

Martinez, Ruben

From: timothy ivison <t
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To: PublicComment-AutoResponse
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Subject: City Council Meeting 10/26 Agenda Item 10
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To:
**City Council and the Successor Agency to
the Pasadena Community Development Commission**
Council Chamber, Pasadena City Hall
100 North Garfield Avenue

RE: City Council Meeting for October 26, 2020 at 2:00 P.M. (Item 10)

Dear Councilmembers,

I would like to echo other neighbors who have weighed in on previous city council meetings and emphasize again that much more needs to be done regarding the traffic situation along the 710 corridor and particularly along the St. John / S. Pasadena / Fremont Avenue axis (the wishbone and its consequences).

Living along South Pasadena Avenue near Arlington Gardens, my days begin with "pull to the right" and "pull over at the next street" ringing out across the neighborhood at regular intervals, as motorcycle cops call out drivers over their bullhorns. After the police leave and the traffic speeds up to "normal" (45-50mph) it is only a matter of time before the first fender-bender (or worse) at Glenarm and Pasadena. It is not uncommon to find bumpers, hubcaps, tail-lights, and other random car scraps along the sidewalks.

The north-south speeds between the 710 offramp and Columbia Street are such that any pedestrian or bicycle traffic along this route is immediately made to feel as though they are in mortal danger. My wife refuses to ride her bicycle on South Pasadena Avenue, and we fear for the young families that bring their children to Arlington Gardens and Singer Park. In the evenings, we are treated to the intermittent thunder of street racing, which goes late into the night without any fear of police intervention. The noise, the danger, not to mention the pollution, is intolerable. As Caltrans allows scores of houses to remain empty along the corridor with boarded-up windows and dying trees lining the street, this shell of a neighborhood is beginning to feel like a forgotten artifact of the freeway era.

44 years ago, the city and Caltrans went to Federal court just to see the wishbone constructed, promising that it was a "temporary" measure and that traffic would not increase. Now that the 710 is dead, it is obvious that the wishbone needs to go with it. We appreciate and support the proposed safety changes at California Blvd / Pasadena intersection near Sequoyah School, but the City Council should be looking at the whole problem, from north to south. Numerous studies have been conducted, projects submitted as recently as 2018...decades of planning and engineering advice agree: if there is money to spend on traffic improvement, then this is where it should be spent! Our neighborhood supports the city's efforts to acquire the stub from the

state, but we need relief now, not 10 years from now. The 710 freeway fighters fought Metro and won. Measure R money should be used now to make our neighborhood safe.

The 710 fiasco normalized the idea that meaningful road engineering should, by necessity, be an intergenerational process. This is simply not true. Action can be taken now. Protect West Pasadena residents and Caltrans tenants, protect cyclists, pedestrians, and public safety. Fix these streets!

Best Regards,
Timothy Ivison, PhD

Misplaced priorities

Pasadena uses millions to improve traffic everywhere but streets near the proposed 710 Freeway connector

By Chip Jacobs

The freeway offramp is sarcastically called the "bloody stump." For people in the West Pasadena neighborhood living in its tailpipe contrail, it's the gash that won't go away.

For Caltrans, the stump stands as testament to a 30-year stalemate about whether to build an extension onto the Long Beach (710) Freeway between Pasadena and Alhambra.

But whatever anyone calls it, the reality is every working day upwards of 20,000 cars exiting the Foothill (210) Freeway's California Boulevard offramp gun southbound down St. John and Pasadena avenues, often at break-neck speeds, along one of the San Gabriel Valley's most heavily plied shortcuts. There have been ghastly

accidents, harrowing close calls, rear-ended parked cars and police chases, not to mention 2,147 speeding tickets issued by Pasadena police along its busiest stretch in the last three-and-a-half years.

Naturally, people living near the stump — so named because of its amputated-like form — expected they would be first in line for help when millions in federal dollars were allocated to cushion and redirect some of that traffic.

Instead, they recently learned \$27.7 million, part of \$56 million set aside by the state for traffic relief projects along the 710 corridor, will go to relieving congestion along commercial avenues miles east of the stump.

"The people there got sold down the river," said one area leader. "The city had this pot of money earmarked for 710 mitigation that

was diverted to everything but the neighborhoods most effected."

Calling that nonsense, City Manager Cynthia Kurtz said St. John and Pasadena avenues are state-controlled routes and that 710-related bottlenecks are so pervasive they demanded a city-wide approach, not merely shifting traffic from one neighborhood to another.

Street smart

Not many people know about the appointed Design Advisory Groups (DAGs) charged with hashing out what to do about 710-related traffic problems. Their meetings have often been dull, chalked with engineering studies about signal counts and funding protocols. An intertwining thread of interest for them all, however, was the influ-

continues page 12

Photo by Kevin Uhrich



WRONG STREET: Pasadena decided to use its share of 710 Freeway traffic mitigation money to widen Lake Avenue at Walnut Street — miles from the streets hardest hit by the long-stalled 710 connector project.

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ence of freeway politics and a distrust of Caltrans.

Five years since everyone agreed it was better to do something about vexing surface street congestion than wait to see whether the freeway spur would ever be constructed, little of the \$66 million has been spent, largely because of the protracted process about what to do, records and interviews indicate.

"We were very diligent about [picking] things we could do quickly," said Pasadena DAG member Victor Eil. "We've been very disappointed in how long the projects took."

It was in 1998 the federal government approved the capstone Record of Decision that envisioned a trenched roadway from where the 710 Freeway abruptly ends at Alhambra's Valley Boulevard to the 210 Freeway at California Boulevard 4.5 miles to the north in Pasadena. While the gargantuan project rests where it has for years - at a standstill, mainly because of South Pasadena's litigation blocking construction - the Record of Decision embraced the pragmatic.

Roughly \$8 million was earmarked to get 710-bound commuters through the four affected cities as fast as possible. And with 100,000 estimated cars in that daily quest, even rivals in the great 710 war agreed that something needed to be street smart.

Round and round

Caltrans, the agency responsible for the 710, would oversee the DAGs and the respective city councils would bless their recommendations. It was a fairly small-change effort until 2000. That's when Rep. James Rogan, then seeking reelection, won an addi-

crimp the activity on them.

"We went round and round and had meeting after meeting," said Bogaard, a longtime preservationist and anti-710 activist. "There just wasn't the will at the city level. I wouldn't say I'm OK with everything that was approved, but I feel it's the best I could get under the circumstances."

Because nothing is being done directly for St. John and Pasadena avenues, the city's Transportation Advisory Commission formed a subcommittee June 6 to explore traffic measures that can be adopted through the city or future developments such as the Ambassador College housing plan.

"It's a hijack of the federal monies," said Lynn Bryan, a St. John resident who lives in a historic Caltrans rental house and is a leader in the tenants association. "There was an assumption of the people who live on the corridor that when you heard the phrase '710 mitigation monies' you'd start with the area most affected: this neighborhood. It's a raceway out here."

Kurtz responded there weren't any easy answers and that the city stressed "mobility corridors" to funnel cars onto Fair Oaks and elsewhere. West Pasadena residents opposed expanding the 210's Del Mar Avenue offramp because of the congestion it would bring to their front doors. A Caltrans planner said the agency was against the idea, too, fearing it would back up freeway traffic.

"When the money came here, we had instructions to spend it on streets that were negatively impacted" because the 710 extension isn't built, Kurtz said. "It impacts a lot of north-south streets all the way over to Lake and beyond ... It wasn't the council saying, 'Oh good, let's split this

up seven ways."

Jason Roe, a spokesman for Rogan, who now serves as undersecretary of the US Department of Commerce and heads its Patent and Trademark Office, said cities should review the law's wording. Rogan's resolution reads: "The \$46 million shall be available only for traffic mitigation and other improvements to existing" areas along the route. (In fairness, the \$8 million appropriated under the Record of Decision does mention Fair Oaks and Raymond avenues and Arroyo Parkway for improvements.)

"The money was appropriated for traffic mitigation on the corridor," Roe said. "From what we've heard so far, it does appear that [Pasadena's] proposals go beyond the scope of the legislation's intent."

Lost focus

Besides the \$24.5 million in federal aid, the Metropolitan Transportation Authority is kicking in \$2.7 million and the city is providing \$400,000 in matching funds.

South Pasadena is emphasizing unclogging tie-ups with the 110 freeway in how it spends its roughly \$16 million. The northbound Fair Oaks offramp will be expanded to four lanes and a new "hook-ramp" onramp for southbound traffic will be erected near Orchard Supply Hardware on State Street. Fair Oaks Avenue between Monterey Road and Columbia Avenue will also undergo changes with more pedestrian-friendly sidewalks and light synchronization, among other improvements.

The roughly 30,000 cars that use Fair Oaks daily has turned it into a "de-facto freeway" said Karen Heit, South Pasadena's interim transportation manager.



A brief flap ensued when merchants and residents learned of preliminary plans to take a chunk of the OSH parking lot as well as parking and sidewalks on Fair Oaks. Some also complained the city's DAG consultant, Aztec Engineering, which has received \$1.2 million for its efforts and hired subcontractors itself, failed to notify them of their designs, said Joanne Nuckols, a longtime 710 opponent and a DAG member. To help inject new ideas, the city recently brought in a well-regarded Orlando, Fla. company, Glatting Jackson.

Thousands zip along Fremont Avenue to reach the Foothill and Long Beach freeways, and part of Fremont slices through shady, historic neighborhoods.

"All along we realized we need to realize to address the congestion on Fremont but we never got a straight answer from the consultant why we weren't doing something about it until a couple weeks ago," said Nuckols.

The mayor of Los Angeles and the local council district appointed members of the El Sereno DAG. Plaintiffs in an environmental justice suit against the extension were on there, too. As elsewhere, Caltrans ran the meetings using facilitators and resisted efforts by the cities to hold joint DAG meetings so they could coordinate efforts.

Critics said it was a classic divide-and-conquer strategy and that the agency was steamed none of the DAGs were interested in doing freeway design work on tunnels and pedestrian walkways as stipulated in mitigation section of the Record of Decision.

But Ron Kosinski, the local Caltrans' district environmental planning director, said previous meetings with all the cities resulted in officials attacking each other

over their freeway stances. (South Pasadena is adamantly opposed to the spur, Alhambra desperately wants it while Pasadena and El Sereno are divided.) Besides, he said it was the cities in charge of the \$56 million with Caltrans doing some of the administrative and environmental work and "screening" projects too off the course. (One of those was a Pasadena parking lot.)

"We didn't have veto power," Kosinski said. "The DAGs got certain things accomplished and other things in the charter didn't get accomplished. It was a fix."

For a spell, the El Sereno group attracted big audiences. At one well-known gathering, a Caltrans-consultant insulted then-Councilman Richard Alatorre, who was sitting in the audience unidentified asking questions about why a project picked by the community was being disregarded by Caltrans. Alatorre berated the man and the meetings since then have petered out.

Last month, the agency notified cities that future DAG meetings were canceled because of the state budget crisis and enough had been accomplished.

"Caltrans thought when they got the Record of Decision signed they could go through six to eight months of meeting, patting us on the head and saying thank you, and they could turn in a report to the feds with the box checked," said DAG member Don Justin Jones, a plaintiff in that environmental justice case and one of those who lobbied Rogan for the \$46 million. "They weren't ready for an informed community. We weren't going to weave our own noose by working on the freeway designs."

The DAGs have paired strange bedfellows. Alongside Jones is Nat Read, a



How wide can Lake Avenue get?

Pasadena-based public relations handler who has worked for Alhambra and others lobbying nonstop for completion of the \$1 billion-plus gap closure.

In the final analysis, Read said the DAG projects settled very little. "The federal Department of Transportation approved

the freeway and then they hedged it by saying we should throw a sop to other side by putting in place this crazy DAG process," Read said. "It was a bureaucratic cop out. It got bogged down because Caltrans lost its focus on finishing the freeway."

-----Original Message-----

From: Paul Arney <pauljoseph29@msn.com>

To: tmolinar@cityofpasadena.net <tmolinar@cityofpasadena.net>

Sent: Wed, May 27, 2020 12:12 am

Subject: RE: PROTECTING OUR NEIGHBORHOODS FROM EXCESSIVE 710 TRAFFIC

To: Pasadena Planning Commission
5/27/20 C/O tmolinar@cityofpasadena.net

Agenda Item 5A:

PROTECT OUR NEIGHBORHOODS FROM EXCESSIVE 710 TRAFFIC NOW THAT THE 710 IS DEAD

Since the Wishbone opened in 1976, Pasadena residents of Pasadena Ave/St John and South Pasadena residents of Fremont Ave have consistently expressed their concerns about the impact the Wishbone has had on their health and safety. Among the many concerns are excessive traffic and speeding vehicles, particularly near Singer Park, that have plagued these neighborhoods for 44 years.

This configuration was favored by the City Council of the City of Pasadena who went to court to partially lift a '73 injunction that prevented any more construction of the 710 or purchase of properties until an EIR was done. Residents of Southwest Pasadena and the City of South Pasadena opposed this action, but were promised in the court papers by the City of Pasadena that there would be no increase of traffic. As we well know, this claim was far from the truth. Traffic has continued to increase, and our most vulnerable residents, children, with many schools in the corridor, and the elderly, are put in harm's way. Archived newspaper articles report that Pasadena city officials openly said that they wanted to flood South Pasadena with traffic so they'd beg to have the freeway extended, despite the fact that it was harming their own residents.

In each decade...1990s, 2000s and 2010s...city studies have proposed projects to alleviate the traffic problems in the residential neighborhoods created by the stub/wishbone in the 710 corridor. First was a proposal in the city sponsored Southwest Traffic Study. Next, the same project was listed by the city's 710 Design Advisory Group (DAG) using money from Caltrans and Rogan money from the Federal Government. This project, that would have significantly relieved the corridor of traffic, was the only DAG project not funded in 2003. Next, in 2018 again a similar project to alleviate neighborhood traffic was listed in the Nelson/Nygaard study for the city and sent to Metro. Metro rejected this particular project and the city caved and has not pursued it, even though Metro has said they would fund projects requested by the cities. If the I-210 Ramp Modification project is not funded by Metro now at this time, there will be no relief from the traffic. The money is there for the 710 corridor and the City of Pasadena is entitled to it, but city hall is failing to remedy the situation it created 44 years ago by promoting an alternative project of turning lanes (Item 5A on your agenda) that will result in any improvement in the St John/Pasadena Ave/California intersection, but will in fact make the area less safe for all users. With \$1 billion available in funds f at Metro from the elimination of the SR 710, is the City of Pasadena really willing to miss a golden, once in a lifetime opportunity to improve the health and safety of those at the

greatest risk and eliminate the pass through traffic from the neighborhoods of Southwest Pasadena? It's time for action.

Please do not approve the St John/Pasadena Ave/California project, or at the very least, reconsider only after extensive public involvement. The project does not comply with the General Plan. Our neighborhoods of Southwest Pasadena deserve more than being the pass through for 710 stub to stub traffic and ask that the city work with Metro and Caltrans to restore our neighborhoods and de-emphasized the traffic once and for all, now that the 710 is finally dead. (See attachments)

Caltrans Tenants of the 710 Corridor

Families on Fremont

Paul Arney
1260 Brookmere Road
Pasadena, CA 91105

Dan McGilvray
Owner
Grace Mansion Apartments
80 Grace Terrace
Pasadena, CA 91105

FINAL REPORT

TRAFFIC STUDY
FOR THE
SOUTHWEST NEIGHBORHOOD

JANUARY 24, 2002

PREPARED FOR

CITY OF PASADENA
DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

PREPARED BY

KAKU ASSOCIATES
A Corporation

FINAL REPORT
TRAFFIC STUDY
FOR THE
SOUTHWEST NEIGHBORHOOD

January 24, 2002

Prepared for:

CITY OF PASADENA
DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Prepared by:

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I. INTRODUCTION

The missing link in the Interstate 710 freeway results in a tremendous amount of traffic being forced to use city surface streets through Pasadena. Hardest hit by this through traffic pattern is the Southwest Neighborhood of Pasadena.

Currently, the I-710 Freeway north of Del Mar carries a combined total of approximately 5400 vehicles during the PM peak hour. Of this total flow, approximately one-third is traveling to/from the I-710/Long Beach Freeway corridor via St. John Avenue/Pasadena Avenue, one-third is traveling to/from the SR 110/Pasadena Freeway corridor St. John Avenue/Pasadena Avenue and Orange Grove, and the remaining one-third is traveling locally – either to/from the Pasadena Central District or the residential neighborhoods along the I-710 corridor in Pasadena or South Pasadena.

The volume of traffic in the I-710 corridor is projected to grow, whether or not the I-710 gap is filled. Future forecasts for the Year 2015 show the afternoon peak traffic growing from today's 5400 vehicles per hour to 6550 vehicles per hour on the I-710 Freeway north of Del Mar. This projected growth is due to:

- a. Growth in residential population in the northern portion of Los Angeles County – especially in the I-5, SR 14 and I-210 corridors,
- b. Completion of I-210 easterly to connect with the Inland Empire, and
- c. Growth in employment opportunities in the I-710 corridor south of I-10.

HISTORY

The Southwest Neighborhood has been the subject of a number of traffic improvement studies in the past. It is not the intent of this study to summarize or to critique these historical studies.

Rather, the results of these previous studies will be coordinated with the current transportation planning activities ongoing in the City. The two that affect the Southwest Neighborhood are discussed below.

Design Advisory Group

The cities along the I-710 route have formed Design Advisory Groups to allow citizen input to Caltrans for the development of both short and long range traffic improvements in the corridor. The Pasadena Design Advisory Group (DAG) supports the concept of shifting north-south traffic from the Pasadena Avenue/St. John corridors to the Raymond corridor. The rationale is that Raymond is underutilized today, and the addition of through traffic to the Raymond corridor would have much less land use impacts than the current traffic flow along Pasadena/St. John.

The DAG suggested a number of different alignments and street configurations to force/encourage through traffic to move to the Raymond and Fair Oaks corridors in order to reach the Pasadena Freeway (SR 110). The most promising of these alternatives will be explored in this analysis.

General Plan Mobility Element Update

The City of Pasadena is in the midst of updating its General Plan Mobility Element. The treatment of traffic through the Southwest Neighborhood is an important component of the overall plan. This report will investigate the alternatives studied during the General Plan update process.

OVERVIEW

This analysis summarizes the recommended physical and operational improvements that are under consideration for the Southwest Neighborhood. By articulating the improvement alternatives along with their positive and negative effects, this analysis aims to serve as a catalyst

allowing the citizens and decision makers to develop a consensus for transportation improvements in the area.

II. PROJECT DESCRIPTION

The Southwest Neighborhood is considered the busiest area within the City of Pasadena. It is bounded by I-210 Freeway on the north, Madison Avenue on the east, Avenue 64 on the west and Columbia Street on the south. The area encompasses the Civic Center, the Historic Old Town Pasadena, the Norton Simon Art Museum and various commercial centers. In addition, traffic from Burbank/Glendale, the Inland Empire and Santa Clarita pass through this area to connect to Downtown Los Angeles via the SR-110 Freeway.

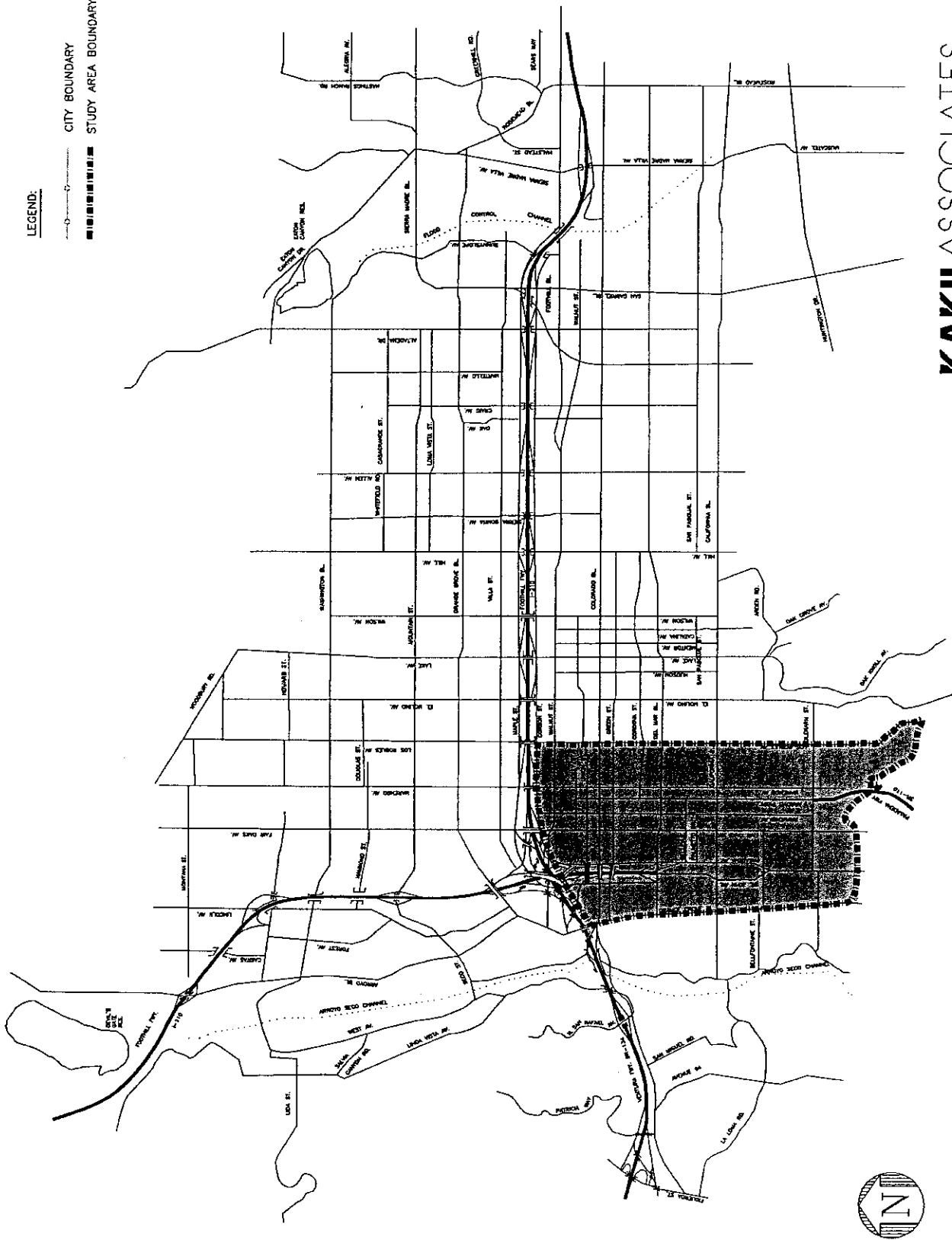
The geographic focus of this study is shown in Figure 1. The effects of the possible alternatives are analyzed on the key streets between I-210 and the City boundary on the north and south, as well as between Orange Grove Boulevard and Los Robles on the west and east.

This chapter describes the future roadway system in three elements. First, the improvements that are generally agreed upon are described as "Base Improvements." Second, the elements of the General Plan Update that have received widespread support are described. Finally, alternative improvement strategies in the Southwest Neighborhood are presented for evaluation. Four possible alternatives have been identified to address the strategy of moving north-south traffic to the Raymond/Fair Oaks corridors. In addition, two alternatives addressing traffic levels along Orange Grove Avenue are presented.

METHODOLOGY

In conjunction with the Mobility Element Update of the General Plan, possible improvements were proposed and analyzed using the emme/2 model for the City of Pasadena. The use of the emme/2 model allows the traffic implications of the alternatives to be quantified in a number of different ways. Traffic growth, traffic shifting from one alternative route to another, and effects on street section performance can all be measured. In the case of the evaluation of alternatives, the

LEGEND:
 - - - - - CITY BOUNDARY
 - - - - - STUDY AREA BOUNDARY



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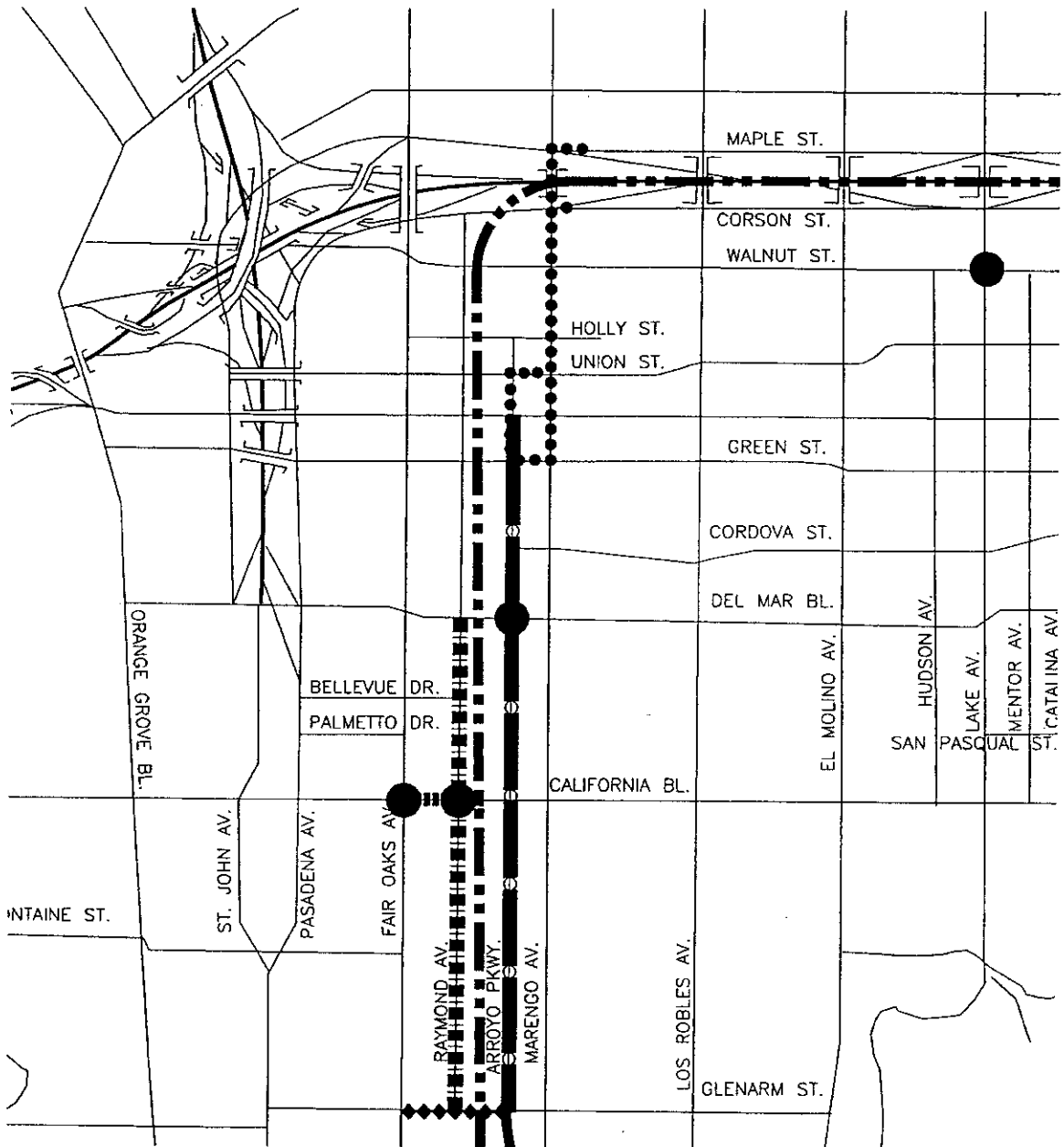
**FIGURE 1
 STUDY AREA**

evaluation methodology allows the direct comparison of one alternative to another, and it allows all alternatives to be compared to a "Future Base Condition" so that citizens can see the level of improvement compared to a future "do nothing" alternative.

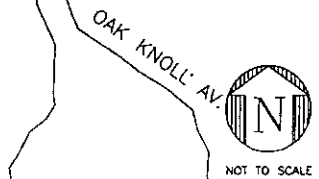
BASE IMPROVEMENTS

The Design Advisory Group (DAG) has been working to develop transportation alternatives that could be implemented with funds allocated to the City of Pasadena by the Rogan Bill. As part of that analysis, the DAG has developed the following projects located within, or that affect traffic through, the Southwest Neighborhood (See Figure 2 for the location of these improvements):

1. California Boulevard Reconstruction/Widening – Construct a separate right turn lane for westbound California Boulevard at Raymond Avenue. Reconstruct California Boulevard from Fair Oaks Avenue to the Blue Line light rail tracks with concrete pavement. This improvement will increase capacity, facilitate traffic operation, and reduce congestion and delay on California Boulevard. It also encourages the use of Raymond Avenue and aids in access to the light rail station at Raymond Avenue and Del Mar Avenue.
2. Right Turn Lane on California Boulevard at Fair Oaks Avenue – Construct a separate right turn lane for eastbound California Boulevard at Fair Oaks Avenue. This improvement will facilitate the eastbound to southbound right turn movement onto Fair Oaks Avenue and encourage the use of Fair Oaks Avenue rather than Orange Grove Boulevard to access the SR-110 Freeway.
3. Raymond Avenue to SR-110 Freeway Connector – Widen Glenarm Street between Fair Oaks Avenue and SR-110 to improve connection between the southern terminus of Raymond Avenue and the SR-110. Construct an at-grade right turn ramp to the freeway and widen the freeway to provide a merging lane. This improvement will encourage the use of Fair Oaks Avenue rather than Orange Grove Boulevard to access the SR-110.



- LEGEND:**
- ▬▬▬▬▬▬▬▬ - California Blvd Reconstruction/Widening between Fair Oaks & Gold Line
 - - California Blvd/Fair Oaks Av Right Turn Lane
 - ◆◆◆◆◆◆◆◆◆◆ - Raymond Av/SR-110 Connector
 - - Arroyo Pkwy/Del Mar Bl Right Turn Lane
 - ▬▬▬▬▬▬▬▬▬▬ - Arroyo Pkwy Street Enhancement
 - ▬▬▬▬▬▬▬▬▬▬▬▬▬▬ - Raymond Av Widening
 - - SR-110 to I-210 Connector
 - - Lake Av/Walnut St Capacity Enhancements
 - ▬▬▬▬▬▬▬▬▬▬▬▬▬▬ - Gold Line Alignment
 - - Raymond Av/California Bl Right Turn Lane



KAKU ASSOCIATES

**FIGURE 2
BASE IMPROVEMENTS**

4. SB Right Turn Lane on Arroyo Pkwy at Del Mar Boulevard – Widen the west side of Arroyo Pkwy north of Del Mar Boulevard and construct a separate right turn lane for the southbound Arroyo Pkwy to westbound Del Mar Boulevard movement. This improvement will increase the capacity of the intersection and will facilitate traffic operation.
5. Arroyo Parkway Street Enhancement/Rehabilitation – Improve street lighting, pedestrian amenities, sidewalks, and landscaping on Arroyo Pkwy between Colorado Boulevard and Glenarm Street. Reconstruct the concrete roadway and implement traffic signal upgrades from Glenarm Street to Colorado Boulevard. This project will improve traffic operations on Arroyo Pkwy and pedestrian access to the light rail stations.
6. Raymond Avenue Widening – Widen Raymond Avenue between Del Mar Boulevard and Glenarm Street to provide four through travel lanes and a separate left turn lane at intersections. Increasing the capacity of Raymond Avenue will encourage the use of Raymond Avenue as an alternate route to Fair Oaks Avenue and Arroyo Pkwy. This widening will be accomplished within the existing right-of-way by reducing the 12-foot parkways to 10-foot.
7. Traffic Control and Monitoring System – Install four changeable message signs, four close circuit TV cameras on the major north/south and east/west corridors in the southwest area and implement traffic signal upgrades to provide signal synchronization and demand responsive operation.
8. SR-110 to I-210 Connector/Marengo Interchange Emphasis – Implement sign and striping improvements to direct and facilitate traffic flow between the SR-110 at Arroyo Pkwy and the 210 Freeway at Marengo Avenue. The project also includes the installation 2-3 changeable message signs to direct traffic flow. This improvement will facilitate the traffic flow from the SR-110 at Arroyo Pkwy to the I-210 at Marengo Avenue.
9. Lake Avenue/Walnut Street Capacity Enhancements – Widen the east side of Lake Avenue from Walnut Street to approximately 300' south of Walnut Avenue to install a

northbound right turn lane. This improvement will facilitate the northbound to eastbound right turn movement and encourage the use of Walnut Street as an alternate access to EB I-210 from Hill Avenue or Allen Avenue.

GENERAL PLAN UPDATE/SOUTHWEST NEIGHBORHOOD IMPROVEMENTS

In addition to the projects mentioned above, a number of improvements are being considered as part of the General Plan Mobility Element Update. The following improvements were presented to the community and received sufficient support to be carried forward as part of the General Plan Update:

1. 5-Lane Fair Oaks Avenue – Reconfigure Fair Oaks Boulevard from Del Mar (or Palmetto or California, depending on the alternative below selected) to Glenarm to provide five travel lanes. This configuration would provide three southbound and two northbound through lanes in most portions of this roadway segment. Parking would be allowed on one side of the street. At major intersections, curb parking would be prohibited in order to provide north-south left turn lanes. The provision of these left turn lanes would likely require minor roadway widening (± 2 feet on each side of the street) within the existing right of way. Increasing the capacity of Fair Oaks Avenue will encourage the use of Fair Oaks Avenue as an alternate route to Orange Grove Boulevard and Arroyo Pkwy.
2. Marengo Avenue Emphasis via Green Street & Union Street – Implement signing and striping improvements along Marengo Avenue, Green Street and Union Street will direct and facilitate traffic flow between the 210 Freeway and the SR-110. This improvement encourages the use of Green Street and Union Street instead of the I-710, St. John Avenue, and Pasadena Avenue to connect the I-210 corridor to the SR-110 Freeway.
3. Westbound California Boulevard Restrictor – Restripe California Boulevard between St. John Avenue and Pasadena Avenue to restrict the street to one travel lane in the westbound direction. This restriping will discourage westbound through traffic along California to access Orange Grove Boulevard.

4. Green Street Emphasis – This improvement, in concert with the Orange Grove lane reduction, would provide a southbound dual left turn lane on Orange Grove at Green Street. This improvement will encourage Orange Grove southbound traffic to shift easterly to the Fair Oaks or Raymond corridors.

SOUTHWEST NEIGHBORHOOD TRAFFIC FLOW ALTERNATIVES

East-West Traffic Shift

The DAG traffic flow philosophy for the Southwest Neighborhood involves shifting a portion of the existing and future traffic from the Pasadena and St. John corridors to the Fair Oaks/Raymond/Arroyo Parkway corridors. The travel pattern most likely to shift to the easterly set of corridors is the I-210 to SR 110 trip. This trip transfer represents approximately one-third of the trips using the Pasadena/St. John corridor.

To shift this north-south traffic to new corridors, one or more of the following east-west streets would likely be used to make the transfer: Del Mar, Bellevue/Palmetto, or California. Other east-west routes, including Walnut and Bellefontaine, were tested but did not survive as the alternative finalists described below.

To aid in shifting traffic from St. John and Pasadena Avenues to the Fair Oaks and Raymond Avenue corridors, the following alternatives are being analyzed for public review (See Figures 3-6 for an illustration of the key elements of each alternative):

Alternative A: Bellevue/Palmetto One-Way Pair and Overpass – Restripe Bellevue Drive from Raymond Avenue to Pasadena Avenue to provide 2 lanes one-way in the westbound direction. Restripe Palmetto Drive from Fair Oaks Avenue to Pasadena Avenue to provide 2 lanes one-way in the eastbound direction

Construct a new overpass over the I-710 alignment opposite Palmetto Drive. Extend St. John Avenue from Del Mar Boulevard to connect directly with the new Palmetto Drive overpass. In this alternative, the curb parking along Palmetto corridor would be prohibited from 6-9am on one side of the street so that two eastbound lanes would be provided during the morning peak hours. At other times of the day, parking would be allowed on both sides of the street, and only one lane of traffic would be provided. A similar treatment would occur on Bellevue (from Fair Oaks to Pasadena) during the afternoon peak hours (4-7pm).

Alternative B: 5-Lane Del Mar Boulevard – Widen Del Mar Boulevard from Pasadena Avenue to Raymond Avenue to provide 3 lanes eastbound and 2 lanes westbound. This alternative originally intended to evaluate the Del Mar corridor as a six-lane divided roadway, but the provision of three lanes in each direction is infeasible. Too many buildings would be affected to make it a realistic alternative.

Alternative C: 6-Lane California Boulevard - Widen California Boulevard from Pasadena Avenue to Fair Oaks Avenue to provide a six-lane divided roadway. This alternative would likely result in some widening from St. John to Pasadena in order to provide three eastbound lanes through the interchange area. The other widening would occur near Fair Oaks where the additional eastbound lane would be constructed.

A building currently exists on the northwest corner of Fair Oaks and California that precludes the immediate widening of California Boulevard in this block. Therefore, if this alternative were selected, it would likely take a number of years to implement.

At the intersection of California and Pasadena, the westbound lanes would be striped for two exclusive right turn lanes onto Pasadena Avenue and one through lane.

Alternative D: 5-Lane Del Mar Boulevard and California Boulevard - Widen Del Mar Boulevard from Pasadena Avenue to Raymond Avenue to provide 3 lanes in the westbound direction and 2 lanes in the eastbound direction. Restripe and/or widen California Boulevard from Pasadena Avenue to Fair Oaks Avenue to provide 3 lanes in the eastbound direction and 2 lanes in the westbound direction. In most sections of this corridor, sufficient roadway width already exists to

westbound direction. In most sections of this corridor, sufficient roadway width already exists to accommodate this traffic plan. Physical widening will be needed only in the section between St. John and Pasadena and in the section approaching Fair Oaks Avenue.

This alternative combines Alternatives B and C. Rather than trying provide all the east-west shift on the one-way pair (Alternative A) or all the shift on either Del Mar (Alternative B) or California (Alternative C), this alternative uses California for the eastbound transfer and Del Mar for the westbound flow.

Orange Grove Boulevard Treatment

In the existing General Plan Mobility Element, the section of Orange Grove along the western section of the corridor is designated as a “De-emphasized Corridor.” Under this designation, the street should serve local traffic, but through traffic should be discouraged. Despite the designation, Orange Grove Boulevard is still used by many through trips traveling between I-210/SR 134 and I-710.

The General Plan Update analysis explored alternate ways to reduce the use of Orange Grove Boulevard by through trips. The most popular alternative would duplicate the treatment used to de-emphasize California Boulevard in the eastern portions of the city. This would involve restriping Orange Grove Boulevard from Green Street to Glenarm Street (City Boundary) to provide one lane in each direction, parking along one side of the street, a two-way left-turn lane, and bike lanes along both sides of the street. This improvement will maintain sufficient traffic flow along Orange Grove Boulevard to support local trips without encouraging the use of this corridor as a route for through traffic.

This alternative would divert through trips from the Orange Grove Boulevard corridor to other north-south corridors in the Southwest Neighborhood study area. Because of this, separate analyses of the above four alternatives were conducted both with and without the Orange Grove Boulevard “lane reduction” project. In this way, the effects of the lane reduction project can be understood.

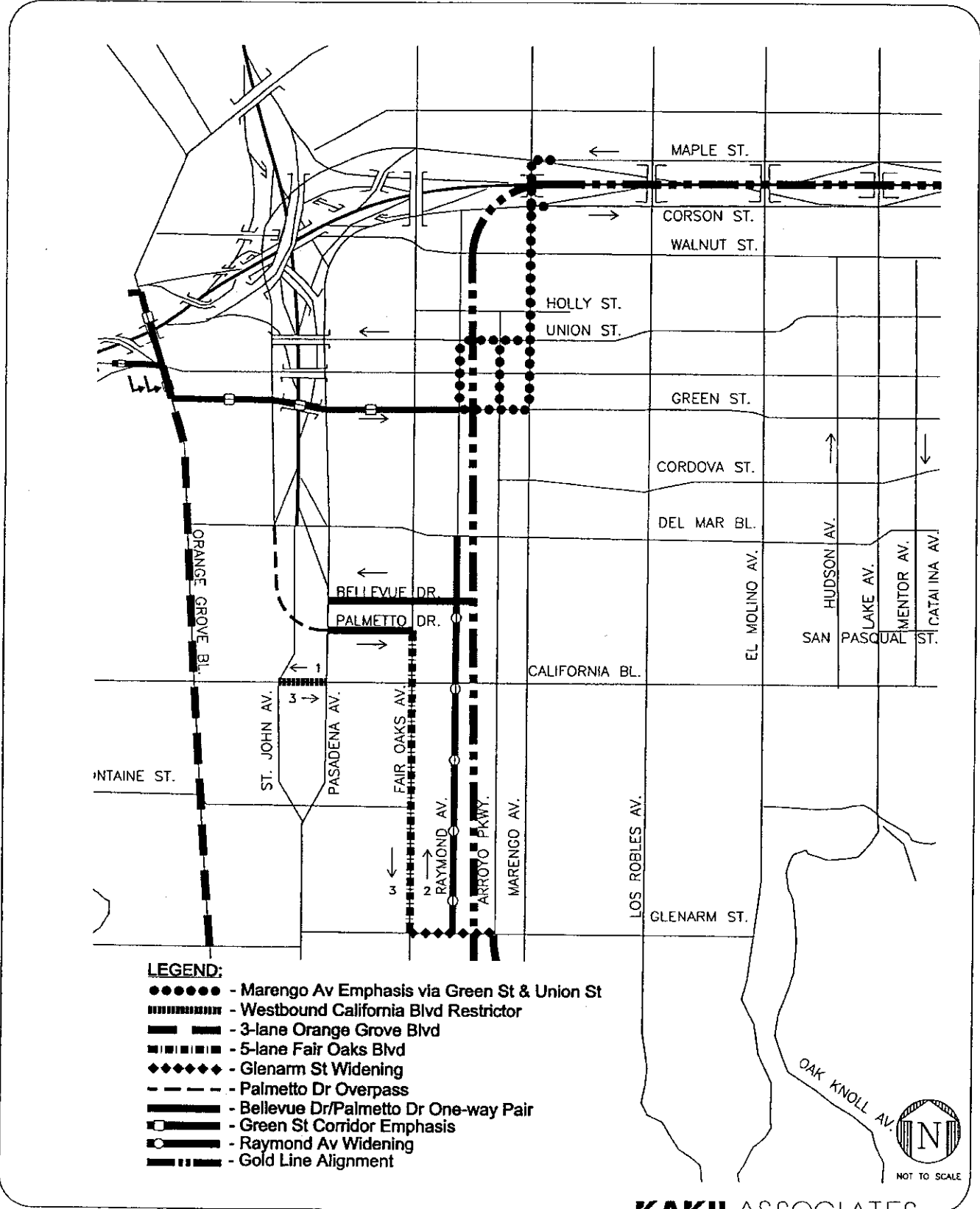


FIGURE 3
SOUTHWEST NEIGHBORHOOD TRAFFIC STUDY
ALTERNATIVE A