

NEW & RESCOPED MOBILITY IMPROVEMENTS PROJECT DESCRIPTIONS BY SPONSOR

RECOMMENDED - NEW MOBILITY IMPROVEMENTS

MONTEREY PARK: In response to community requests for more multimodal mobility options the following new project is being proposed. Savings from a rescoped MIP were reallocated to this new project.

Monterey Park Pass Road Improvements Project (Floral Drive to Garvey Avenue) ---Project extends approximately 1.6 miles from the southerly limit at Floral Drive to the northerly limit at the Garvey Avenue/Fremont Avenue Intersection and will include, but is not limited to, the following proposed improvements:

- Americans with Disabilities Act (ADA) infrastructure upgrades (sidewalks, driveways, curb ramps)
- Traffic signal improvements and upgrades.
- Roadway construction -new pavement overlay, signing and striping, bulb outs.
- Trees, landscaping.
- Bus transit amenities (bus shelters, pads, benches, etc.).
- EV charging stations.
- Dedicated and protected bike lanes.

This corridor is currently used to bypass traffic from the I-10/710 freeway interchange. When implemented the Project will improve mobility and traffic flow, enhance safety, and provide greater and better access for all roadway users (motorists, transit riders, pedestrians walking, cyclists, and rollers).

Preliminary Planning Level Cost Estimate: \$20,840,000

PASADENA: In lieu of constructing the Gold Line Grade Separation at California Boulevard, the City proposed twelve replacement projects, based on community feedback, to improve mobility, provide and support multimodal options and enhance safety. The following replacement projects that range from multimodal and active transportation projects to local street intersection improvements, traffic signal upgrades and a transit operations and maintenance facility are being proposed.

Pasadena Avenue and St. John Avenue Roadway Network (Walnut Street to Columbia Street) ---Project encompasses a comprehensive network of multimodal and intersection improvements that extend approximately 1.8 miles (from Walnut to Columbia Streets) along two primary access routes to the SR-710 northern stub area, in proximity to I-210 and the SR-134 on and off ramps to California Boulevard. The proposed improvements generally include, but are not limited to, the installation of Class II bike lanes, Class IV protected bike lanes; sidewalk and roadway construction (pavement striping, signage); street lighting, trees, and landscaping; pedestrian signals; and traffic signal modifications; American with Disabilities Act (ADA) infrastructure upgrades; raised medians, pedestrian refuge; and related intersection improvements at several overcrossings and streets (Walnut Street, Union Street, Colorado Boulevard, Green Street, Del Mar Boulevard, California Boulevard, Bellefontaine Street and Columbia Street.)

Preliminary Planning Level Cost Estimate: \$75,100,000

NOTES:

1. All preliminary planning level cost estimates are subject to reevaluation based on more detailed scopes of work.
2. Additional information about the Pasadena replacement projects can be found by clicking the link to the City's Municipal Services Committee staff report (pdf page 33) <https://www.Cityofpasadena.net/commissions/wp-content/uploads/sites/31/2022-09-13-Municipal-Services-Committee-Agenda..pdf?v=1663181177477>

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Ave 64 Complete Streets Program ---Project provides supplemental to complete the construction of the Avenue 64 traffic circle at the Burleigh Drive intersection to reduce speeds and enhance pedestrian safety. Supplemental funding is being requested because supply chain constraints that have significantly increased the cost of construction materials. In addition, the Project will install curb extensions at the intersection of Avenue 64 and Glenullen Drive (north of the traffic circle under construction) for pedestrian safety.

Preliminary Planning Level Cost Estimate: \$1,800,000

Transit Operations and Maintenance Facility ----Project provides funds for the construction of a new transit operations and maintenance facility that is needed to accommodate the City's existing transit services, Metro's NextGen planned services and the expanded transit services for the proposed development of the SR710 northern stub area recently relinquished to the City. The City has already initiated the design and environmental clearance for a new Transit Operations and Maintenance Facility, but funding has not been secured. Without a new facility, the City would not be able to provide an expanded transit service option for the SR-710 northern stub area to be developed. Construction of a new facility on City owned property is estimated to cost \$65,400,000.

Typical items of work associated with a transit operations and maintenance facility include, site demolition, earthwork, shoring, erosion control, interior and exterior improvements, landscaping, site signage and utilities. Other related building materials and items of work include, but are not limited to, concrete (building foundation, structures/walls, columns, walkways, pads), masonry (walls), metals (steel structures, stairs, panel screens for walls and roof, glass screens and canopy, steel trellis, metal fabrications for enclosures/gates, guardrails) wood, plastic and composites, thermal and moisture protection, openings (interior and exterior doors, hardware, glazing), finishes (interior and exterior walls, floor finishes and wall bases, ceiling, exterior soffit) specialties (restroom/janitor/shower specialties, fire extinguishers, building signage, ADA pole signage, parking stall, etc.), equipment (maintenance/wash equipment, administration/operations equipment, breakroom equipment, employee storage equipment) furnishings (window shades), special construction (PV panels), conveying (passenger elevator), fire suppression enclosed and parking area fire sprinkler system), plumbing (domestic, cistern, industrial; storm drain system, , HVAC systems, electrical systems, communications systems (enclosed and parking areas) , and electronic safety and security (enclosed and parking area fire alarm system, enclosed and parking area security system, enclosed and parking area gas detection system for CNG, CO/NOx (explosion proof).

Preliminary Planning Level Cost Estimate: \$65,400,000

Columbia Street Improvements Project (Orange Grove Boulevard to Fair Oaks Avenue) ---Project provides a variety of intersection and geometric improvements at the intersections of Orange Grove, Pasadena Avenue and Fremont Avenue to enhance safety and improve operations while maintaining the existing roadway capacity for motorists. The proposed improvements include, but are not limited to installing curb extensions and ramps, left turn pockets, high visibility crosswalks, median islands, reduced crossing widths, landscaping, and roadway signage, striping, and pavement; upgrading traffic signals for accessible pedestrian signals, vehicle and bicycle detection, and fiber optic communication

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infrastructure; and providing bike lanes (from Orange Grove Boulevard to Fair Oaks Avenue) to complement the proposed Pasadena Avenue bike network. Continued coordination with the neighboring jurisdiction (South Pasadena) throughout project development process will be required.

Preliminary Planning Level Cost Estimate: \$9,900,000

Traffic Signal and Intersection Improvements Project (Orange Grove/Colorado Boulevard & Orange Grove Boulevard/Holly Street) ---Project addresses deficient weaving, merging, and turning movements between the SR134 on and off ramps at the Orange/Colorado Boulevard intersection by implementing a variety of traffic signal, safety, and operational improvements. The proposed improvements include, but are not limited to, roadway channelization, new signage, striping, curb ramps and pavement; upgraded traffic signals; additional traffic signal hardware and controllers, cabinets, vehicle detection and communication infrastructure; and protected permissive left turn arrows to separate vehicles/ramp traffic, reduce weaving and turning conflicts, and manage split approach operations. Continued coordination with Caltrans throughout the project development process will be required because both intersections include freeway off ramps.

Preliminary Planning Level Cost Estimate: \$4,500,000

San Rafael Avenue Project (between Linda Vista Avenue and Colorado Boulevard) ---Project modifies traffic signals at three closely spaced signalized intersections; upgrades traffic signal controllers; installs vehicle detection, closed circuit television camera, fiber optic communication infrastructure and new pavement, median, curbs ramp, signage and striping; reconfigures ramps; relocates a traffic signal cabinet and communications cabinet (from the south side of Colorado Boulevard to the north side of Colorado Boulevard at San Rafael Avenue); and widens the south sidewalk to provide an ADA compliant pedestrian pathways. Continued coordination with Caltrans throughout the project development process will be required because the three intersections include freeway off ramps.

Preliminary Planning Level Cost Estimate: \$4,800,000

Metro L Line At-Grade Crossing Enhancements Project ---Project provides for enhanced performance monitoring, data collection and analytics at intersections adjacent to the at-grade Metro L Line Crossing at Glenarm Street, Colorado Boulevard and Del Mar Boulevard to monitor and reduce intersection delay by collecting vehicular, cyclist and pedestrian data for analysis and decision making. In addition, Project provides for the implementation of advanced video analytics to identify inherent risk based or near miss occurrences, hardware for up to 15 signalized intersections, communication infrastructure, and central system hardware and software for the performance monitoring system.

Preliminary Planning Level Cost Estimate: \$2,500,000

Orange Grove Mobility Improvement Program ---Project provides safety and mobility enhancements (traffic signal upgrades, fiber optics communication infrastructure, and curb ramps) on Orange Grove Boulevard from Del Mar Boulevard to Columbia Street. In addition, Project replaces a free right turn slip lane with a standard right turn pocket at the California Boulevard intersection.

Preliminary Planning Level Cost Estimate: \$5,400,000

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Greenways (Bike Boulevards) ---Project provides four (4) north-south greenways on Wilson Avenue, El Molino Avenue, Sierra Bonita Avenue, and Craig Avenue. The proposed greenway elements include, but are not limited to, installing bike signage and striping (intersection crossing, flashing turn arrows, bike bollards, and bike turn boxes); accessible pedestrian signals at all signalized intersections; raised traffic calming medians/islands; offset edge islands; traffic calming diverters; traffic circles with and without bulb outs; buffered bike lanes; and bike video detection systems. Three (3) of the 4 greenways are within ¼ mile of a Metro L Line Station and all four will connect to the stations through an existing bicycle network. The Greenways will provide a bicycle network connection to Lake Station and Hill Station, and future connectivity to the Memorial Park Station and the Del Mar Station when planned improvements on Union and Cordova Streets are completed.

Preliminary Planning Level Cost Estimate: \$12,000,000

RECOMMENDED - RESCOPED MOBILITY IMPROVEMENTS

MONTEREY PARK -In response to the community feedback, the City is studying curbside management strategies for Garvey Avenue that necessitate minimal off-site replacement parking; and proposing multimodal mobility hub elements throughout the City to improve mobility for all roadway users.

Three (3) Parking Structures on Garvey Avenue – This previously approved MIP will be rescoped to allow for at least one parking structure (on City owned parcel at the northwest corner of Garvey and Lincoln Avenues) for off-site replacement parking, a multimodal mobility hub and curbside management strategies. The multimodal mobility hub elements that are being studied will accommodate motorized and non-motorized modes of travel (vehicles, transit [buses], pedestrians [walking], bicyclists, scooters, rollers, etc.); provide access to rideshare services; incorporate pedestrian enhancements and other access and mobility improvements to support multimodal systems throughout the City. In addition, in lieu of converting the Garvey Avenue parking lane into a mixed flow lane, the curbside management strategies that are being studied include shared use lanes and/or dedicated lanes for buses, bikes, or delivery loading zones (with restrictions) to improve overall multimodal mobility and traffic flow, reduce congestion and enhance safety.

This rescoped MIP will also help accommodate the increase in the frequency of Metro Bus Line Nos. 70, 106 and 260 that is planned for the City. Savings from this rescoped MIP will be allocated to construct the new Monterey Park Pass Road Improvements Project (Floral Drive to Garvey Avenue) which is estimated to cost \$20,840,000.

Preliminary Planning Level Cost Estimate: \$39,160,000

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