



City of Pasadena

Department of Transportation

626 744-TRIP

www.cityofpasadena.net/trans



Moving News for District #5

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Volume 1, Issue 5

General Plan Guiding Principle

“Pasadena envisions a community where people can circulate without a car.”

Inside this issue:

DOT Facts	2
Overnight Parking	2
Award Winning Plans and Programs	2
Traffic Engineering and Operations	3
ARTS	3
DOT Contact Info.	4
Watch the Road Campaign	4
Pasadena Bikes	4
Pedestrian Master Plan	4

Commissioner Highlights

Julianna Delgado is a fairly new resident to Pasadena, having lived here for four years, but she was born and raised in the LA area with lots of fond memories of this glorious city and always wanted to live here. In May 2005, she was appointed to TAC for District 5. She has also served for several years on the city’s Historic Preservation Commission, representing her neighborhood, Bungalow Heaven, Pasadena’s first residential landmark district. She is vice-president of the Bungalow Heaven neighborhood association.



She was trained as an architect with a Masters of Architecture and PhD from UC Berkeley. She also studied design at the University of Paris. For several decades, Julianna worked as a professional urban planner, focusing on transportation and growth management issues. She also teaches urban design at California State University, Northridge, where she is a full-time member of the planning faculty. With her training and work experience, she is sensitive to the built environment and how mobility affects its growth and development.

Julianna’s interest in serving on TAC stems from her background and experience in architecture and urban

planning. Over the years, Julianna has lived in and visited many cities where reliance on the automobile is minimal, “great walking

Continued on p. 4

Protecting Neighborhood Streets

Neighborhood Traffic Management Program (NTMP)

The Department of Transportation recently completed the **Madison Elementary School Area** program by replacing and upgrading over 50 traffic signs and posts throughout the neighborhood. Also, as a result of the program a new STOP sign was installed on southbound Oakland at Buckeye.

The **Los Robles/Mountain Area** program is currently underway. Residents within the program area received a survey which offered them the opportunity to identify their traffic-related concerns. DOT is currently reviewing the information and conducting field checks. The results of the surveys and possible solu-



Continued on p. 2

DOT FACTS

- ARTS Buses drive over 650,000 miles annually and carry 1.3 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.

Protecting Neighborhood Streets Continued

tions will be shared with residents during upcoming neighborhood meetings.

The **Locust/Corson/Catalina Area** program began as a condition of approval for a proposed new development project at the northeast corner of Lake Avenue and Walnut Street. The City conditioned the developer to mitigate traffic volumes and speeds in the neighborhood between Lake Avenue/Corson Street/Wilson Avenue/Walnut Street. The developer hired a consultant to prepare a neighborhood traffic and parking study and work with the residents to identify potential traffic calming improvements. As a result of this process, the City is recommending the installation of a channelization island on Catalina Avenue at the intersection of Corson Street in Spring of 2006. This improvement would reduce the speed of traffic entering the neighborhood from Corson Street and provide a refuge for pedestrians crossing Catalina Avenue. This installation would not impact resident access to driveways or result in any loss of on-street parking. In addition to the channelization island, the City recently sent speed hump petitions to residents on Locust Avenue between Wilson and Mentor Avenues. The surveys were due on February 28, 2006.



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.

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

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.

Traffic Engineering and Operations

Traffic Investigations

In the last year, the Department received 20 requests for traffic investigations in District 5. The majority of the traffic investigations were for parking restrictions and a number addressed concerns for pedestrian safety. As a result of the traffic investigations, the Department issued various work orders to install parking restrictions, stop controls, a crosswalk and pedestrian warning signs at several locations.



The department installed upgraded signage around area schools.

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

Los Robles Avenue at Buckeye Street – Flashing in-roadway lights and curb ramps are proposed at the existing crosswalk adjacent to Madison Elementary School to improve pedestrian safety for children.

Orange Grove Boulevard at Madison Avenue – Concrete bulb-outs and curb ramps are proposed at the crosswalk to provide safer pedestrian travel across Orange Grove Boulevard. The adjacent traffic signals on Orange Grove Boulevard were timed to increase the number of available pedestrian crossing gaps at this location.

Central Business District (CBD) Traffic Signal Retiming

The CBD Retiming Project will improve traffic signal efficiency for 100 traffic signals including those along the arterials such as Maple Street, Corson Street, Walnut Street, Fair Oaks Avenue, Los Robles Avenue, Union Street, and Lake Avenue.



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 along Lake Avenue, Los Robles Avenue and Orange Grove Boulevard.

ARTS

The Transit Division is pleased to note that as part of its ARTS service changes in February 2005, a number of improvements in District 5 were implemented. These ARTS route changes included increasing service and providing improved connections to the Gold Line. There are several ARTS routes which directly serve District 5 (Routes 10, 20, 31/32, and 40). ARTS Route 10 provides service along Colorado Boulevard in Old Pasadena and the Central Business District. Route 20 continues to operate on Lake Avenue and Fair Oaks Avenue. Route 31/32 continues to operate on Washington Boulevard, with a direct connection to the Sierra Madre Villa Gold Line Station. Route 40 continues to operate on Villa Street and Orange Grove Boulevard with service on the eastern end of the route to the Sierra Madre Villa Gold Line Station and to the Memorial Park Gold Line Station on the western end of the route. The City also increased

the frequency of the busiest ARTS routes during weekday mornings and afternoons, including Route 20, Route 31, and Route 40 – each of which serves District 5. 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.

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Warning:
Watch for kids.
Watch the road.

watchtheroad.org OPERATION TRAFFIX



Commissioner Highlights Continued from Page 1

cities made for strolling safely and ambling on foot. These are places where public transit works, biking is an efficient means of transport, and parking, road construction, and repair do not gobble up land and the city's resources." When she lived in Berkeley, she didn't own a car. She used her bike to go to the grocery store and took BART into San Francisco. When Julianna lived in Santa Monica, she took the Big Blue Bus every day to work at UCLA. When living in Paris, she walked everywhere and took the Metro when she got tired. Julianna is proud that she has never rented a car to visit another city. "In many, there is no need. Last summer, when she was visiting Rome for the first time, she noticed the city's largest boulevard was only four lanes, "The width of my street."

Julianna believes that the TAC needs to take an active role in helping the City Council make changes. "We are facing a crossroads in the City's development: we need to achieve an adequate level of density in the urban core to ensure our mass transit works well, but we also need to encourage more people to use transit. We can look for efficient linkages to the Gold Line and other transit systems, and opportunities for walking and biking. We can revise our land-use regulations to reduce parking requirements and discourage new, auto-oriented development while rewarding creative developers who can make car-free living attractive. We can all help by doing more ridesharing (I carpool to Northridge), walking, biking, and supporting mass transit. In the long run, our quality of life will only improve. "

"I see the role of TAC as helping to find creative solutions to our congestion woes from changing demographics so success doesn't spoil our city."



The Lake Street Gold Line Station provides transit access to one of the City's major employment centers.

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.

Pedestrian Master Plan

To advance the City's vision of creating a walkable and livable community, the Department of Transportation recently completed the Draft Pasadena Pedestrian Plan. The Plan contains a comprehensive review of many adopted pedestrian-related guidelines and design standards in other City planning documents. The Draft Plan is now available for public review and comments in all public libraries.

To obtain a copy on CD, please contact Eric Shen at eshen@cityofpasadena.net or 626-744-PLAN.