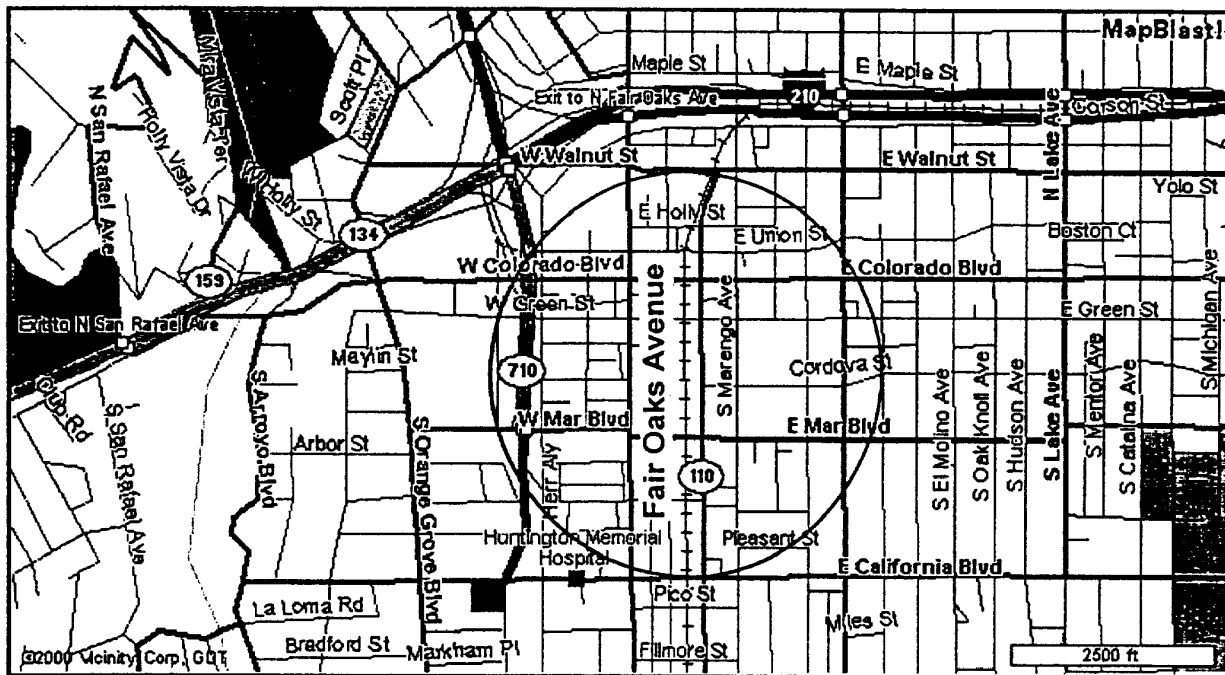


**Raymond Avenue Upgrade  
Raymond Avenue On-ramp/SR110  
Pasadena, CA**





**Fair Oaks Avenue  
Urban Corridor Improvements  
Pasadena, CA**



**FAIR OAKS AVENUE URBAN CORRIDOR**

**Location:**

Fair Oaks Avenue between I-210 and Columbia Street, Pasadena, California

**Description:**

Upgrade corridor through Intelligent Transportation Signals (ITS) to increase capacity and manage traffic flow. Involves signal upgrades, TMC cameras, photo red light enforcement, and pedestrian amenities to preserve urban livability and pedestrian use.

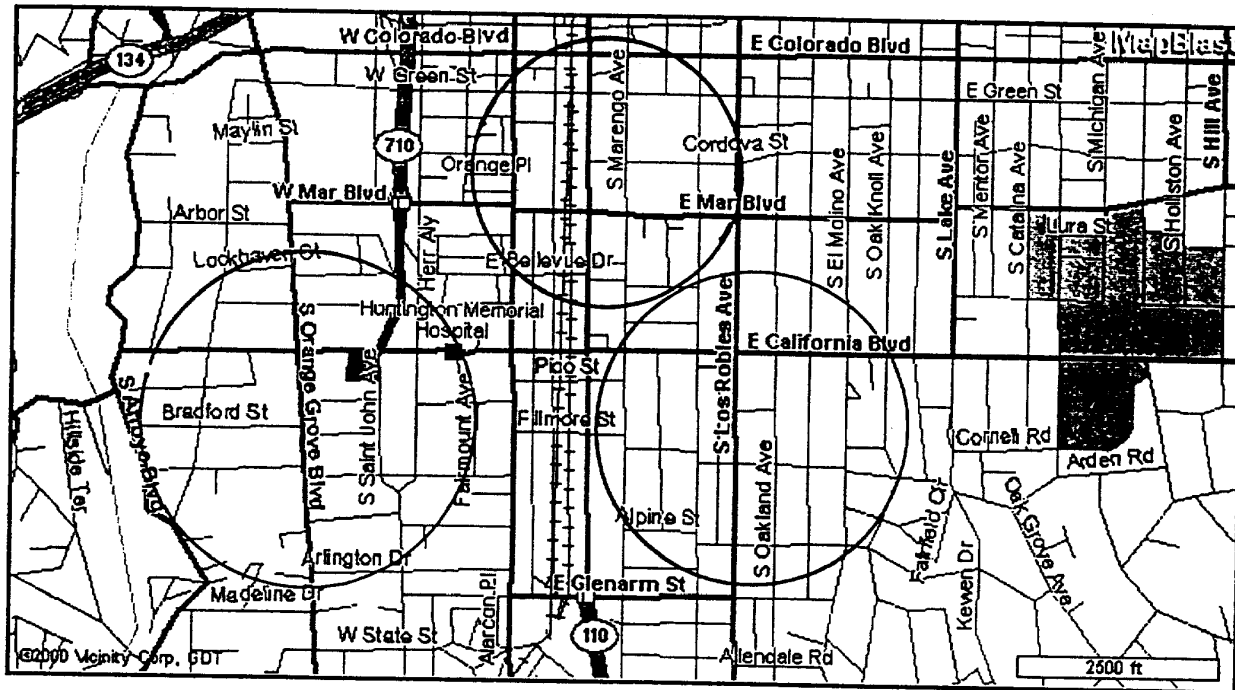
**Anticipated Results and Community Benefit:**

Fair Oaks Avenue is the predominant corridor in Pasadena that connects to the city of South Pasadena and provides traffic handling for regional connections between the 210 and 110 Freeways. Results include increased capacity, improved level of service through managed traffic flow, sustained livability and urban character. Fair Oaks Avenue currently carries approximately 35,000 ADT.

**Estimated Cost**

\$2,000,000

**Red Light Violation Photo Enforcement  
on De-emphasized Corridors  
Pasadena, CA**



**RED LIGHT VIOLATION PHOTO ENFORCEMENT ON  
DE-EMPHASIZED CORRIDORS**

**Location:**

Orange Grove Boulevard, Marengo Avenue and Los Robles Avenue, Pasadena, California

**Description:**

This project will install and provide operate cameras on three de-emphasized corridors: Orange Grove Boulevard, Marengo Avenue and Los Robles Avenue.

**Anticipated Results and Community Benefits:**

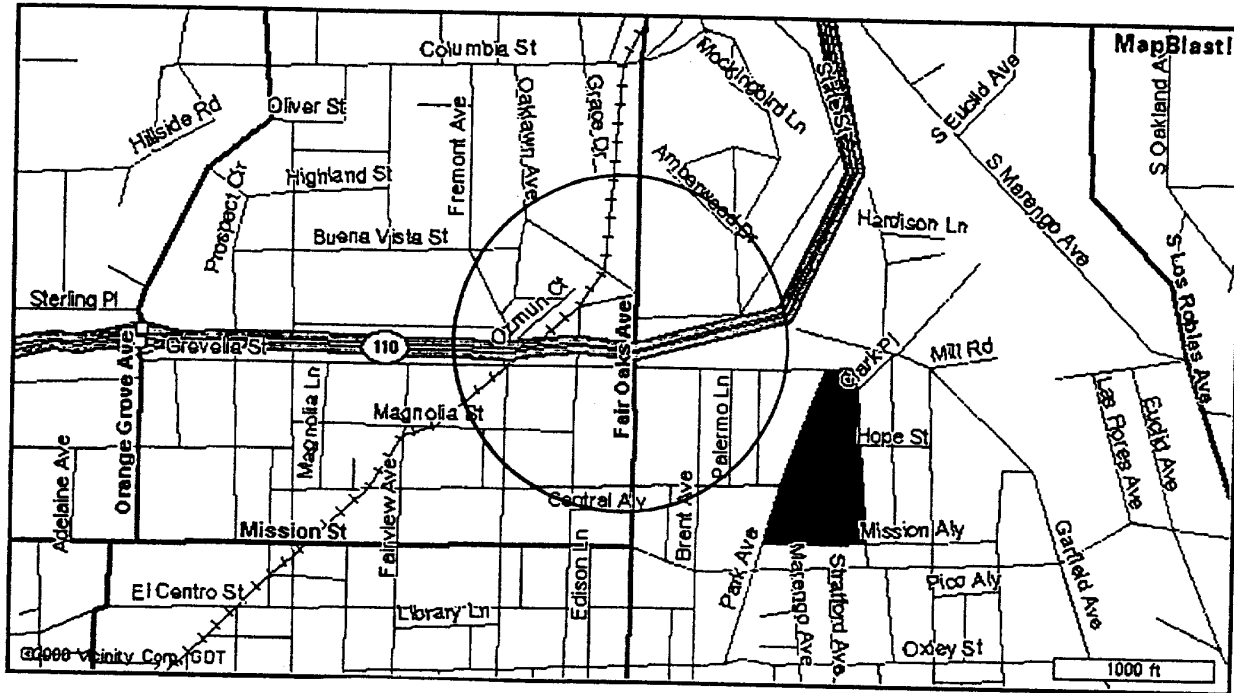
Speeding and intersection accidents on these de-emphasized corridors will be reduced, improving livability and calming traffic, thus discouraging regional connector trips on these residential arterials.

**Estimated Costs:**

\$500,000



**SR110/Fair Oaks Avenue  
Interchange Improvements  
South Pasadena, CA**



**SR110/Fair Oaks Avenue Interchange Improvements**

**Location:**

State Route 110/Fair Oaks Avenue Interchange Improvements, South Pasadena, California

**Description:**

This project will upgrade the existing SR110/Fair Oaks Avenue freeway interchange. Design and engineering work will be done to determine a new configuration for this highly used interchange. A "smart corridor" is being planned along Fair Oaks Avenue from South Pasadena to Pasadena. Currently traffic severely backs up both north and south of this existing interchange on Fair Oaks Avenue mainly due to the high volume of cars exiting and entering SR110. This area is a known "hot spot" in need of capacity improvements for the on/off ramps as well as the intersection itself. Fair Oaks Avenue is a designate truck route and bus route within South Pasadena. No trucks are allowed to travel on SR110. Fair Oaks Avenue is a Major Arterial within the City of South Pasadena. SR110, also known as the historic Arroyo Seco Parkway, is the first freeway built on the west coast.

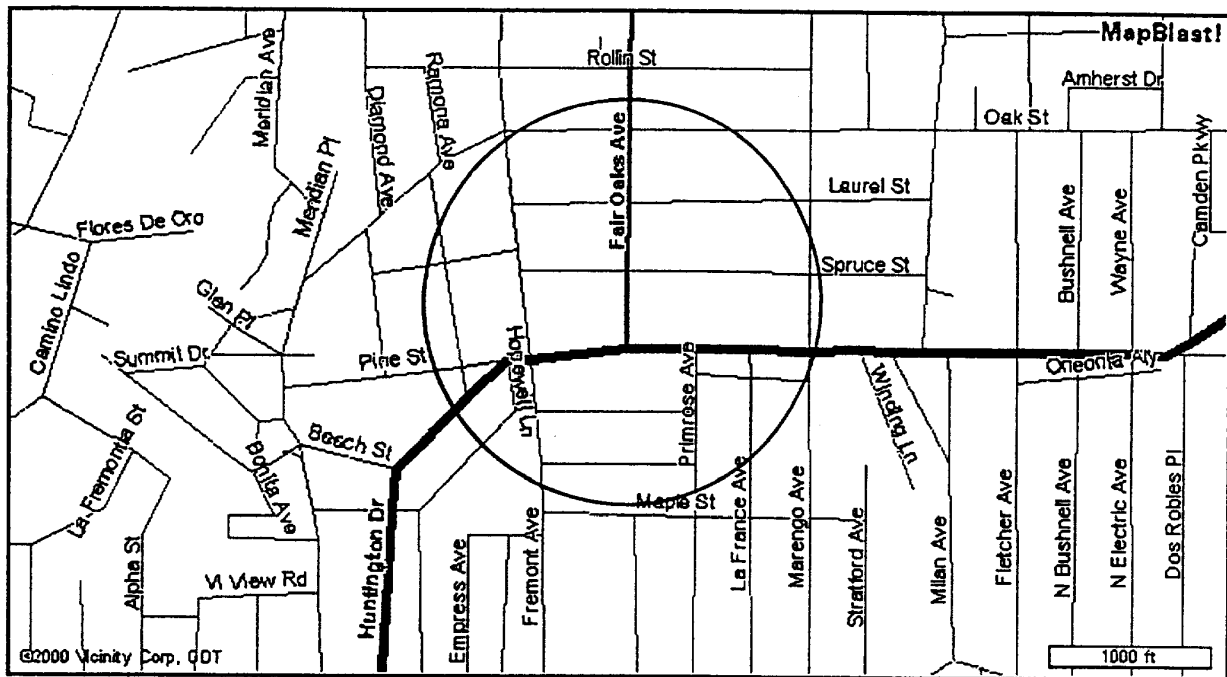
**Anticipated Results and Community Benefit:**

This interchange is known as a "hot spot" along the Fair Oaks Avenue corridor. Adding capacity and improving the circulation pattern for this important regional interchange will reduce congestion and improve local and commuter travel between the I-210 and I-10 freeways.

**Estimated Cost:**

\$7,000,000

## Fair Oaks Avenue/Huntington Drive Intersection Improvements South Pasadena, CA



### Fair Oaks Avenue/Huntington Drive Intersection Improvements

#### Location:

Fair Oaks Avenue/Huntington Drive Intersection, including Fremont Avenue transition area, South Pasadena, California

#### Description:

This project is part of a "smart corridor" planned along Fair Oaks Avenue from South Pasadena to Pasadena. This intersection is an important hub for local and regional traffic because it serves as a transitional point for commuter traffic travelling to the cities of Pasadena, San Marino and South Pasadena. In addition it is part of the designated truck route and bus route system within South Pasadena. Improvements will include traffic signal and intersection upgrades at the Fair Oaks Avenue/Huntington Drive intersection and the Fremont Avenue/Huntington Drive transition point to Fair Oaks Avenue. Fremont Avenue is a Minor Arterial and Fair Oaks Avenue and Huntington Drive are Major Arterials within the City of South Pasadena.

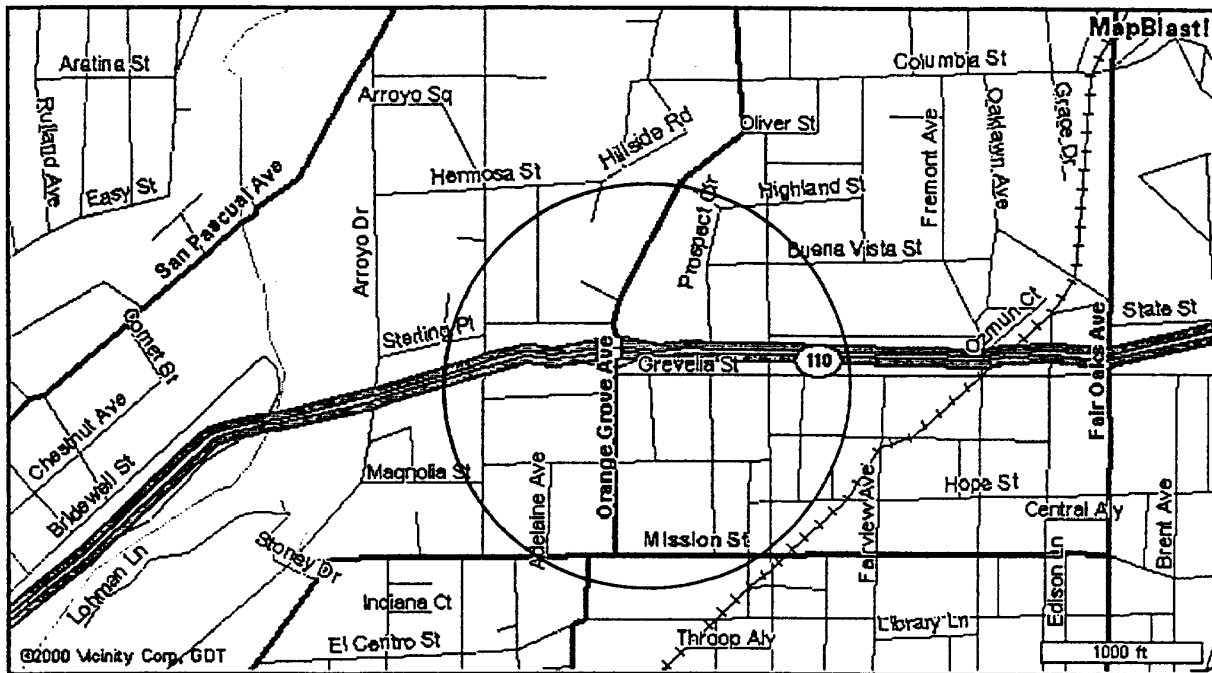
#### Anticipated Results and Community Benefit:

The provision of a smooth transition from Huntington Drive to Fair Oaks Avenue will reduce congestion in this area that is known as a "hot spot" for daily commuters in the corridor between the I-210 and I-10 freeways.

#### Estimated Cost:

\$3,000,000

## SR110/Orange Grove Avenue Interchange Improvements South Pasadena, CA



### SR110/Orange Grove Avenue Interchange Improvements

#### Location:

State Route 110/Orange Grove Avenue Interchange Improvements, South Pasadena, California

#### Description:

This interchange serves commuter traffic from Pasadena and South Pasadena to downtown Los Angeles. Because the surrounding area is residential and the interchange has no traffic signals, it has historically been viewed as secondary to the SR110 Fair Oaks Avenue interchange. This has resulted in the SR110/Orange Grove Avenue interchange being under utilized compared with the Fair Oaks Avenue interchange. The addition of traffic signals and roadway improvements are planned. Orange Grove Avenue is a Minor Arterial within the City of South Pasadena. SR110, also known as the historic Arroyo Seco Parkway, is the first freeway built on the west coast.

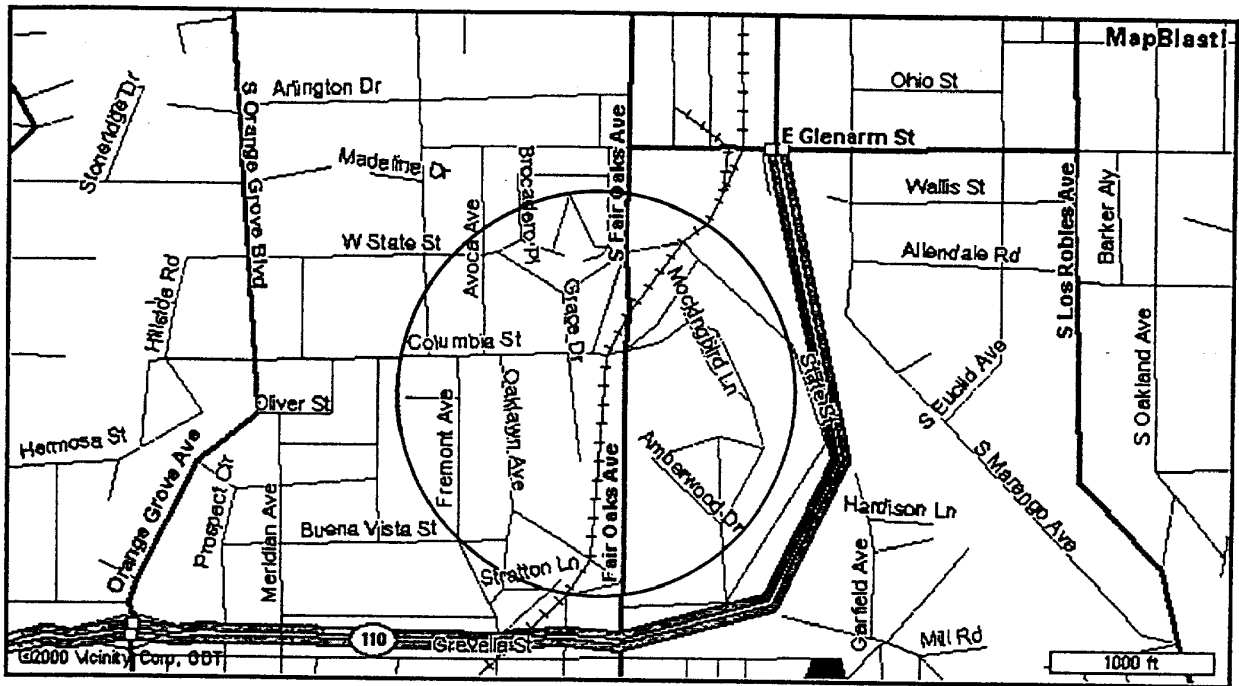
#### Anticipated Results and Community Benefit:

The addition of traffic signals and roadway improvements will improve circulation, reduce speed, and move traffic more efficiently at the SR110/Orange Grove Avenue interchange. In addition the upgrade will also provide benefits to the Fair Oaks Avenue Corridor between I-210 and SR110.

#### Estimated Cost:

\$1,500,000

**Fair Oaks Avenue/Columbia Street  
Intersection Improvements  
South Pasadena, CA**



**Fair Oaks Avenue/ Columbia Street Improvements**

**Location:**

Fair Oaks Avenue and Columbia Street Intersection Improvements, South Pasadena, California

**Description:**

This project is within a "smart corridor" planned for Fair Oaks Avenue. The Fair Oaks Avenue/Columbia Street intersection serves local and commuter traffic from South Pasadena and Pasadena. Traffic flow needs more regulation in this area. A lighted, landscaped median is planned with a traffic signal upgrade at the intersection. Columbia Street is located at the border of Pasadena and South Pasadena with both cities having jurisdiction on part of the street. Columbia is designated a Minor Arterial by both cities. Fair Oaks Avenue is a Major Arterial in South Pasadena.

**Anticipated Results and Community Benefit:**

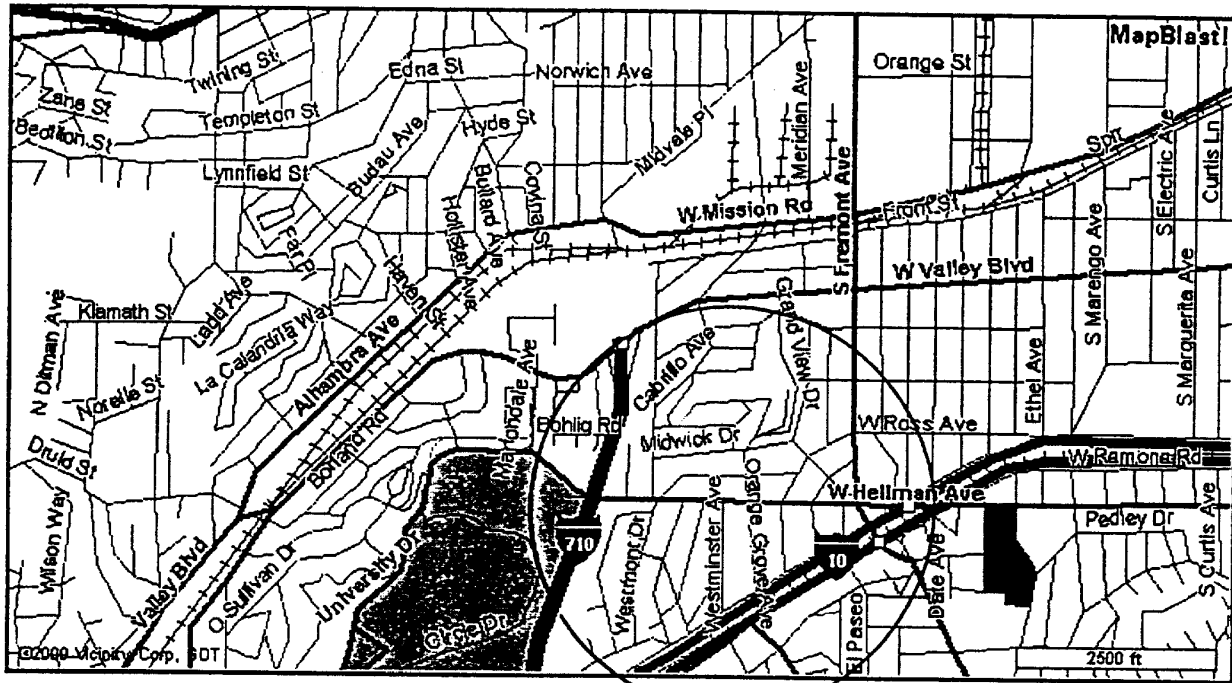
The addition of traffic signals and median improvements will improve circulation, reduce speed, and move traffic more efficiently along Fair Oaks Avenue between I-210 and SR110.

**Estimated Cost:**

\$500,000



**Hellman Avenue Upgrade  
Hellman Avenue On-ramp/I-710  
Los Angeles, CA**



**Hellman Avenue Upgrade  
Hellman Avenue Onramp /I-710**

**Location:**

Hellman Avenue at I-710, Los Angeles, California.

**Description:**

Currently there is no on/off ramp serving California State University, Los Angeles on the northbound I-710 freeway. A dedicated on and off ramp for California State University, Los Angeles will be constructed at Hellman Avenue on northbound I-710.

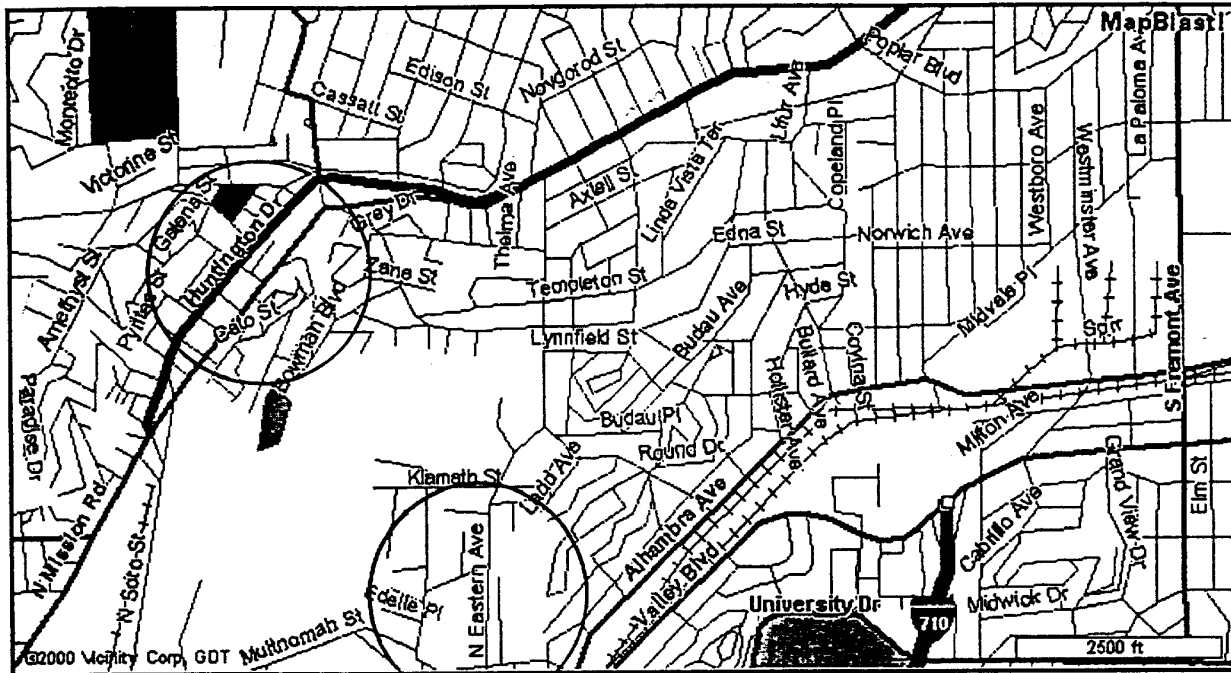
**Anticipated Results and Community Benefit:**

Over 25,000 traffic trips per day travel to California State University Los Angeles utilizing the I-710 terminus at Valley Boulevard. A dedicated ramp at Hellman Avenue will reduce congestion and improve traffic flow on northbound I-710 freeway and also at the Valley Boulevard terminus.

**Estimated Cost:**

\$3,000,000

**Huntington Drive & Eastern Avenue  
Traffic Management Program  
Los Angeles, CA**



**Huntington Drive and Eastern Avenue Traffic Management Program**

**Location:**

Huntington Drive and Eastern Avenue Improvements, including improvements to Winchester, Sheffield, Lowell, Stockbridge, Budau, Chadwick, Haven and Oak, Los Angeles, California.

**Description:**

Huntington Drive and Eastern Avenue are important connector roads that carry traffic to Valley Boulevard and I-710. This project will improve the traffic flow on Huntington Drive and Eastern Avenue for daily commuters as well as local residents. Currently many neighborhood streets are being used as short cuts to avoid congested spots along Huntington Drive and Eastern Avenue. The roadway network will be improved for localized trips within neighborhoods. Improvements include streetscape and special crosswalk treatments on Huntington Drive and Eastern Avenue. In addition neighborhood traffic management strategies on Winchester, Sheffield, Lowell, Stockbridge, Budau, Chadwick, Haven and Oak Streets will include turning restrictions, stop signs, islands, speed humps, diverters, and traffic circles.

**Anticipated Results and Community Benefit:**

The improvements will enhance traffic flow on two major arterials and regulate traffic more efficiently within neighborhoods and near schools. The project will also reduce the use of shortcuts by commuters travelling to Valley Boulevard and I-710.

**Estimated Cost:**

\$1,000,000