

Measure M Multi Year Subregional Program
Pasadena Potential Project List
(July 2026)

TRANSIT PROJECTS

1. Purchase Replacement and Expansion Buses for Pasadena Public Transit – \$4,676,178

This project provides for the purchase of replacement, expansion, and zero-emission transit vehicles and infrastructure for the City of Pasadena's public transit systems. In addition to vehicle purchases, this project provides fleet system upgrades to provide enhanced customer experience.

These fixed-route transit vehicle purchases include replacing aging vehicles and adding vehicles into the existing fleet to help address overcrowding on the higher demand routes. In addition, zero-emission vehicles are purchased to transition the transit fleet to meet city, regional and state zero emission mandates.

This will fund \$1,793,542 for the Pasadena Dial-A-Ride fleet which will complete the zero emission for this fleet. In addition, \$2,882,636 in funding for the Pasadena Transit fleet to continue the transition to a zero-emission fleet.

This project has been awarded a total of \$9,851,440 in the Measure M MSP program (\$700,000 in Measure M MSP I, \$4,670,015 in MSP II, \$1,702,871 in MSP III, and \$2,778,615 in MSP IV).

2. Bus Stop Improvement Program – \$985,819

This project will provide for the installation of new bus benches, bus stop amenities, and concrete paving at various bus stop locations throughout the City. The project also includes the replacement of outdated bus stop signs and the purchase of new information components and wayfinding signage; the purchase and installation of bus benches and trash receptacles; and the installation and/or repair of sidewalks and parkways at and/or adjacent to bus stops to improve pedestrian access. Other amenities include bus stop signage to clearly identify stop locations and other customer experience enhancements.

MODAL CONNECTIVITY AND COMPLETE STREET PROJECTS (MCCS)

1. New Traffic Signals for Pedestrian Connectivity – \$1,000,000

This project provides for the installation of new traffic signals along key multimodal corridors with the goal of improving pedestrian safety and connectivity.

a. Avenue 64 and Nithsdale Rd - \$1,000,000

This project provides for installation of a new traffic signal at Avenue 64 and Nithsdale Road. The project also provides for street lighting upgrades, including new street light poles, and upgraded curb ramps as necessary. The traffic signal will enhance the safety of the existing all-way stop control and better connect residents with a nearby school and library. Traffic signal timing, operation, and coordination will improve safety along the Avenue 64 corridor with options for speed control and vehicle platooning.

2. Installation of Pedestrian Hybrid Beacons (HAWKs) at Various Locations – \$2,100,000

This project provides for the installation of High-Intensity Activated Crosswalks (HAWKs) at three locations in the City. The Federal Highway Administration recommends that uncontrolled crosswalks be enhanced through the use of signage, striping, and flashing beacons. For crosswalks across multiple lanes of traffic with higher speed limits, guidance suggests installation of a HAWK.

The locations include Washington Blvd at Mar Vista Ave, Fair Oaks Ave at Claremont St, and Del Mar Blvd at El Nido Ave.

3. Pedestrian Crossing Enhancement Program – \$600,000

This project provides for the installation of enhancements to uncontrolled marked crosswalks, including the design and installation of enhanced pedestrian signage with beacons, pedestrian traffic signals, bulb-outs, median islands, enhanced crosswalk markings, improved street lighting, and other pedestrian safety enhancements. The project reduces potential safety risks consistent with the City's goal of zero traffic fatalities by 2035.

Intersections identified as meeting warrants for Rectangular Rapid Flashing Beacons (RRFB) include Villa St between Hamilton Ave and Sierra Bonita Ave, Glenarm St at Oakland Ave, and Linda Vista Ave at Bryant St.

The requested funding for this MSP cycle, \$600,000, will implement RRFBs at the three locations that have met the warrants.

4. Citywide Continental Crosswalk Implementation – \$748,554

This project provides for the systematic replacement of existing marked crosswalk striping with Continental style crosswalk at 340 signalized intersections and 70 marked uncontrolled crosswalks, citywide. The Continental crosswalk design provides greater visibility of the crosswalk markings, and reduced maintenance costs since the design allows for the markings to be placed to avoid the wheel path of through traffic. The installation of Continental crosswalk markings at existing locations requires the removal of the two traditional parallel lines that mark the crosswalk limits.

The total project cost has been estimated at \$18,300,000 and was previously awarded \$1,204,389 in Measure M funds for Fiscal Years 26-27 and 27-28 of the MSP program.

5. Citywide Leading Pedestrian Interval/Accessible Pedestrian Signal (LPI/APS) Implementation Program – \$1,000,000

LPIs give pedestrians a head start by displaying the “WALK” signal 3-5 seconds before adjacent vehicles receive a green light. During this brief interval, pedestrians can confidently step into the crosswalk before any vehicles start moving. Many jurisdictions use this traffic signal enhancement to improve pedestrian safety, especially in areas with higher vehicle-pedestrian conflict. However, it’s important to note that due to signal phasing constraints, some traffic signals with left-turn arrows may not be suitable for this treatment.

Pairing LPIs with Accessible Pedestrian Signals (APS) ensures that visually-impaired pedestrians are aware of the walking indication. APS, activated by pedestrian push buttons, provide audible or tactile cues, allowing everyone to cross safely. This project aims to design and construct LPIs paired with APS at all eligible traffic signals in the City, with the possibility of seeking grant funding for these improvements.

6. Citywide Neighborhood Traffic Management Program- \$1,199,915

The Citywide Neighborhood Traffic Management Program is a comprehensive process for managing traffic volume, travel speeds, and traffic-related noise in the City's residential neighborhoods. The program relies heavily on community input to determine the traffic management measures that are best suited for a particular neighborhood. Specific measures include the reconfiguration or installation of roadway striping, alteration of signal timing, installation of regulatory or warning signs, and installation of traffic calming devices.

7. North Fair Oaks Roadway Reconfiguration and Multimodal Enhancement - \$300,000

This project provides for the reconfiguration and multimodal enhancement on North Fair Oaks Avenue from Washington Boulevard to the North City limit from the current four-lane undivided configuration to a three-lane (two lanes with continuous two-way left-turn lane) corridor with pedestrian amenities and traffic calming features. This project seeks to revitalize the North Fair Avenue corridor to a street that serves adjacent Pasadena residents and institutions such as the Pasadena Public Health Department, various churches, and senior care and assisted living facilities.

8. Pasadena Bicycle Program – \$ 855,225

This project provides for the implementation of the Bicycle Transportation Action Plan, the addition of on-street bike parking, the retrofit of existing bikeway facilities to meet current Caltrans standards, and the implementation of a bicycle safety and outreach program. This project will also look at closing gaps in the bike lane network and improving existing facilities to improve connectivity, usability, and safety. Projects under consideration include a Marengo Ave. gap closure, connecting Union St. to Pasadena Ave. and St. John Ave. bicycle lanes, advancement of the Villa St. Greenway, and consideration of improvements on Sierra Madre Blvd. This project funds conceptual design and community outreach for projects identified in the City Plans.

9. Pedestrian and Bicyclist Automated Data Collection and Safety Analytics – \$1,400,000

As the City of Pasadena continues to pursue the complete streets policies identified in the Mobility Element of its General Plan, the ability to collect, analyze and process pedestrian and bicyclist data takes on a more important role. This project provides for the installation of multimodal count stations that would collect motorist, pedestrian and bicyclist counts at 36 locations within a half-mile of the six Gold Line stations in Pasadena. This project also provides for the installation of cameras to identify potential risk at intersections through advanced data analytics, providing a tool to address potential systemic safety issues associated with risky behavior. The project would create an extensive database of multimodal traveler information, and would provide the analysis tools to report out on performance measures and make informed decisions based on advanced analytics. This project has preliminary been estimated to have a capital cost of \$1.4 million.

10. New Traffic Signals for Pedestrian Connectivity

This project provides for the installation of new traffic signals along key multimodal corridors with the goal of improving pedestrian safety and connectivity. The intersections are:

a. Sierra Madre Villa Ave at Electronic Drive - \$950,000

This project provides for the installation of a new traffic signal and associated communication equipment at Electronic Drive and Sierra Madre Villa Boulevard. The proposed traffic signalized intersection will provide a safe pedestrian crossing point along a half-mile uninterrupted segment of Sierra Madre Villa Boulevard and Foothill Boulevard and will provide better traffic platooning and gaps that will further improve safe crossing opportunities for pedestrians and cyclists.

11. Complete Streets Safety Enhancements at Sunnyslope Ave and Estado Street - \$425,000

This project provides for the installation of bulb-outs, median island and new curb ramps at the intersection of Sunnyslope Avenue and Estado Street.

The intersection of Sunnyslope Avenue and Estado Street is a gateway intersection to the Daisy Avenue/ Villa Street residential neighborhood. This project was identified as a result of public concerns that vehicle traffic from Sunnyslope Avenue is causing cut-through traffic and speeding concerns within the Daisy Avenue/Villa Street neighborhood.

12. Citywide Transportation Performance Monitoring Network – \$ 3,182,428

This project provides for the implementation of a citywide transportation performance monitoring network that will continuously monitor minor arterials, collectors and other gateways by linking them to the City's Traffic Management Center (TMC). The automated system will be designed to perform accurately with low maintenance costs, which is far superior to costly manual data collection. The project will include the following: installation of multimodal count stations to collect motorist, pedestrian and bicyclist counts at 36 locations within a half mile of the six A Line stations in Pasadena; traffic signal controller upgrades at up to 280 intersections; and upgrades of up to 110 traffic signal cabinets. In

addition, this project provides for the use of cost-effective network communication hardware to allow for IP communication over existing copper infrastructure where the cost to install fiber optic communication cable would be prohibitive.

13. Arroyo Link Walking and Biking Path – \$45,000,000

This project provides for a feasibility study for a multi-modal path connecting from the intersection of Arroyo Blvd. and Arroyo Dr. to the intersection of Orange Grove Blvd. and Colorado Blvd. The project also includes a missing pedestrian link between the residential neighborhood on South Arroyo Blvd to the Rose Bowl and other destinations within the Arroyo, including Brookside Park, Kidspace Children's Museum, and the Rose Bowl Aquatics Center. While most of the project would utilize city streets, a 1,000-ft section of new, off-street path would be required for a zig-zag path between Orange Grove Blvd and the Arroyo Seco path. Phase I would consist of the zig-zag path and connection to Orange Grove Blvd. at Colorado Blvd. Phase II would consist of the multi-modal connection to the Rose Bowl.

The proposed improvements provide a much-needed pedestrian connection from Arroyo Blvd south of the SR 134 Freeway to the Rose Bowl, Brookside Park, Kidspace Children's Museum, and the Rose Bowl Aquatic Center.