FY 2014 - 2018 Capital Improvement Program Streets and Streetscapes

Priority	Description	Total Estimated Costs	Appropriated Through FY 2013	Adopted FY 2014	Proposed FY 2015	Proposed FY 2016	Proposed FY 2017	Proposed FY 2018 and Beyond
1	Preventive Maintenance - Asphalt Streets FY 2011 - 2015 (73901)	9,835,207	6,292,707	1,771,250	1,771,250	0	0	0
2	Preventive Maintenance - Bridges FY 2011 - 2015 (73902)	575,553	475,553	50,000	50,000	0	0	0
3	Pedestrian Accessibility FY 2011 - 2015 (73903)	1,050,000	650,000	200,000	200,000	0	0	0
4	Improvement of Alleys and Concrete Streets - FY 2011- 2015 (73904)	4,106,000	3,606,000	0	500,000	0	0	0
5	La Loma Bridge - Rehabilitation (73124)	17,010,885	10,694,873	6,200,000	25,945	0	0	90,067
6	Installation/Replacement of Guard Rails FY 2011 - 2015 (73905)	113,000	51,000	31,000	31,000	0	0	0
7	Windstorm Restoration on Arterial and Major Collector Streets - Citywide (73133)	828,908	828,908	0	0	0	0	0
8	Fair Oaks/Orange Grove Specific Plan - Transportation Issues - Phase II (73130)	783,914	783,914	0	0	0	0	0
9	East Colorado Boulevard Specific Plan (73582)	2,138,426	2,138,426	0	0	0	0	0
10	South Lake Streetscapes Improvements - Phase I (73706)	1,700,000	1,500,000	0	0	0	0	200,000
* 11	Route 210 Freeway Soundwalls (73705)	40,200,000	1,590,856	0	0	0	0	38,609,144
12	Walnut Street Improvements - Foothill Blvd to Altadena Drive, and Daisy Ave to Sunnyslope Ave (73128)	1,500,000	1,180,580	0	0	0	0	319,420
13	Sidewalk Improvement Program - Citywide (73604)	250,000	0	250,000	0	0	0	0
14	Holly Street Bridge - Seismic Retrofit (73323)	8,500,000	0	125,000	8,375,000	0	0	0
15	Improvement of Green Street - Orange Grove Blvd. to Hill Avenue (73927)	4,100,000	75,000	150,000	0	0	0	3,875,000
16	South Lake Streetscapes Improvements - Phase II	2,520,000	0	0	0	0	0	2,520,000
Tot	al	57,011,893	29,867,817	8,777,250	10,953,195	0	0	7,413,631

^{*} A portion of project cost not included in summary total. See Special Considerations on project page.

Streets and Streetscapes

Preventive Maintenance - Asphalt Streets FY 2011 - 2015 73901

Priority 1	Project N 6 73901	o. Description Preventive Maintenance - Asphalt Streets FY 2011 - 2015	Total Estimated Costs	Appropriated Through FY 2013	Adopted FY 2014	Proposed FY 2015	Proposed FY 2016	Proposed FY 2017	Proposed FY 2018 and Beyond
	Federal S	urface Transportation Program	2,946,469	1,646,469	1,300,000	0	0	0	0
	Gas Tax		5,800,000	4,100,000	200,000	1,500,000	0	0	0
	Private C	apital - 155 Cordova Street	25,000	25,000	0	0	0	0	0
	Rubberize	ed Asphalt Concrete Use Grant	249,988	249,988	0	0	0	0	0
	Sewer Ma	aintenance and Construction Fund	813,750	271,250	271,250	271,250	0	0	0
	Total		9,835,207	6,292,707	1,771,250	1,771,250	0	0	0



DESCRIPTION: This project provides for the systematic resurfacing (asphalt overlay) and slurry sealing of all asphalt streets throughout the City at prescribed intervals. These intervals vary depending on the age of the street and traffic volume. This project also includes funds for a separate project to repair damaged concrete adjacent to the street to provide proper drainage and better ride quality.

JUSTIFICATION: Systematic maintenance of asphalt streets at regular intervals prolongs the service life of roadway pavement and significantly reduces the cost of providing paved public streets by reducing the need for full reconstruction.

SCHEDULE: In FY 2014, rubberized pavement will be installed on Marengo Avenue, State Street, and California Boulevard. In addition, two miles of streets will be resurfaced and six miles of streets will be slurry sealed as part of the annual maintenance project. The project also includes the reconstruction of various streets on an "as needed" basis.

RELATIONSHIP TO GENERAL PLAN: This project is consistent with the Public Facilities Element of the General Plan by maintaining public facilities to enhance the quality of life of the community.

Preventive Maintenance - Asphalt Streets FY 2011 - 2015 73901

IMPACT ON THE NORTHWEST: Approximately 23 percent of the City's streets are located in Northwest Pasadena, an area targeted for revitalization.

SPECIAL CONSIDERATION: The "Keep Up" phase of the project assumes 8.0 miles of resurfacing and 18 miles of slurry sealing will be completed each year. Current funding does not allow completion of that amount of work.

HISTORY: The "Keep Up" phase of this project began in FY 1997 as part of project number 73580. The project has been segmented into five year increments starting in FY 2011. A new five year phase of this project will be created in FY 2016.

FY 2014 - 2018 Capital Improvement Program Streets and Streetscapes Pedestrian Accessibility FY 2011 - 2015 73903

Priority 3	Project No. Description 73903 Pedestrian Accessibility FY 2011 - 2015	Total Estimated Costs	Appropriated Through FY 2013	Adopted FY 2014	Proposed FY 2015	Proposed FY 2016	Proposed FY 2017	Proposed FY 2018 and Beyond
	Gas Tax	914,750	558,850	177,950	177,950	0	0	0
	Sewer Maintenance and Construction Fund	120,250	76,150	22,050	22,050	0	0	0
	Street Occupation Rental Fees	15,000	15,000	0	0	0	0	0
	Total	1,050,000	650,000	200,000	200,000	0	0	0



DESCRIPTION: This project will install curb ramps along arterial and collector streets, detectable warning surfaces on existing ramps, and tactile pedestrian push buttons at selected signalized intersections. The Accessibility and Disability Commission will work with staff to identify specific locations for these improvements.

JUSTIFICATION: This project will provide improvements at locations necessary to provide proper access for the physically and visually disabled with the initial focus on identified mobility corridors with specific emphasis around commercial and business districts.

SCHEDULE: In FY 2014, retrofit and new installation of curb ramps will continue to be installed.

RELATIONSHIP TO GENERAL PLAN: This project is consistent with the Land Use Element of the General Plan by increasing the accessibility of the City to all residents.

IMPACT ON THE NORTHWEST: A number of future curb ramp locations are planned for Northwest Pasadena which is an area that has been targeted for revitalization.

HISTORY: This project was created and received initial funding in FY 1994 as part of project number 73736. The project has been segmented into five year increments starting in FY 2011. Through FY 2013, 1,364 ramps have been installed.

Streets and Streetscapes

Improvement of Alleys and Concrete Streets - FY 2011- 2015

73904

Priority 4	Project No 73904	Description Improvement of Alleys and Concrete Streets - FY 2011- 2015	Total Estimated Costs	Appropriated Through FY 2013	Adopted FY 2014	Proposed FY 2015	Proposed FY 2016	Proposed FY 2017	Proposed FY 2018 and Beyond
	Gas Tax		300,000	300,000	0	0	0	0	0
	Safe Rout	es To School Grant	306,000	306,000	0	0	0	0	0
	Undergro	and Surtax - Power Facilities	3,000,000	3,000,000	0	0	0	0	0
	Unfunded		500,000	0	0	500,000	0	0	0
	Total		4,106,000	3,606,000	0	500,000	0	0	0



DESCRIPTION: This project involves the localized repair of concrete streets and intersections constructed prior to 1965.

JUSTIFICATION: All of the concrete streets constructed prior to 1965 are in need of some localized repair.

SCHEDULE: Project will continue when funds are available.

RELATIONSHIP TO GENERAL PLAN: This project is consistent with the Public Facilities Element of the General Plan by maintaining public facilities to enhance the quality of life of the community.

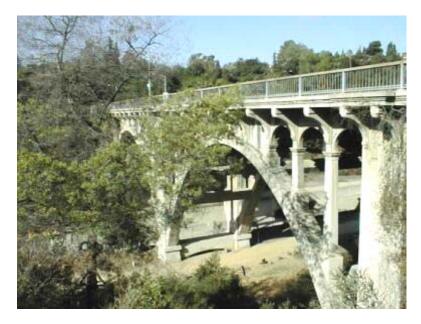
IMPACT ON THE NORTHWEST: Although the annual amount varies, a proportionate percentage of this project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

HISTORY: This project was created in FY 1992 and received initial funding in FY 1993 as part of project number 73876. The project has been segmented into five year increments starting in FY 2011. In FY 2013 this project received a Safe Routes to School grant for work along Lincoln Avenue between Washington Boulevard and Idaho Street. A new five year phase of this project will be created in FY 2016. Construction of Lincoln Avenue was completed in FY 2013.

La Loma Bridge - Rehabilitation 73124

Priority 5	Project No. Description 73124 La Loma Bridge - Rehabilitation	Total Estimated Costs	Appropriated Through FY 2013	Adopted FY 2014	Proposed FY 2015	Proposed FY 2016	Proposed FY 2017	Proposed FY 2018 and Beyond
	Commerical Dev. Fee	335,000	335,000	0	0	0	0	0
	Federal Demonstration Project Funds	1,688,708	1,688,708	0	0	0	0	0
	Gas Tax	1,653,200	965,000	688,200	0	0	0	0
	Highway Bridge Program Funds	13,013,910	7,676,165	5,311,800	25,945	0	0	0
	Residential Impact Fee	200,000	0	200,000	0	0	0	0
	Sewer Maintenance and Construction Fund	30,000	30,000	0	0	0	0	0
	Unfunded	90,067	0	0	0	0	0	90,067
	Total	17,010,885	10,694,873	6,200,000	25,945	0	0	90,067

La Loma Bridge



DESCRIPTION: The project provides for the rehabilitation of the La Loma Road Bridge that spans the Arroyo Seco at La Loma Road. The rehabilitation of the bridge includes seismic retrofitting, repair of deteriorated and damaged surfaces, and replication of the historical lighting and bridge rail features. In addition, a proposed pedestrian bridge below at trail level and in the vicinity of the La Loma Bridge will provide a direct link between the trails on the east and west sides of the County flood control channel. The pedestrian bridge will be constructed as part of the larger La Loma Bridge seismic retrofit.

JUSTIFICATION: This bridge was found to have seismic deficiencies. Seismic retrofitting is necessary to increase the existing bridge's resistance to earthquake-related lateral loads. Repairs attributable to deferred maintenance also need to be made.

SCHEDULE: Construction will begin in FY 2014, after the City obtains additional Federal funds.

RELATIONSHIP TO GENERAL PLAN: This project is consistent with the Seismic and Safety Element of the General Plan by helping to achieve and maintain an environment in which Pasadena residents can enjoy personal safety and security.

SPECIAL CONSIDERATION: In FY 2008, the City received \$7,676,165 in Highway Bridge Program funds with a local match requirement of \$997,890. In FY 2014, the City will receive \$5,337,745 in Highway Bridge Program funds with a local match requirement of \$688,200.

HISTORY: This project was created in FY 1983 and received initial funding in FY 1999. In FY 2007, a final EIR was approved and preliminary design completed.

Streets and Streetscapes

Installation/Replacement of Guard Rails FY 2011 - 2015

73905

Priority 6	Project No. 73905	DescriptionInstallation/Replacement of Guard Rails FY 2011 - 2015	Total Estimated Costs	Appropriated Through FY 2013	Adopted FY 2014	Proposed FY 2015	Proposed FY 2016	Proposed FY 2017	Proposed FY 2018 and Beyond
	Gas Tax		113,000	51,000	31,000	31,000	0	0	0
	Total		113,000	51,000	31,000	31,000	0	0	0



DESCRIPTION: This project provides for the repair or replacement of damaged guard rails and the installation of guard rails at various locations throughout the City on an ongoing, as-needed basis.

JUSTIFICATION: Damaged and deteriorated guard rails are replaced to provide a high level of safety. Guard rail locations are identified as they become safety issues. All guard rails will be installed in accordance with Caltrans standards.

SCHEDULE: This is a continuing program. Projects will be scheduled annually on an as-needed basis.

RELATIONSHIP TO THE GENERAL PLAN: This project is consistent with the Public Facilities Element of the General Plan by enabling more efficient development and utilization of public facilities.

IMPACT ON THE NORTHWEST: A portion of this project is located in Northwest Pasadena which is an area targeted for revitalization.

HISTORY: Phase II of this project was created in FY 1999 and received initial funding in FY 2000 as part of project number 73403. The project has been segmented into five year increments starting in FY 2011. A new five year phase of this project will be created in FY 2016.

Streets and Streetscapes

Windstorm Restoration on Arterial and Major Collector Streets - Citywide

73133

Priority 7	Project N 73133	o. Description Windstorm Restoration on Arterial and Major Collector Streets - Citywide	Total Estimated Costs	Appropriated Through FY 2013	Adopted FY 2014	Proposed FY 2015	Proposed FY 2016	Proposed FY 2017	Proposed FY 2018 and Beyond
	Federal H	lighway Administration Grant	800,000	800,000	0	0	0	0	0
	Private C	apital	28,908	28,908	0	0	0	0	0
	Total		828,908	828,908	0	0	0	0	0

Howard Street at Los Robles Avenue



DESCRIPTION: This project provides for the repair and/or replacement of traffic signals, street lights, sidewalks, curbs, gutters, driveways, and trees that were damaged on functionally-classified roads (major collectors and higher) by the November 30/December 1, 2011 windstorm.

JUSTIFICATION: This project will return a portion of the City's transportation and pedestrian networks damaged by the hurricane-force winds that struck Pasadena on the evening of November 30 and the morning of December 1, 2011 to safe conditions.

SCHEDULE: This project will be completed in FY 2014 upon receipt of the grant funding.

RELATIONSHIP TO GENERAL PLAN: This project is consistent with Public Facilities Objective 5 by providing a high level of maintenance of existing facilities.

SPECIAL CONSIDERATION: The Federal Highway Administration (FHWA) provides funding for repairs on arterial and collector streets for damages incurred during emergency situations when the state declares a state of emergency. Governor Brown declared a state of emergency on December 11, 2011. The City of Pasadena is in the process of applying for this funding. Once the grant is secured, the money will be appropriated to this project.

IMPACT ON THE NORTHWEST: Approximately 35 percent of the damage is located in Northwest Pasadena.

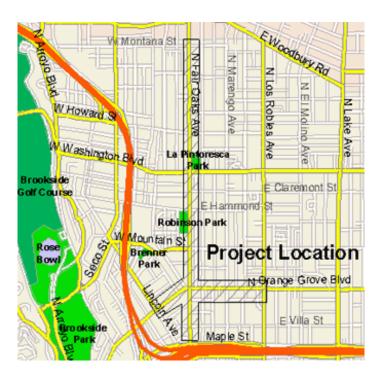
HISTORY: This project was created and fully funded in FY 2013.

Streets and Streetscapes

Fair Oaks/Orange Grove Specific Plan - Transportation Issues - Phase II

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Priority 8	Project No. Description 73130 Fair Oaks/Orange Grove Specific Plan - Transportation Issues - Phase II	Total Estimated Costs	Appropriated Through FY 2013	Adopted FY 2014	Proposed FY 2015	Proposed FY 2016	Proposed FY 2017	Proposed FY 2018 and Beyond
	Gas Tax	160,000	160,000	0	0	0	0	0
	State Transportation Improvement Program - TE	623,914	623,914	0	0	0	0	0
	Total	783,914	783,914	0	0	0	0	0



DESCRIPTION: This project provides for the implementation of the public improvements in the Fair Oaks/Orange Grove Specific Plan. The specific plan is comprised of three districts: 1) La Pintoresca Neighborhood Corridor District; 2) Robinson Park District; and 3) the Renaissance Commercial District. Phase II of this project consists of pedestrian improvements and in-fill pedestrian lighting on Fair Oaks from the North City Limits to Cedar Street.

JUSTIFICATION: The Fair Oaks/Orange Grove Specific Plan is one of seven specific plans cited in the 1994 Land Use Element of the General Plan for areas of the City designated for future growth.

SCHEDULE: Installation of pedestrian lighting on Fair Oaks Avenue from Cedar Street to north city limits will begin in FY 2014.

RELATIONSHIP TO THE GENERAL PLAN: The Fair Oaks/Orange Grove Specific Plan was identified in the General Plan. The Specific Plan combines the economic development, mobility, historic preservation, and neighborhood protection elements of the General Plan into a comprehensive document which will guide private and public investment in the future.

SPECIAL CONSIDERATION: This project was awarded \$623,914 in the 2009 Metro Call for Projects and requires a local match of \$160,000. The design money became available in FY 2012 and the construction dollars in FY 2013.

IMPACT ON THE NORTHWEST: This specific plan is located in Northwest Pasadena which is an area that has been targeted for revitalization.

HISTORY: Phase II of this project was created in FY 2011 and was fully funded in FY 2013. Phase I of this project (73129) was created in FY 2003 with an estimated project cost of \$1,174,040. There is a future unfunded phase of this project with an estimated project cost of \$2,630,046.

East Colorado Boulevard Specific Plan

73582

Priority 9	Project No. Description73582 East Colorado Boulevard Specific Plan	Total Estimated Costs	Appropriated Through FY 2013	Adopted FY 2014	Proposed FY 2015	Proposed FY 2016	Proposed FY 2017	Proposed FY 2018 and Beyond
	Commerical Dev. Fee	156,010	156,010	0	0	0	0	0
	Gas Tax	417,192	417,192	0	0	0	0	0
	Metropolitan Transportation Authority	1,477,224	1,477,224	0	0	0	0	0
	Private Capital	8,000	8,000	0	0	0	0	0
	Street Occupation Rental Fees	80,000	80,000	0	0	0	0	0
	Total	2,138,426	2,138,426	0	0	0	0	0

East Colorado Specific Plan Area



DESCRIPTION: This project provides for the implementation of public improvements described in the East Colorado Boulevard Specific Plan. The plan identifies six subareas or districts and builds on the existing character, scale, and development trend of each to provide a comprehensive strategy for the entire area. The districts are Mid-City, College District, Gold Line, Route 66, Lamanda Park, and Chihuahuita (City edge). The streetscape improvement plans for phase I include:

- 1. The installation of pedestrian lighting from Catalina Avenue to Allen Avenue;
- 2. The repair of sidewalks along Colorado Boulevard from Roosevelt Avenue to El Nido Avenue (This was completed as part of the resurfacing 2009 project) COMPLETED;
- 3. The installation of decorative asphalt crosswalks at Harkness Avenue, Marion Avenue, and Sierra Bonita Avenue COMPLETED; and
- $4. \ \ The \ widening \ of \ sidewalks \ along \ Pasadena \ City \ College \ (PCC) \ frontage \ \ COMPLETED.$

JUSTIFICATION: The East Colorado Specific Plan is one of seven specific plans cited in the 1994 Land Use Element of the General Plan for areas of the City designated for future growth.

SCHEDULE: Installation of the pedestrian lighting from Catalina Avenue to Hill Avenue will be completed in FY 2014. Design for pedestrian lighting from Hill Avenue to Allen Avenue will be completed in FY 2014.

RELATIONSHIP TO THE GENERAL PLAN: This project is consistent with the Mobility Element Objective 4.2 by improving pedestrian environment. This project is also consistent with the Land Use Element Objective 19 by promoting the use of nonmotorized modes of transportation, such as walking, in the City.

FY 2014 - 2018 Capital Improvement Program Streets and Streetscapes East Colorado Boulevard Specific Plan 73582

SPECIAL CONSIDERATION: The installation of pedestrian lighting on Allen Avenue from Colorado Boulevard to Corson Street was completed in FY 2011 as part of the Gold Line Phase I - Project Enhancements (75506) project, with an estimated cost is \$500,000.

This project received \$874,000 in the 2007 Metro Call for Projects for the installation of pedestrian lighting from Catalina Avenue to Hill Avenue. The City received the money in two payments. The first in FY 2010, totaling \$150,000 with a required local match of \$40,000 and the second in FY 2012, totaling \$724,000 with a required local match of \$182,000.

In the 2009 Metro Call for Projects, this project received another grant totaling \$603,224 for the installation of pedestrian lighting from Hill Avenue to Allen Avenue. The money has been received in two payments. The first in FY 2011, totalling \$84,080 with a required local match of \$21,086, and the second in FY 2012, totalling \$519,144 with a required local match of \$130,192 which was appropriated in FY 2013.

HISTORY: This project was created in FY 2004, received initial funding in FY 2005 and fully funded in FY 2013. In FY 2008, the decorative asphalt crosswalks at Harkness Avenue, Marion Avenue, and Sierra Bonita Avenue were installed. In addition, pedestrian lights, street trees and streetscapes on Colorado Boulevard from Northrup to Sycamore Avenue were installed in FY 2008 as part of the Gold Line Pedestrian Enhancements project (75059). There is also a future unfunded phase II of this project with an estimated project cost of \$6,184,798.

Public Works Department

South Lake Streetscapes Improvements - Phase I 73706

Priority 10	Project No. Description 73706 South Lake Streetscapes Improvements - Phase I	Total Estimated Costs	Appropriated Through FY 2013	Adopted FY 2014	Proposed FY 2015	Proposed FY 2016	Proposed FY 2017	Proposed FY 2018 and Beyond
	1992 Equipment Lease Financing - Residual Funds	500,000	500,000	0	0	0	0	0
	Private Capital	200,000	200,000	0	0	0	0	0
	South Lake Parking Fund	700,000	700,000	0	0	0	0	0
	South Lake Parking Ops Fund	100,000	100,000	0	0	0	0	0
	Unfunded	200,000	0	0	0	0	0	200,000
	Total	1,700,000	1,500,000	0	0	0	0	200,000





DESCRIPTION: This project provides for improvements to South Lake Avenue between Green Street and California Boulevard. The work includes construction of new landscaping, irrigation, and electrical system in the median islands, the installation of planters, benches, trash receptacles, bicycle racks, bus shelters, pedestrian lighting, banners and painting poles. This also includes a mid-block crossing between Green Street and Cordova Avenue.

JUSTIFICATION: This project will result in a more pleasant pedestrian environment and reinforce the South Lake Business District's image as a unique retail and entertainment area.

SCHEDULE: Construction for the mid-block crossing between Green Street and Cordova Street will be completed when additional funds are received.

RELATIONSHIP TO THE GENERAL PLAN: This project is consistent with the Mobility Element Objective 4.2 by improving the pedestrian environment. It is also consistent with the Land Use Element Policy 24.2 by enhancing the identity of specialized districts in the City such as the South Lake Avenue Business District.

HISTORY: This project was created in FY 2005 and received initial funding in FY 2008. A consultant was selected by the South Lake Business District who assisted in the development of the detail elements of the plan in FY 2007. In FY 2008, design was completed. In FY 2009, construction of new landscaping, irrigation, and electrical systems in the median islands was completed. In FY 2012, work continued on the painting of all existing street lights, poles and traffic signals, and the installation of planters. Phase II of this project was created in FY 2012 with an estimated cost of \$2,520,000.

FY 2014 - 2018 Capital Improvement Program Streets and Streetscapes Route 210 Freeway Soundwalls 73705

Priority 11	Project No. Description73705 Route 210 Freeway Soundwalls	Total Estimated Costs	Appropriated Through FY 2013	Adopted FY 2014	Proposed FY 2015	Proposed FY 2016	Proposed FY 2017	Proposed FY 2018 and Beyond
	Commerical Dev. Fee	135,000	135,000	0	0	0	0	0
	Gas Tax	200,000	200,000	0	0	0	0	0
	Metropolitan Transportation Authority (memo)	38,200,000	0	0	0	0	0	38,200,000
	SAFTEA-LU	1,255,856	1,255,856	0	0	0	0	0
	Unfunded	409,144	0	0	0	0	0	409,144
	Total	40,200,000	1,590,856	0	0	0	0	38,609,144



DESCRIPTION: This project will provide for the construction of sound walls along portions of the Route 210 Freeway. Construction of the project will be done in two phases. Phase I includes the east portion of the 210 Freeway between Fair Oaks Avenue and Wilson Avenue and will cost approximately \$23,200,000. Phase II includes construction of sound walls on the northern section of the 210 Freeway between Orange Grove Boulevard and Arroyo Boulevard/Windsor Avenue and will cost approximately \$17,000,000.

JUSTIFICATION: The sound walls are necessary to mitigate existing freeway noise levels that exceed 67 decibels. The locations are on the Los Angeles County Post-1989 Sound Wall Retrofit List.

SCHEDULE: Construction of a portion of Phase II along the east side of Pasadena Avenue, between Orange Grove Boulevard and Rosewood Lane will begin in FY 2014.

RELATIONSHIP TO THE GENERAL PLAN: This project is consistent with one of the objectives of the General Plan's Noise Element, which is to protect residential areas from freeway-generated noise by constructing sound-attenuating walls to serve as a noise barrier between the freeway and the residential areas abutting certain segments of the freeway.

FY 2014 - 2018 Capital Improvement Program Streets and Streetscapes Route 210 Freeway Soundwalls 73705

SPECIAL CONSIDERATIONS: Only \$2 million of this project is included in the Streets and Streetscapes section total because the majority of the funding, \$38,200,000, is being provided by the MTA. The Metropolitan Transit Authority (MTA) is responsible for funding and construction of these soundwalls. Phase I design and construction is the responsibility of Caltrans, whereas the City is taking responsibility of Phase II design and construction.

IMPACT ON THE NORTHWEST: Approximately fifty percent of this project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

HISTORY: This project was created in FY 2000, received initial funding in FY 2007, and the remaining amount will be funded by the MTA. The environmental process (preliminary engineering) for the Phase I sound walls was completed in FY 2004. Certification of the environmental document began in FY 2007. Caltran's design for Phase I was completed in FY 2011 and construction will be completed when funds become available. The environmental process for Phase II was completed in FY 2011.

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Streets and Streetscapes

Walnut Street Improvements - Foothill Blvd to Altadena Drive, and Daisy Ave to Sunnyslope Ave 73128

Priority 12	Project No. 73128	O. Description Walnut Street Improvements - Foothill Blvd to Altadena Drive, and Daisy Ave to Sunnyslope Ave	Total Estimated Costs	Appropriated Through FY 2013	Adopted FY 2014	Proposed FY 2015	Proposed FY 2016	Proposed FY 2017	Proposed FY 2018 and Beyond
	Sale of La	and	1,180,580	1,180,580	0	0	0	0	0
	Unfunded		319,420	0	0	0	0	0	319,420
'-	Total		1,500,000	1,180,580	0	0	0	0	319,420



DESCRIPTION: This project provides for the construction of sidewalks, improved street lighting, and street trees along the north side of Walnut Street between Foothill Boulevard and Altadena Drive and between Daisy Avenue and Sunnyslope Avenue. The reach between Daisy Avenue and Sunnyslope Avenue requires major street construction and new curbs and gutters, as well as sidewalks, street lighting, and trees.

PHASE I: Street improvements along the north side of Walnut Street from Daisy Avenue to Sunnyslope Avenue - COMPLETED IN FY 2005

PHASE II: Street improvements along the north side of Walnut Street from Cook Avenue to Altadena Drive - COMPLETED IN FY 2005

PHASE III: Street improvements along the north side of Walnut Street from Foothill Boulevard to Sierra Madre Boulevard - PARTIALLY COMPLETED

JUSTIFICATION: The City purchased the right-of-way from the Pasadena Blue Line Construction Authority and in turn sold it to adjacent property owners for sale prices to include public improvements. Construction of the public improvements will facilitate private development and improve pedestrian safety.

SCHEDULE: Design of Phase III, along the north side of Walnut Street between Foothill Boulevard and Grand Oaks Avenue began in FY 2013 and will be completed in FY 2014.

Streets and Streetscapes

Walnut Street Improvements - Foothill Blvd to Altadena Drive, and Daisy Ave to Sunnyslope Ave 73128

RELATIONSHIP TO GENERAL PLAN: This project is consistent with the Public Facilities Element Objective 5 by implementing a high level of maintenance to ensure public safety.

HISTORY: This project was originally part of the East Pasadena Specific Plan and received initial funding in FY 2003. This stand-alone project was created in FY 2004 and has three phases. Phases I and II were completed in FY 2005.

Public Works Department

FY 2014 - 2018 Capital Improvement Program Streets and Streetscapes Sidewalk Improvement Program, Citywide

Sidewalk Improvement Program - Citywide 73604

Priority 13	Project No 73604	o. Description Sidewalk Improvement Program - Citywide	Total Estimated Costs	Appropriated Through FY 2013	Adopted FY 2014	Proposed FY 2015	Proposed FY 2016	Proposed FY 2017	Proposed FY 2018 and Beyond
	Gas Tax		250,000	0	250,000	0	0	0	0
	Total		250,000	0	250,000	0	0	0	0

DESCRIPTION: This project provides for a citywide sidewalk improvement incentive program. The Pasadena Municipal Code holds property owners solely responsible for final repair of sidewalks abutting their properties, which has been enforced prior to issuance of occupancy permits (sale of property) or building permits in excess of \$20,000. This incentive program aims to accelerate the rate of sidewalk repairs around the City by offering property owners a discount on concrete repairs through a cost-share program.

JUSTIFICATION: This project will provide for improvements that will result in a more pleasant pedestrian environment and encourage a livable, safe, healthy and walkable community in accordance with the City's Pedestrian Plan.

SCHEDULE: This project will begin in FY 2014.

RELATIONSHIP TO THE GENERAL PLAN: This project is consistent with the Public Facilities Element Objective 5 by providing a high level of maintenance of existing facilities.

IMPACT ON THE NORTHWEST: Approximately twenty-five percent of this project is located in Northwest Pasadena which is an area that has been targeted for revitalization.

HISTORY: This project was created and was fully funded in FY 2014.

Holly Street Bridge - Seismic Retrofit

73323

Priority 14	Project No. Description73323 Holly Street Bridge - Seismic Retrofit	Total Estimated Costs	Appropriated Through FY 2013	Adopted FY 2014	Proposed FY 2015	Proposed FY 2016	Proposed FY 2017	Proposed FY 2018 and Beyond
	Gas Tax	974,950	0	125,000	849,950	0	0	0
	Highway Bridge Program Funds	7,525,050	0	0	7,525,050	0	0	0
	Total	8,500,000	0	125,000	8,375,000	0	0	0

Holly Street Bridge



DESCRIPTION: This project provides for the seismic retrofit of the Holly Street Bridge.

JUSTIFICATION: This bridge was found to have seismic deficiencies. Seismic retrofit is recommended to increase its resistance to earthquake-related lateral loads.

SCHEDULE: Design will begin in FY 2014.

RELATIONSHIP TO GENERAL PLAN: This project is consistent with the Seismic and Safety Element of the General Plan by helping to achieve and maintain an environment in which Pasadena residents can enjoy personal safety and security.

SPECIAL CONSIDERATION: Staff has received a Highway Bridge Program grant in the amount of \$7,525,050 with a local match of \$974,950. This money for preliminary engineering is anticipated to be received in late FY 2014 or early FY 2015.

HISTORY: This project was created in FY 1985 and was initially funded in FY 2014.

Streets and Streetscapes

Improvement of Green Street - Orange Grove Blvd. to Hill Avenue 73927

Priority 15	Project No. Description 73927 Improvement of Green Street - Orange Grove Blvd. to Hill Avenue		Total Estimated Costs	Appropriated Through FY 2013	Adopted FY 2014	Proposed FY 2015	Proposed FY 2016	Proposed FY 2017	Proposed FY 2018 and Beyond
	Gas Tax		150,000	0	150,000	0	0	0	0
	Street Occupation Rental Fees Unfunded		75,000	75,000	0	0	0	0	0
			3,875,000	0	0	0	0	0	3,875,000
	Total		4,100,000	75,000	150,000	0	0	0	3,875,000

Green Street from Orange Grove Blvd. to Hill Ave.



DESCRIPTION: This project provides for the pavement rehabilitation of Green Street from Orange Grove Boulevard to Hill Avenue. The project includes an environmental assessment to remove asbestos encapsulated within the asphalt concrete pavement. This project will also include removal and reconstruction of damaged curbs, gutters, driveways, and sidewalks; enlargement of tree wells to minimize damage to concrete improvements; miscellaneous drainage improvements; rubberized asphalt overlay; and the reconstruction of the intersection of Green Street at Fair Oaks Avenue in concrete. This project will be divided into the following phases:

Phase I: Environmental assessment of asbestos content and required removal procedure.

Engineering survey and design of Green Street from Orange Grove Boulevard to Arroyo Parkway.

Phase II: Street improvements of Green Street from Orange Grove Boulevard to Arroyo Parkway. Reconstruction of the intersection of Green Street at Fair Oaks Avenue.

Phase III: Street improvements from Fair Oaks Avenue to Los Robles Avenue

Phase IV: Street improvements from Los Robles Avenue to Lake Avenue

Phase V: Street improvements from Lake Avenue to Hill Avenue

Improvement of Green Street - Orange Grove Blvd. to Hill Avenue 73927

JUSTIFICATION: The pavement on Green Street from Orange Grove Boulevard to Hill Avenue contains asbestos and is in need of repair. Delayed maintenance will contribute to further deterioration, increased repair costs, and poor rideability. Ficus tree roots along Green Street have damaged sidewalks, curbs, gutters, driveways, and sewers. Environmental concerns of asbestos removal impacts contractors and utility agencies.

SCHEDULE: Design of Green Street from Orange Grove Boulevard to Arroyo Parkway will begin in FY 2014. The remaining work will begin when funds become available.

RELATIONSHIP TO GENERAL PLAN: This project is consistent with Land Use Element Objective 18 by improving the quality of the environment for Pasadena. In addition, the project is consistent with Public Facilities Element Objective 5 by providing a high level of design quality in all public streets.

SPECIAL CONSIDERATION: Abutting property owners are financially responsible for the repair of damaged sidewalks and driveways.

HISTORY: This project was created in FY 2007 and received initial funding in FY 2009. In FY 2010, the environmental assessment of Phase I was completed.

Public Works Department

South Lake Streetscapes Improvements - Phase II

Priority 16	Project No. Description South Lake Streetscapes Improvements - Phase II	Total Estimated Costs	Appropriated Through FY 2013	Adopted FY 2014	Proposed FY 2015	Proposed FY 2016	Proposed FY 2017	Proposed FY 2018 and Beyond
	Unfunded	2,520,000	0	0	0	0	0	2,520,000
	Total	2,520,000	0	0	0	0	0	2,520,000





DESCRIPTION: This project provides for improvements to South Lake Avenue between Green Street and California Boulevard. The improvements will include in-fill street lights, mid-block crossing traffic signals, street trees, and bicycle racks.

JUSTIFICATION: This project will result in a more pleasant pedestrian environment and reinforce the South Lake Business District's image as a unique retail and entertainment area.

SCHEDULE: This project will begin when funds are identified within the next five years.

RELATIONSHIP TO GENERAL PLAN: This project is consistent with the Mobility Element Objective 4.2 by improving the pedestrian environment. It is also consistent with the Land Use Element Policy 24.2 by enhancing the identity of specialized districts in the City such as the South Lake Avenue Business District.

HISTORY: The funded phase of this project was created in FY 2005 and received initial funding in FY 2008. A consultant was selected by the South Lake Business District who assisted in the development of the detail elements of the plan in FY 2007. In FY 2008, design was completed. In FY 2009, construction of new landscaping, irrigation, and electrical systems in the median islands was completed. In FY 2012, work continued on the painting of all existing street lights, poles and traffic signals, and the installation of planters. The second phase of this project was created in FY 2012.