



Moving News for District #4

December 2005

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Commissioner Highlights

General Plan Guiding Principle

"Pasadena envisions a community where people can circulate without a car."

Roger Gray was appointed by Council member Steve Haderlein to represent Council District 4 on the Pasadena Transportation Advisory Commission (TAC). The TAC is a nine-member volunteer commission that meets monthly to advise the City Council concerning policies affecting the City's transportation system. Roger has lived in Pasadena his entire life. His family arrived in the greater Pasadena area the same year the city was incorporated, and has watched the change from horses to bicycles to transit to automobiles and back; his children are sixth generation Pasadena residents. When asked what got him



interested in serving on TAC, Roger replied, "The Gold Line (then Blue Line) was rumored to be near resurrection, and I was desperate to see it built; I had been waiting to ride the train from my home in East Pasadena to my office in downtown LA for years – and wanted to do anything I could to help that happen, and work on the livability of Pasadena and the entire region."

When asked about transportation issues facing the Fourth District, Roger believes the biggest challenge will be balancing the perceived convenience with vastly reduced use of current-technology cars, and that we should accept the reality that the automobile era means we either find different ways to get around or put up with extreme

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Protecting Neighborhood Streets

The Department has begun the **Neighborhood Traffic Management Program (NTMP)** for the Mountain East NTMP area, which is bounded by Allen Avenue, the north City limit, Altadena Avenue, and Loma Vista Street, which received and responded to a traffic survey in November. The results of the survey were presented at a kick-off meeting for the area on December 8th.

Another new NTMP area, the Daisy/Villa NTMP, will be kicked off in January. This area is bounded by Sierra Madre Boulevard, Orange Grove Boulevard, Eaton Drive, and Maple Street.



Traffic Engineering and Operations

DOT FACTS

- ARTS Buses drive over 650,000 miles annually and carry 1.4 million passengers.
- Pasadena neighborhood streets have more than 410 speed humps.
- Pasadena has 300 intersections with traffic signals.
- Six of the 13 Gold Line Stations are in Pasadena.

Traffic Investigations

In the last year, the Department received 24 requests for traffic investigations in District 4. The majority of the traffic investigations were for parking restrictions and some addressed concerns for pedestrian safety. As a result of the traffic investigations, the Department issued work orders to install various parking restrictions and pedestrian warning signs at several locations.

Tournament of Roses Post Parade

The department of transportation assists Tournament staff in the preparation and

coordination of the traffic control for post-parade operations that takes place on Sierra Madre Boulevard and Washington Boulevard. The event draws large crowds over a two-day period and there is a huge coordinated effort to manage the shuttles, pedestrians, parking, and overall traffic circulation impacts.

School Area Safety Improvements

As identified in the Suggested Routes to School program, the elementary and middle schools throughout the city will receive upgraded school area signage, curb ramps at corners, and miscellaneous sidewalk

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In an effort to preserve the unique quality of neighborhood streets, a citywide ordinance was passed in June 1950 to eliminate parking on City streets from 2 a.m. to 6 a.m. unless otherwise posted. It was imposed to allow street cleaning during these early hours and to easily identify abandoned vehicles.

Residents with no temporary or permanent parking available to them may apply for an overnight on-street parking permit at the City's Municipal Services Division, 280 Ramona Street, or by contacting staff at (626) 744-4166.

All residents may request a short-term exemption for their vehicle or for a guest vehicle. Five exemptions are allowed for each vehicle during a six-month period. In order to receive the temporary exemption, residents can contact the Department's parking enforcement staff at (626) 744-6440.

Award Winning Programs



The City of Pasadena was named as the **Most Bicycle Friendly City of the Year** (2004) by the Los Angeles County Bicycle Coalition.

The **2004 Mobility Element, the Neighborhood Traffic Management Program Community Handbook, and the Guidelines for Transportation Review of Projects** were named the **Best Transportation Planning Program of the Year** by the Institute of Transportation Engineers.

The City received the prestigious **Corporate Rideshare Diamond Award** from L.A. County Metropolitan Transportation Authority for its unsurpassed excellence in promoting Transportation Demand Management (TDM) to City employees, local businesses and residents.

California Walks presented Pasadena with its **"Achieving Walkability"** award, recognizing Pasadena's leadership efforts toward achieving a walkable, livable city.

BIKE ROUTE REFURBISHMENT

The Department of Transportation installed a *Class III Enhanced Bike Route* on Foothill Blvd. (Altadena to Rosemead). This installation included parking edge-line striping and a total of 20 Bike Route and "Share-The-Road" signs.



Traffic Operations Continued

improvements. In addition to the broad-ranging improvements, the following locations were identified for specific improvements:

Paloma Street between Altadena Drive and Sierra Madre Boulevard – Flashing in-roadway lights are proposed at the existing mid-block crosswalk in front of Norma Coombs Alternative School to improve pedestrian safety for children.

Orange Grove Boulevard at Sunnyslope Avenue – Flashing in-roadway lights are proposed on the east leg crosswalk to provide safer pedestrian travel to Pasadena High School as well as to the adjacent parks.

Madre Street between Del Mar Boulevard and Thorndale Road – Concrete bulb-outs are proposed at the existing mid-block crosswalk serving Wilson Middle School and Willard Elementary School.



The department assists in the preparation and coordination of the traffic control for Post Parade operations.

Del Mar Boulevard at Halstead Street – The Department of Transportation successfully coordinated with Los Angeles County to install a flashing yellow beacon to warn motorists of children crossing Del Mar Boulevard.

710 Corridor Improvements

Traffic signal improvements are being made along major corridors to facilitate mobility citywide, including the installation of Closed Circuit Television cameras and fiber-optic communications near the intersection of Washington Boulevard and Sierra Madre Boulevard – a designated Tournament of Roses post-parade area.

Red Light Traffic Signal Enforcement

The intersection of Foothill Boulevard and San Gabriel Boulevard is the third location in the city to have red light traffic signal enforcement as of December 1, 2005. The other two locations are at the intersections of Lake Avenue and Union Street and at Marengo Avenue at Union Street.

AT-LARGE COMMISSIONER

Alan Clelland is a resident of District Four and serves as an “At Large” representative on the Pasadena Transportation Advisory Commission (TAC). Alan was appointed by Mayor Bogaard in 2003 to one of the two “At Large” positions on the TAC. Alan first came to work in Pasadena over 16 years ago when he opened an office for the consulting firm of JHK & Associates on South Lake and moved his family from Atlanta to Arcadia in the Summer of 1990. He maintained an office in Pasadena for over eight years, then changed companies to work for Siemens—Intelligent Transportation Systems. He moved to Pasadena in 2001, and recently moved the new Siemens offices to Pasadena also.



When asked about transportation issues facing the City, Alan sees increasing congestion due to auto traffic impacting both mobility and safe movement. Alan believes that reducing the demand on City streets through the provision of alternative modes of transport will remove some through-traffic and reduce the need for vehicle trips. He also feels strongly that the City needs to reduce the vehicle/pedestrian conflict by providing pedestrian priority areas in high-activity commercial areas. If you have transportation issues you would like to discuss, you can reach Alan at (626) 399-4729 or aclelland98@hotmail.com.

ARTS

The Transit Division is pleased to note that as part of their ARTS service changes in February 2005, a number of improvements in District 4 were implemented. These ARTS route changes included increasing service and providing improved connections to the Gold Line. There are three ARTS routes which directly serve District 4 (Routes 31/32, 40, and 60). The ARTS routes now



begin an hour earlier on weekdays at 6:00 a.m. This change was implemented to better serve commuters and students. ARTS Routes 31/32 were both changed to pull into the Sierra Madre Villa Gold Line Station Bus Plaza. Route 31 now travels in District 4 along

Washington Blvd.,

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Warning:
Watch for kids.
Watch the road.

watchtheroad.org OPERATION TRAFFIX

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car traffic. Roger acknowledges that many people do not want to hear this and said that, “It is necessary to bring the bad news home gently and gradually, while providing useful alternatives. Fundamentally changing our mobility choices is both the key to the future livability of the area and the greatest challenge.”

When discussing how TAC is working to improve mobility in Pasadena, Roger points out that “mobility issues” seldom drive development decisions, but the most significant fall-out from development is inevitably transportation oriented. TAC, although merely an advisory commission, keeps the focus on trying to accommodate development so that it does not make traffic worse. TAC created the concept of “no net increase of auto trips” for new development, recommending that the City require real, proven changes in development design and other mitigation measures such that the net effect would be no increase in car traffic.

Ask Roger what his vision is for improved mobility for residents in District Four, Roger answers, “Continue to provide infrastructure that will allow – not require, but comfortably allow – folks to leave their cars parked for many of the short local trips we take in cars without even thinking about it. A once-again free ARTS shuttle that crisscrosses the city in silent, pollution-free electric vehicles, arriving and departing every 10 minutes, would go a long way toward realizing this goal as it has already in Santa Barbara. Continue heavy emphasis on making bike riding easy and convenient with the availability of secure bike lockers and other bike parking, along with safe and pleasant bike routes.”

Pasadena Walks! also has a slogan: “Walk, Bike, Ride: You Are the Answer to the Traffic Problem.” He really believes it should say, “You are the traffic problem. But it makes the point.”

If you have transportation issues you would like to discuss, you can reach Roger at (626) 399-4729 or rhgray@pasadenawalks.org.

Pasadena Bikes

The Department of Transportation has expanded the bikeway network with 50 miles of additional bike lanes, enhanced bike routes, and standard bike routes. Bike parking has been increased throughout the City with the installation of 200 new bike racks.

The Pasadena Bike Map and a *Rules of the Road* brochure are now available in both English and Spanish.



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Altadena Dr., and Foothill Blvd. This route provides service to Pasadena High School, Victory Park, PCC Community Learning Center and the Hastings Ranch Shopping Center. Route 32 continues to operate on New York Drive, but now travels on Sierra Madre Villa. This route also provides service to the CORAL Innovation Center. Route 60 was restructured to provide service to southern areas of the City including Pasadena City College. Route 60 now connects to Route 10 which will take people to Old Pasadena. The City also increased the frequency of the busiest ARTS routes during the weekday mornings and afternoons, including Route 31 and Route 40 – each of which serves District 4. ARTS staff implemented this change to increase transit capacity during peak hours. These ARTS routes carry the most students.

Pasadena Dial-A-Ride

During this past year, the Dial-A-Ride program conducted special presentations at various facilities for its *Group Ride Program*. Outreach for this program was conducted, focusing on residential and activity centers for seniors and persons with disabilities. The intent of the Group Ride Program is to help organize transportation for groups of people who qualify for Dial-A-Ride and would like to travel together to local destinations.