

Agenda Report

February 28, 2011

TO: Honorable Mayor and City Council
FROM: Department of Transportation
SUBJECT: UPDATE ON THE ROSE BOWL LOOP IMPROVEMENTS

RECOMMENDATION:

This is an informational report regarding the status of the Rose Bowl Loop Improvements.

ADVISORY COMMISSIONS REVIEW:

The Rose Bowl Loop Improvements Status Update and the "Peer Review" discussed below were presented to the Transportation Advisory Commission (TAC) at its regular meeting of October 28, 2010, and to the Recreation and Parks Commission (RPC) at its special meeting of November 16, 2010. Both commissions voiced strong support for the implemented enhancements around the Rose Bowl Loop. The TAC members would like to see some of the large pavement areas near the improved intersections turned into landscaped zones as funding becomes available and if such changes will not interfere with Special Event operations. The RPC members echoed TAC's suggestion and also suggested that staff carry on the positive lessons learned from the Rose Bowl Loop Improvements to other pedestrian and bicycle facility planning efforts around the City.

BACKGROUND:

At the regular Council meeting of February 22, 2010, the City Council adopted a set of improvements to be implemented around the Rose Bowl Loop. The City Council directed staff to assess the Rose Bowl Loop Improvements after six months of implementation.

The improvements included slurry seal of the entire loop, widening and coloring the pedestrian walkway, installing delineators along the walkway to separate various uses, and performing spot improvements at key locations to improve pedestrian and bicycle safety. The improvements were based on the "Alternative Circulation Plans for the

Rose Bowl Loop”, a report prepared by the transportation engineering consulting firm of Crain and Associates. Attachments A and B show a schematic of the roadway cross section and a photograph of a sample section of Rosemont Avenue after the completion of the Rose Bowl Loop Improvements.

The following represents the timeline for the implemented improvements:

- The crack sealing and slurry sealing of the loop was completed by April 2, 2010.
- The special color coating of the pedestrian pathway was applied twice and completed by April 16 and April 30, 2010.
- All new striping and signing modifications were implemented in May 2010.
- To accommodate the operational needs of the City’s Special Events, a more suitable type of delineators was ordered than previously planned, and was delivered to the City in late August. The construction and installation of all delineators were completed by September 3, 2010.

Peer Review

As part of the evaluation of improvements, staff retained the services of the transportation engineering firm of Traffex Engineers, Inc. to perform a “Peer Review” of the improvements completed along the Rose Bowl Loop and at seven specific locations to determine if the changes were effective at accomplishing the City’s desired objectives. Traffex Engineers is headed by Mr. Nazir Lalani, a registered Traffic Engineer specialized in traffic operations and traffic safety evaluations. Mr. Lalani is also a former International President of the Institute of Transportation Engineers and a Traffic and Pedestrian Safety Evaluator for the University of California Berkeley and the California Office of Traffic Safety.

The “Peer Review” of the previous report and the completed improvements were completed by late September 2010. A final copy of the report was posted online at Transportation Advisory Commission’s web page and hard copies were also provided to members of the Recreation and Parks Commission. In general the “Peer Review” concurs that the Rose Bowl Loop Improvements have done an excellent job of improving operations and enhancing safety for all road users by accomplishing the following:

- A wider walkway has been provided for the large number of pedestrians who use this area;
- Wide open intersections have been restriped to provide better channelization thereby reducing driver confusion and erratic movements;
- Street approaches intersecting at awkward angles have been realigned so that turning movements are made at 90 degrees;
- Sight distance has been improved so that drivers are at optimum locations to view other traffic movements; and
- Conflicts between uncontrolled movements have been significantly reduced.

The "Peer Review" suggested the following actions be taken into consideration which may further enhance traffic operations around the Rose Bowl Loop:

- Review the collision data for a twelve to twenty-four month period from the date of completion of all the improvements to assess whether the improvements have reduced collisions.
- Evaluate the feasibility of changing the Rosemont Avenue and West Washington Boulevard intersection so that the east leg of West Washington Boulevard flows one-way in the eastbound direction, is connected to the parking lot only or used for additional parking but is not part of the Rosemont Avenue and West Washington Boulevard intersection. Consider access for event traffic as part of this evaluation.
- Evaluate reducing the spacing of the delineators separating the pedestrian path and the nearest travel lane to 50 feet by the addition of delineators between the existing delineators except at driveways. The 50 foot spacing would provide improved positive guidance for all road users.

Feedback from Users

Staff conducted field surveys from the various users of the Rose Bowl Loop to gauge the public's reaction to the completed improvements. These surveys were conducted in late October and early November of 2010 and the general outcome of the surveys was presented to the Transportation Advisory Commission and the Recreation and Parks Commission. In general, there is an overwhelming support by most users about the nature of improvements. Users provided many comments some of which are beyond the scope of this study effort. Staff will consider and where applicable may implement some of the suggested signing or striping suggestions. A summary of the feedback comments from the users is shown in Attachment C.

COUNCIL POLICY CONSIDERATION:

The improvements implemented for the Rose Bowl Loop are consistent with the goals of the Mobility Element of the General Plan and consistent with the vision outlined for this area in the Central Arroyo Seco Master Plan.

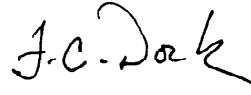
ENVIRONMENTAL ANALYSIS:

The improvements implemented for the Rose Bowl Loop are categorically exempt under the California Environmental Quality Act (CEQA) Guidelines. This exemption includes minor alterations involving negligible expansion of use beyond that previously existing.

FISCAL IMPACT:

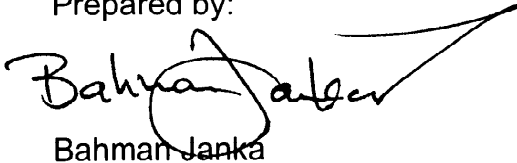
There are no fiscal impacts associated with this status report.

Respectfully submitted,



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City Manager

Attachments:

- Attachment A – Concept for Rose Bowl Loop Improvements
- Attachment B – Recent photograph of Improvements along Rosemont Avenue
- Attachment C – Summary of Users Feedback

ATTACHMENT C

Summary of Users Feedback

1. Are you a Pasadena resident?		2. How do you typically use the Rose Bowl Loop?		3. How often do you use the Rose Bowl Loop?	
Yes	51%	Walking/Running	75%	Frequently	52%
No	49%	Bicycling	23%	Once or twice a week	37%
		Other	2%	Only once in a while	11%

4. How do you rate the recent striping changes around the loop?		5. Do you think the color pavement and separations have provided better conditions for pedestrians and bicyclists?	
Better than before	89%	Yes	94%
Same as before	9%	Same as before	2%
Worse than before	2%	No	4%

Suggestions:

1. Pedestrian/Bicycle Related
 - Paint mile markers for people timing their walk/run
 - Install bike legends (SHARROWS) on the street
 - Lighting at night
 - Lane for each runner, walker, biker
 - Double yellow line in path and stencil marking for "RUN"
 - Remove bollards, especially at corners
 - Brighter color for pavement
 - Bike lane striped on the road
 - Need more delineators

ATTACHMENT C

(Continued)

Summary of Users Feedback

2. Others Suggestions

- More water stands
- Drinking fountains every mile
- More trash cans
- Multiple restrooms for men and women
- Add receptacles and bags for dog waste
- More sweeping and cleaning of the path
- Bury telephone poles, underground utilities
- Build little parks for kids
- Build stairways for people to exercise

General Comments:

- The best thing the City has done
- Need more patrol
- Enforce speed limit signs
- Great work, improves health
- Use recycled tire for asphalt, good for the knees
- Use same material used for Track and Field for the path
- One way direction for vehicles and separate lanes for bicycles
- Close some streets for safer operation
- Slow speed to 25 mph

Concerns:

- Pavement seems to hold water more, gives the perception of being slippery
- Higher netting for golfers
- Zero tolerance for cell phones
- The slope of the path for runners
- Keep bikers outside the colored pavement area
- Find more ways to get people to walk counterclockwise
- Color dividers blend with pavement
- Pollution control, how to control cars' exhaust
- Need more stop signs for cars