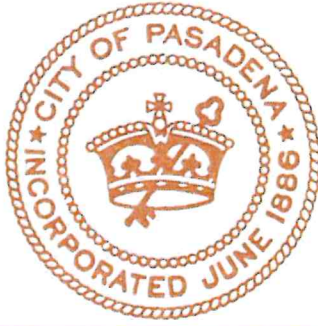




Agenda Report

November 24, 2025

TO: Honorable Mayor and City Council

THROUGH: Finance Committee

FROM: Department of Transportation

SUBJECT: **AUTHORIZE THE CITY MANAGER TO ENTER INTO CONTRACT AGREEMENTS WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) TO ACCEPT LOCAL HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) CYCLE 12 FUNDS IN THE AMOUNT OF \$610,110; \$324,630 FOR THE INSTALLATION OF RECTANGULAR RAPID FLASHING BEACONS AT THE INTERSECTIONS OF VILLA STREET AT CHESTER AVENUE, ARROYO BOULEVARD AT SECO STREET, AND BELLEFONTAINE STREET AT FAIRMOUNT AVENUE; AND \$285,480 FOR THE INSTALLATION OF A ONE-HALF MILE BIKE FACILITY ON UNION STREET BETWEEN ARROYO PARKWAY AND ST. JOHN AVENUE**

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the action proposed herein is not a project subject to the California Environmental Quality Act (CEQA) pursuant to Section 21065 of CEQA and Sections 15060(c)(2), 15060(c)(3), and 15378 of the State CEQA Guidelines and, as such, no environmental document pursuant to CEQA is required;
2. Authorize the City Manager or designee to enter into agreements with Caltrans to receive grant funding for the Highway Safety Improvement Program (HSIP) Cycle 12 grant in the amount of \$610,110; \$324,630 for the installation of rectangular rapid flashing beacons (RRFB); and \$285,480 for the installation of a one-half mile bike facility on Union Street, and execute any subsequent agreements regarding these grant awards; and
3. Amend the Fiscal Year 2026 Capital Improvement Program (CIP) Budget to recognize and appropriate \$324,630 in HSIP Cycle 12 grant funds and transfer \$86,870 from the FY 2026 Department of Transportation General Fund Operating Budget to the

Pedestrian Crossing Enhancements Program FY2021-2028, and appropriate \$285,480 in HSIP Cycle 12 grant funds and transfer \$69,745 from the FY 2026 Department of Transportation General Fund Operating Budget to the Pasadena Bicycle Program (#75919) FY2026-2030

BACKGROUND:

The Highway Safety Improvement Program (HSIP) is a federal aid program that was formalized in 2005 under the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act that funded state surface transportation programs to improve safety on all public roads.

A California subset of the HSIP, California's Local HSIP, focuses on funding infrastructure projects with nationally recognized crash reduction factors (CRFs) as identified in the California Local Roadway Safety Manual. Local HSIP projects must be identified based on crash experience, crash potential, crash rate, or other data-supported means. Funding cycles occur every two years with the latest Cycle 12 call-for-projects opening in fall 2024 and awards announced in February 2025. In Cycle 12, 330 applications were received, requesting \$398.8 million of HSIP funding. A total of \$299.6 million in HSIP funds from 288 applications will be funded.

City staff applied to the HSIP Cycle 12 grant in September 2024 to fund design and construction of three Rapid Rectangular Flashing Beacons with updated curb ramps, signage, striping, and lighting at three existing uncontrolled crosswalks. These crosswalks are located at the intersections of Villa Street at Chester Avenue, Arroyo Boulevard at Seco Street, and Bellefontaine Street at Fairmount Avenue. These locations were selected based on a crosswalk enhancement prioritization list that considers Local HSIP criteria including CRF, crash experience, crash potential, pedestrian volume, and adjacent land uses.

City staff also applied for the design and construction of a one-half mile Class II and Class III bicycle facility on Union Street between Arroyo Parkway and St. John Avenue. This proposed facility will not reduce the number of vehicular travel lanes but will close a bike network gap between the Union Street Cycle Track east of Arroyo Parkway and the north-south bike lanes on Pasadena Avenue and St. John Avenue. City staff developed this project through partnership with the Old Pasadena Management District in September 2024 to ensure that this proposal would not negatively affect or reduce the capacity of the roadway, on-street parking, or existing on-street dining parklets through strategic bicycle facility design on a block-by-block basis. This gap closure enhances non-motor vehicle connectivity through Old Pasadena.

In September 2025, the City was notified of the award of \$610,100 in Local HSIP Cycle 12 funds for both projects that will accomplish the following goals:

- Facilitate walking and transit access for local destinations such as a neighborhood market, hospital, and the Rose Bowl stadium;

- Implement legacy improvements to enhance long-term access and connectivity to the Rose Bowl, Aquatics Center, and Brookside Park, for and following the Olympic Games.
- Improve the active transportation network through Old Pasadena by connecting existing bicycle facilities on Union Street to those on Pasadena Avenue and St. John Avenue; and
- Facilitate biking and transit access for the 2028 Olympic and Paralympic Games.

COUNCIL POLICY CONSIDERATION:

The HSIP Cycle 12 grant and the projects support the City's vision of being a more livable and economically strong city where people can circulate without cars. The vision relies upon the integrated and multimodal transportation system that provides choices and accessibility for everyone living and working in the City. This proposed action is consistent with General Plan Mobility Element policies to enhance livability, and encourage walking, biking, transit, and other alternatives to motor vehicles. This program is also consistent with the City's goals to improve, maintain, and enhance public facilities and infrastructure and to improve mobility and accessibility in the City. Specifically, these projects support the following City General Plan Mobility Element Policies:

- 1.1 Encourage connectivity and accessibility to a mix of land uses that meet residents' daily needs within walking distance.
- 1.17 Design streets to improve access to destinations by transit, bicycle and walking.
- 2.8 Maintain existing and identify new opportunities for bicycle infrastructure.

ENVIRONMENTAL ANALYSIS:

The action proposed herein is not subject to the California Environmental Quality Act (CEQA) in accordance with Section 21065 of CEQA and State CEQA Guidelines Sections 15060 (c)(2), 15060 (c)(3), and 15378. The authorization of the City Manager or their designee to enter into an agreement with Caltrans to receive HSIP Cycle 12 grant funding is a government fiscal activity that does not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment. Therefore, the proposed action is not a "project" subject to CEQA, as defined in Section 21065 of CEQA and Section 15378 of the State CEQA Guidelines. Since the action is not a project subject to CEQA, no environmental document is required. Upon entering into HSIP Cycle 12 funding agreements the City will move forward with designing the proposed improvements and will conduct the corresponding CEQA review prior to approval of each project for construction.

FISCAL IMPACT:

This action will amend the FY 2026 Capital Improvement Program Budget by appropriating HSIP Cycle 12 grant funds in the amount of \$610,110 and transferring \$156,615 from the FY 2026 Department of Transportation General Fund Operating Budget as follows:

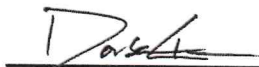
- Pedestrian Crossing Enhancements Program (FY 2021–2028): Appropriate \$324,630 of HSIP Cycle 12 grant funds and transfer of \$86,870 from the Department of Transportation General Fund Operating Budget. The total project estimate for the three Rapid Rectangular Flashing Beacons, as part of the Pedestrian Crossing Enhancement Program FY2021-2028 (75112), is \$411,500.
- Pasadena Bicycle Program (FY 2026–2030) (75919): Appropriate \$285,480 of HSIP Cycle 12 grant funds and transfer of \$69,745 from the Department of Transportation General Fund Operating Budget for a total project cost of \$348,920. The total project estimate for the installation of a one-half mile east-west bicycle facility on Union Street is \$348,920.

Respectfully submitted,



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Prepared by:



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Approved by:



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City Manager