



TRANSPORTATION ADVISORY COMMISSION

February 12, 2008

Via E-Mail & Hand Delivery
Mayor Bill Bogaard
Vice Mayor Steve Haderlein
Members of the City Council
City of Pasadena
175 North Garfield Avenue
Pasadena, California 91109

Subject: TAC Recommendations for Pedestrian Improvements in the Central District

Dear Mayor Bogaard, Vice Mayor Haderlein, and Members of the City Council:

On behalf of the Transportation Advisory Commission (“TAC”), we are pleased to provide to the City Council, TAC’s report and recommendations for pedestrian improvements in the Central District. This memorandum provides background on TAC’s activities with respect to improving the pedestrian experience of our City, as well as the rationale for recommending four improvement measures for the Central District.

Summary of Recommendations

TAC unanimously recommends the following pedestrian improvement measures:

- Dedicated ‘L’-Shaped Trolley Loop: TAC recommends the installation of a dedicated, ‘L’-shaped trolley car loop with minimal headways to service the Colorado Boulevard and South Lake Avenue corridor. The favored route would run approximately from Pasadena Avenue eastward along Colorado, then southward on Lake to California. The “loop” would link the sub-districts of the Central District Specific Plan, further implement the “park once” paradigm, and increase the number of visitors. Additionally, through the use of open-air, traditional-looking vehicles (e.g. resembling San Francisco cable cars), riding “the loop” and could become an entertaining and recreational experience in itself, which would increase ridership.

- Citywide Wayfinding Program: TAC recommends amending the City’s design guidelines to create a comprehensive signage program in the Central District oriented to guiding pedestrians effectively through the District, modeled after the excellent program in Downtown Philadelphia.
- Streetscapes and Alleyways Plan Prioritization Program: This would serve to prioritize projects as the basis for a comprehensive urban trailway system linking pedestrian-only public spaces, particularly in the alleyways of Old Pasadena and along the Gold Line right of way.
- 710 Bridge Project Feasibility Study: TAC recommends studying the feasibility of widening the bridges along Colorado Boulevard and Green Street over the 710 Freeway from Pasadena Avenue to St. John to create additional open space, preferably for parks and increased shopping areas. The 710 Bridge Project is similar in structure to the Museum of the America’s Project, proposed to span the 210 freeway from Corson to Maple in the vicinity of Lake Avenue. Both airspace projects could be studied simultaneously by the Public Works Department.

Additional recommendation:

- Special Joint City Council / TAC Meeting: TAC recommends that the City Council schedule a special joint meeting with TAC to explore citywide pedestrian planning issues once the findings of the Playhouse District *Walkabout* have been prepared.

Background: The Mobility Element and Walkability

In 2004, in adopting the Mobility Element and the Central District Specific Plan, the Council clearly set the policies needed for creating a walkable city consistent with General Plan Guiding Principle #5, “Pasadena will be a city where people can circulate without cars.” According to the Mobility Element, the vision for a car-free Pasadena “relies upon an integrated and multimodal transportation system that provides choices and accessibility for everyone living and working in the City.” The four major objectives of the Element, which would establish policy directions, are:

- *Promote a livable community*
- *Encourage non-auto travel*
- *Protect neighborhoods by discouraging traffic from intruding into community neighborhoods*
- *Manage multimodal corridors to promote and improve citywide transportation systems.*

The Mobility Element recognizes the pivotal role of transportation services in place making. It addresses a number of the key components needed to link land uses with

transportation while reducing reliance on the automobile, in addition to car sharing, parking programs, and other transportation demand management programs to reduce auto trips. These include safe and convenient public transit services, bicycle facilities improvements, and pedestrian enhancement programs. Among the policies established in the Element, several are geared specifically towards promoting walkability:

- *Policy 1.2, Allow mixed-use zoning that includes housing and commercial uses to encourage living and working in the same area and to achieve a reduction of trips.*
- *Policy 2.7, Promote improvements for pedestrians to support vibrant and active streets and major places of activity.*
- *Policy 2.10, Develop zoning guidelines to promote and foster establishment of Transit Oriented Districts adjacent to light-rail stations to encourage living and working within the same community area.*

In discussing the goal of promoting a livable community, the Element also cites these best practices:

- ***Allow for diversity of uses, including mixed-use projects, and discourage auto-oriented uses.*** *Promote uses that encourage pedestrians such as outdoor dining and bookstores.*
- ***Design for pedestrians.*** *Buildings, sidewalks, and landscaping should be designed for the pedestrian to encourage walking and enliven public spaces. Pedestrians should be able to access buildings from the street.*
- ***Establish streets as places.*** *Promote streets as “outdoor living rooms” and activity places. (City of Pasadena, 2004)*

Thus, the City has recognized that walking is a cornerstone for sustainability, providing the “greenest” and most basic of all modes of travel and accessible to all socioeconomic groups, providing accommodations are made for people with physical disabilities. Section 4.2.1. deals specifically with pedestrian travel, citing a number of recommended enhancements, including sidewalks, paths, trails, pedestrian bridges, crosswalks, and pedestrian signals.

Consistent with the principle of circulation without cars, the Central District Specific Plan (“*CDSP*”) describes part of the special draw of Old Pasadena and the Civic Center: “A unique series of outdoor rooms, streets, and alleys integrate shade trees, public artwork, seating and lighting to create a high quality *walkable* [our emphasis] environment with visual interest and physical comfort.” It clearly defines two important planning objectives with respect to walkability in the Central District:

- ***Objective 4. “EXPAND OPEN SPACE NETWORK.*** *Downtown will feature an extensive network of public, semi-public and private open spaces, including street and alleys, parks, urban plazas, and other improvements that will augment and expand the existing network.”*

- *Objective 26. MAKE DOWNTOWN WALKABLE. Downtown will be a safe, convenient and comfortable place to walk, a place where walking is the mode of choice for short trips.*

The Central District's edge over its suburban shopping counterpart has been its complex mix of public and private uses aimed at locals and visitors, and its historic architectural setting graced with the patina of time and evolutionary growth. To capitalize further on those characteristics, the *CDSP* calls for expanding the walkable realm in a manner that is safe, convenient, and comfortable for the pedestrian, while providing connectivity to other areas of the District and needs of daily living. To do so, the *CDSP* suggests ample sidewalks (15 feet minimum along Colorado Boulevard and Lake Avenue, the main shopping streets) and streetscape amenities (enhanced crosswalks, street trees, furniture, lighting, and signage). It also recommends pedestrian-oriented development, which the *CDSP* further defines within its design guidelines, and a Public Open Space Concept that identifies appropriate character of streets and areas for parks and plazas.

Background: Implementing the Mobility Element to Improve Walkability

In 2005, to implement the Mobility Element and the City's Specific Plans with respect to walkability, the Department of Transportation began preparing a pedestrian plan with the goals of preserving the walkability of pedestrian areas, improving the design and development of pedestrian-friendly projects, integrating further pedestrian improvements into street maintenance and traffic management programs, and promoting walking for improved public health. Towards that effort, TAC participated in a special joint meeting with the Planning Commission to discuss the development of a new *Pasadena Pedestrian Plan for a Livable and Walkable Community* ("*Pedestrian Plan*"), prepared for the City by Banerjee & Associates. At its April 6, 2006, meeting, TAC voted unanimously to recommend adoption of the *Pedestrian Plan* and that all future development projects discuss and demonstrate compliance with it. Furthermore, TAC decided on a going forward basis after the *Pedestrian Plan*'s approval by Council on July 25, 2006, to explore additional pedestrian-oriented programs and projects for the City.

The *Pedestrian Plan* effectively supports the reduction of travel distances by foot, the greatest deterrent to walking, by linking non-auto choices (e.g. providing easy, safe linkages to public transit). According to UC Davis professor Stephen Wheeler, "Planning for pedestrians requires a comprehensive reevaluation of the street environment." As a first step, the two-volume *Pedestrian Plan* inventories extensively the City's current policies and design guidelines related to walkability, the state of its infrastructure (particularly sidewalk conditions, curb ramps, intersections, and traffic signals), and proposed capital improvement public works projects proposed for 2006-2010. However, unlike Portland's Pedestrian Master Plan, Pasadena's does not employ a methodology for evaluating the pedestrian potential of street segments based on connectivity, proximity to land uses, or environmental factors, nor the perceived safety, path quality, and context one considers when deciding whether or not to walk (as recommended by UC Berkeley's Michael Southworth). To some extent, these aspects will be addressed as part of the

Playhouse District's *Walkabout* exercise, slated for March 1, 2008, aimed at analyzing in depth the pedestrian experience of the Central District.

While TAC reviewed and recommended adoption of the *Pedestrian Plan*, it felt the document served largely as a baseline, useful for uncovering the City's existing conditions, its strengths and deficiencies, but not for envisioning an enlarged and improved, pedestrian-oriented public realm. Thus, on June 16, 2006, at a Special Meeting to review and adopt its 2006-2007 Work Plan, TAC established an ad hoc Pedestrian Committee to work on a "Phase II" of the City's adopted *Pedestrian Plan*, with the goal of exploring creative and innovative ways to improve and increase pedestrian opportunities within the City based on the goals and objectives of the Mobility Element. The Committee originally consisted of then Vice Chair Juan Carlos Velasquez and Commissioners Julianna Delgado (Committee Chair), Alan Clelland, and Floraline Stevens.

In August 2006, after establishment of the Pedestrian Committee, Commissioner Delgado, began to explore with her colleague, Prof. Rick Zimmer, in the Department of Urban and Regional Planning at California State Polytechnic University, Pomona ("Cal Poly"), the possibility of developing the Department's two-quarter capstone course, URP 431/432, as a service-learning course in cooperation with TAC. The course would team graduating seniors with TAC's Pedestrian Committee to provide students with a real world planning experience as consultants to the Committee that would benefit Pasadena's pedestrian planning efforts at no cost to the City.

The Cal Poly Pedestrian Mobility Plan

As a result, in Fall and Winter Quarters 2006, approximately twenty-five Cal Poly seniors began working with the Pedestrian Committee on its mission under Prof. Zimmer's direction. The students explored and analyzed the pedestrian experience in the Central District Specific Plan Area and were encouraged to "be bold" in their recommendations. They would explore with "fresh and unbiased eyes" the project site: a rectangular portion of the Central District surrounding Colorado Boulevard, one block north and south (from Union to Green Street), and from Orange Grove on the west to Lake Avenue on the east. They would also develop measures for improving the experience of their demographic group (18 – 35 year old visitors) and the general public. They reviewed City documents, looked at case study examples in other cities worldwide, and met several times with the Pedestrian Committee to discuss preliminary findings and provide interim status reports.

At the TAC meeting of November 2, 2006, the Cal Poly students presented their Scope of Services to the Commission, entitled "Improving and Encouraging Pedestrian Mobility within Pasadena's Central District." The main project goals included, but were not limited to the following activities, which were also transmitted as an update to the City Council in TAC's letter of December 4, 2006:

- Creating a “Wayfinding Element” for the Central District Specific Plan that includes design guidelines and appropriate locations, as well as designs for Old Pasadena, Paseo Colorado, and Colorado & Lake Avenue;
- Developing recommendations for improving existing as well as locating and creating new pedestrian-only zones;
- Developing recommendations for alternatives to auto travel in the Central District, including recommendations for transit stops and types of vehicles;
- Producing an implementation strategy to reduce or eliminate auto use in the Central District based on successful models in other cities; and
- Promoting walkability by locating new and improving existing pedestrian linkages, developing design guidelines, and designing examples that can be replicated throughout the city.

At TAC’s March 9, 2007, meeting, the Cal Poly students presented their findings and conclusions, along with thirty-six (36) recommended measures. These were contained in a final, comprehensive work product presented to the Commission in the form of a PowerPoint presentation and written document, entitled *Pedestrian Mobility*. The recommendations were divided into five study areas: alternative transit modes, reduction or elimination of automobiles, increasing public space and pedestrian linkages, and wayfinding, each completed and presented by a separate team of students.

TAC’s Pedestrian Committee subsequently reviewed and refined the information contained in the *Pedestrian Mobility* study by organizing the proposed measures in a “Summary of Recommendations.” This listed and assigned a number to the recommended measures, grouped by study area, without the explanatory text and case study examples found in the original text. Some had multiple components, but were grouped for ease of review as a single measure.

1. Alternate Modes of Transportation: This study area resulted in eight (8) measures for improving existing routes and adding new ones to the ARTS system to create a “park once and walk” environment. An example is “1.1 Adjust Route 10 to focus on Colorado Boulevard; provide larger buses, decrease headways, and run service later in the evening (until 2:30am).”
2. Reduction of Autos: This study area produced five (5) measures to reduce the number of vehicles entering the Central District to prevent vehicle/pedestrian conflicts and create a safe walking environment, including sidewalk widening and street closure. An example is “2.1 Close Colorado Boulevard to private automobile traffic from Los Robles to Pasadena Avenue from 4pm – 12am on weekdays (Monday through Thursday) and 10am – 2am weekends (Friday through Sunday).
3. Public Space: This study area resulted in four (4) recommendations for increasing the use of gathering spaces and designing them for comfort, relaxation, passive engagement, active engagement, and discovery. An example is “3.1 Develop the

Metro Gold Line right of way from Holly Street to Del Mar Boulevard as a pedestrian-only public space.”

4. Pedestrian Linkages: This study area produced ten (10) measures for increasing foot traffic and use of streets and other access ways connecting large mixed-use projects, especially Del Mar Station and Ambassador West, with Old Pasadena. An examples is “4.1. Improve Union Street, particularly between Fair Oaks and Los Robles avenues, and Green Street with additional lighting and landscaping.
5. Wayfinding: This study area resulted in nine (9) measures for improving pedestrian navigation through the design and placement of signs, logos, paving, and lighting. An example is “5.1 Use a specially selected, decorative frame for all signs along Colorado Boulevard.”

The range of proposed measures is broad, from using interlocking pavers as a preferred hardscape material (5.6) to developing the airspace over the 710 Freeway to increase commercial and open space (4.10). The list, in concert with the *Pedestrian Plan*, also provides an inventory for future street repairs, improvements, and alignments, such as installing sidewalks and crosswalks along the west side of Pasadena Avenue (4.4) as well as for signalization-related projects, such as increasing the length of time allowed for crossing the street at diagonal crosswalks (4.6). The list also includes an array of code amendments, such as revisions to those in the design guidelines for public and private spaces in the Central District Specific Plan (3.4).

The Cal Poly recommendations, if implemented, would result in changes to the environment at various orders of magnitude—from repairing sidewalks and moving signs, which would take relatively little effort, to closing off streets to auto use, which would require considerable coordination and cooperation among City departments and agencies, as well as extensive community outreach and buy-in. Several of the recommendations could have sweeping effects on the character of the pedestrian’s experience of the Central District while significantly reducing auto-dependency. Widening the sidewalks, for example, would slow circulation and discourage drive-through traffic. Closing Colorado Boulevard to private cars during peak hours would serve to create a true pedestrian district, increasing further the number of visitors and facilitating longer stays, which could in turn increase economic benefits to local merchants. The street would take on a new energy, becoming a public place enlivened by the free movement of people. The addition of a dedicated street trolley and proposed ARTS loops (especially a couplet along Green and Union Streets) would increase connectivity with other areas of the city and transit stations, facilitate the “park once and walk” paradigm based on the use of public and private parking lots, and functionally unite the sub-districts that form the heart of the city. One could easily and conveniently shop in Old Pasadena, dine near the Civic Center, then catch a play at the Pasadena Playhouse by supplementing walking with use of a convenient transit system.

TAC Review of the Cal Poly Recommendations

After listing the Cal Poly measures in a cohesive order, the Pedestrian Committee then assessed the size, scope, funding needs, and timeframe for completion for each one, compiling their assessment in a “Project Prioritization” chart. Each measure was first categorized by project type/s:

- MA = Maintenance and Alignment
- SI = Street Improvement
- PS = New Public Space (permanent/temporary)
- TI = Transit Improvements
- CA = Code/Design Guideline Amendments

Then, each one was further prioritized by ease of implementation, with the assumption that “easier” and less costly projects could be implemented sooner. The rating was based on the type of funds needed for implementation (general fund, capital improvement, and other) and the degree to which the project was likely to be controversial among stakeholders, thus requiring greater time to implement. The three categories were:

- Short Term: 1 – 3 years to complete, from General Fund/Maintenance funds
- Medium Term: 3 – 5 years, from Capital Improvement funds
- Long Term: 5 years minimum, from Capital Improvement and/or Other Sources

In March and April 2007, the Committee met with the directors of the Old Pasadena Management District, Playhouse District, and South Lake District to discuss the “Project Prioritization” chart and gain their input and feedback.

At its meeting of June 7, 2007, TAC reviewed the Pedestrian Committee’s Summary and Prioritization Chart and asked DOT staff to study the feasibility and cost of implementing recommendations along Colorado Boulevard in the Playhouse District, Civic Center area, and Old Pasadena. The City subsequently hired Banerjee & Associates, the consultant for the *Pasadena Pedestrian Plan*, to review the Cal Poly recommendations and prepare a report, entitled “Review of Measures to Enhance the Pedestrian Environment in Pasadena, A Report to the Transportation Advisory Commission” (“Review of Measures”). The Review of Measures looked at the following recommendations contained in the Cal Poly study:

- Seven (7) transit service improvements
- Eleven (11) sidewalk and crosswalk improvements and related landscaping
- An adjustment to traffic signal timing that would benefit pedestrians
- Three (3) modifications to the Zoning Code

At its October 5, November 1, and December 14, 2007, meetings, TAC discussed the Review of Measures with City Staff and the consultant. As a response to the Cal Poly study, the Review of Measures showed that many of the student’s recommendations were previously considered by City staff, most notably in Public Works and Transportation.

As the report states, “Action is underway on many of the improvement measures as part of the Mobility Plan, Pedestrian Plan, and Specific Plan implementation programs and included annually in the City’s Capital Improvement Program.” It should be remembered, however, that the Cal Poly measures were formulated in reaction to conditions observed in the field and, thus, a bellwether for the actual state of the pedestrian environment. Many of the “bold” and more innovative measures are also minimally addressed in the Review of Measures, which also explains that more complex measures, such as installation of a dedicated trolley, would require further study.

At TAC’s meeting of January 11, the Pedestrian Committee proposed prioritizing recommendations from the following list:

- Providing a dedicated, ‘L’-shaped trolley loop along Colorado Boulevard and South Lake Avenue
- Amending design guidelines to create a comprehensive, citywide directional signage wayfinding program
- Participating in review of the existing *Streets and Alleyways Plan* focusing on prioritizing projects and identifying sources of funding
- Upgrading and enhancing diagonal crossings
- Linking the 710 Bridge Project with the 210 airspace feasibility study
- Widening sidewalks along Colorado Boulevard
- Temporarily closing Colorado Boulevard (from Los Robles to Pasadena Avenue), potentially on evenings and weekends
- Adjusting transit routes, especially ARTS Route 10
- Converting the Gold Line Right of Way (from the Memorial Park to Del Mar stations) to new public, pedestrian-only open space.

During discussion, Staff noted that crosswalk enhancements already exist in specific plans and was being implemented. The Old Pasadena Management District spoke in favor of reviewing the *Streets and Alleyways Plan*, but reminded TAC that widening sidewalks and temporary closures along Colorado Boulevard could adversely impact businesses and reduce revenues from on-street parking (However, as noted in the Cal Poly study, this could be offset by eliminating 90-minute free parking in City-owned lots and increasing meter rates.) The Playhouse District also spoke against widening sidewalks on Colorado Boulevard but would support diagonal crossings, if there is a demonstrated need, as well as a comprehensive wayfinding program. Both Districts were supportive of a dedicated trolley loop. Finally, the City’s Community Development staff is currently working with the MTA on plans to utilize the MTA right of way to increase public space.

Recommendations for Pedestrian Enhancement Measures

At its meeting of January 11, 2008, after comments from City Staff and the public were heard, TAC deliberated and unanimously approved prioritizing the following four (4) measures for Council consideration to enhance the pedestrian experience in the Central

District based on the proposed recommendations in the Cal Poly study. No comments in opposition to these measures were received.

1. Dedicated ‘L’-Shaped Trolley Loop: This measure calls for installing a dedicated, ‘L’-shaped trolley car loop (or equivalent bus route) with minimal headways to service the Colorado Boulevard and South Lake Avenue corridor. The Cal Poly recommendation originally called for a route solely along Colorado Boulevard between Orange Grove Boulevard and Allen Avenue. However, the Pedestrian Committee’s discussions with the Old Pasadena Management District, Playhouse District, and South Lake District resulted in a route favored by all three districts: approximately from Pasadena Avenue eastward along Colorado, then southward on Lake to California. The “loop” would link the sub-districts of the Central District Specific Plan, further implement the “park once” paradigm, and increase the number of visitors. Additionally, through the use of open-air, traditional-looking vehicles (e.g. resembling San Francisco cable cars), riding “the loop” and could become an entertaining and recreational experience in itself, which would increase ridership.
2. Citywide Wayfinding Program: This measure calls for amendments to the City’s design guidelines to create a comprehensive signage program in the Central District oriented to guide pedestrians effectively through the District, modeled after the excellent program in Downtown Philadelphia.
3. Streetscapes and Alleyways Plan Prioritization Program: This would serve to prioritize projects as the basis for a comprehensive urban trailway system linking pedestrian-only public spaces, particularly in the alleyways of Old Pasadena and along the Gold Line right of way.
4. 710 Bridge Project Feasibility Study: This measure calls for studying the feasibility of widening the bridges along Colorado Boulevard and Green Street over the 710 Freeway from Pasadena Avenue to St. John to create additional open and buildable space, preferably for parks and increased shopping areas. If executed, it would provide a major focal point and greenspace, reduce the negative aesthetic impact of the six-lane bridges, and link the two sides of the city now psychologically divided by the freeway right of way. The 710 Bridge Project is similar in structure to the Museum of the America’s Project, proposed to span the 210 freeway from Corson to Maple in the vicinity of Lake Avenue. Both airspace projects could be studied simultaneously by the Public Works Department.

TAC believes these four measures are consistent with General Plan Guiding Principle #5, “Pasadena will be a city where people can circulate without cars,” and implement the Mobility Element and Central District Specific Plan.

In closing, it is noteworthy that both the City's *Pedestrian Plan* and the Cal Poly *Pedestrian Mobility* study won 2007 Merit Awards from the Los Angeles Section of the American Planning Association. Both documents, consistent with the Mobility Element, work towards improving the pedestrian experience within the Central District and reducing reliance on automobiles and traffic congestion, an issue of great concern to the residents of Pasadena. TAC respectfully requests the City Council review and consider the findings and recommendations in this letter, as well as to agendize a joint TAC-City Council workshop to explore citywide pedestrian planning issues once the findings of the Playhouse District *Walkabout* have been prepared.

Thank you for the opportunity to be of service to the City of Pasadena.

Respectfully submitted,



VINCE FARHAT
Chair



JULIANNA DELGADO
Vice-Chair
Chair, Pedestrian Committee

Attachments (via CD):

City of Pasadena *Pedestrian Plan* (July 2006)
[<http://www.cityofpasadena.net/trans/TPD/ped2006final/Index.pdf>]
Cal Poly Pomona *Pedestrian Mobility* (March 2007)
“Summary of Recommendations – Pedestrian Mobility” (May 2007)
“Pedestrian Mobility – Project Prioritization” (May 2007)
“Review of Measures to Enhance the Pedestrian Environment in Pasadena,” A Report to the Transportation Advisory Commission (October 2007)

xc: Planning Commission
 Environmental Advisory Commission
 Executive Director, Old Pasadena Management District
 Executive Director, Playhouse District
 Executive Director, South Lake District

Summary of Recommendations – Pedestrian Mobility

Prepared by Julianna Delgado

The following is a summary of the main objectives and recommendations for each target area contained in the *Pedestrian Mobility* report prepared by the Urban and Regional Planning students at Cal Poly Pomona.

1. **Alternative Modes of Transportation:** Improve and add new routes to the city’s ARTS bus system to enable a truly “park once and walk” environment; consider the Portland streetcar, San Francisco trolley and cable car, and Los Angeles DASH systems as case studies.

Recommendations:

- 1.1 Adjust Route 10 of the ARTS bus system to focus on Colorado Boulevard; provide larger buses, decrease headways, and run service later in the evening (until 2:30am).
 - 1.2 Improve bus stops along Colorado with shelters, lighting, and seating.
 - 1.3 Create visual or thematic continuity between the bus stop sites and the surroundings.
 - 1.4 Use solar and GPS technology to power the bus stops and provide up-to-date information (route, schedule, and wait time) to riders.
 - 1.5 Create two dedicated transit loops circulating counter-clockwise on Colorado and Green and clockwise on Colorado and Union from Hill to Orange Grove.
 - 1.6 Create a third, “station” loop that runs between three of the city’s Metro Light Rail stations, Allen, Lake, and Del Mar.
 - 1.7 Create a looped, Green/Union trolley line from Allen to Orange Grove.
 - 1.8 Create a dedicated trolley line up and down Colorado between Orange Grove and Allen.
2. **Reduction of Autos:** Reduce the number of vehicles entering the Central District to prevent vehicle/pedestrian conflicts and create a safe walking environment, including sidewalk widening and street closure; consider measures adopted in Portland, Santa Monica, and Curitiba, Brazil, as case studies.

Recommendations:

- 2.1 Close Colorado Boulevard to private automobile traffic from Los Robles Avenue to Pasadena Avenue from 4pm – 12am on weekdays (Monday through Thursday) and 10am – 2am weekends (Friday through Sunday)
- 2.2 To prevent vehicles from turning left or right onto Colorado Boulevard during street closures, permanently close Euclid and Garfield on the north side of Colorado Boulevard; use direction signs to alert motorists of the closures.
- 2.3 Install automatic bollards to divert traffic during periods of street closure.
- 2.4 To reduce pedestrian congestion and the necessity to walk in the street during peak periods, remove the on-street parking and widen the sidewalks along Colorado Boulevard from Los Robles Avenue to Pasadena Avenue to the existing green line (boundary marker for Rose Parade audiences).

2.5 To offset the loss of on-street parking meter revenue, which funds streetscape improvements and maintenance, decrease the “90 minute free-parking period” in nearby city lots to make only the first half hour free, and/or increase the parking meter rates and lot prices in the vicinity.

3. **Public Spaces:** Increase the use of gathering spaces and design them for increased comfort, relaxation, passive engagement, active engagement, and discovery; consider guidelines based on Carmona, et al., *Public Places – Urban Spaces*.

Recommendations:

- 3.1 Develop the Metro Gold Line right of way from Holly Street to Del Mar Boulevard as a pedestrian-only public space.
- 3.2 Improve Mercantile Place in the Civic Center sub-district through increased landscaping and seating areas, improved paving, and public art.
- 3.3 Improve the First Trust Bank alleyway in the Playhouse sub-district through seating, landscaping, and identification.
- 3.4 Amend the design guidelines for public and private spaces in the Central District Specific Plan by adding text to the following sections (see the Report for specific additions): in Section 8, CC2: Focus Activity on Public Spaces; CC3: Increase Physical Connectivity; CC7: Transition to Residential Neighborhoods; CC8: Incorporate Civic Art; and in Section 9, SP5: Maintain Landscape Traditions, BD 1: Respect Surrounding Character; BD9: Require Compatible Parking Structures; and in 4.2.D, Design Recommendations for Sidewalk Extension of Colorado Boulevard.

4. **Pedestrian Linkages:** Increase foot traffic and use of streets and other access ways by connecting large mixed-use projects, especially Del Mar Station and Ambassador West, with Old Pasadena.

Recommendations

- 4.1 Improve Union Street, particularly between Fair Oaks and Los Robles avenues, and Green Street with additional lighting and landscaping.
- 4.2 Align the sidewalk on the 710 Freeway overpass bridge between St. John Avenue and Pasadena Avenue with connecting sidewalks; consider streetscape improvements as well.
- 4.3 Add a signal and crosswalk on Green Street at Terrace to allow safe pedestrian crossings from the Norton Simon Museum to the Ambassador West project.
- 4.4 Install sidewalks and crosswalks along the west side of Pasadena Avenue and east side of St. John Avenue from Union Street to Green Street.
- 4.5 Repair broken sidewalks, improve lighting, and prune trees along Green Street between Orange Grove and St. John Avenue.
- 4.6 Install diagonal crosswalks at these intersections: DeLacey Avenue and Green Street; Colorado Boulevard and Marengo Avenue.
- 4.7 Increase the length of time allowed for crossing the street at diagonal crosswalks.

4.8 Create an inventory of alleys suitable for development for pedestrian use and draft design guidelines.

4.9 Enhance walkability and pedestrian safety by implementing consistent designs for signals and crosswalks.

4.10 Utilize the airspace/increase the size of the bridges spanning the 710 Freeway north of Colorado to Union Street for increased commercial uses (similar to One Colorado), and south of Colorado to Green Street for a park linked to Ambassador West.

5. **Wayfinding:** Improve navigation by pedestrians through the design and placement of signs, logos, paving and lighting; consider Santa Monica's Third Street Promenade, Anaheim Disneyland, Portland, and San Francisco as case studies. (See the Report for more design ideas and specific improvements).

Recommendations:

5.1 Use a specially selected, decorative frame for all signs along Colorado Boulevard.

5.2 Place all pedestrian-oriented signs below auto-oriented ones, at more human scale and within pedestrian sightlines.

5.3 Keep fonts and symbols on all signs as large as possible, bold, and well lit.

5.4 Keep lighting along Colorado Boulevard consistent with its architectural theme.

5.5 Use in-pavement LED flashers for pedestrian crosswalks and to indicate street closures.

5.6 Use interlocking brick pavers as a preferred hardscape for all sidewalks to create a safe and integrated pedestrian district.

5.7 Improve visibility at diagonal crossings with painted stripes or brick pavers.

5.8 Incorporate Rose Parade plaques into sidewalks along the existing parade route to increase identity.

5.9 Develop and use a logo for the area.

Pedestrian Mobility - Project Prioritization

Project Types:

MA = Maintenance and Alignment

SI = Streetscape Improvements

PS = New Public Space (permanent/temporary)

TI = Transit Improvements

CA = Code/Design Guideline Amendments

TIMEFRAME

Immediate ----- 3 years ----- 5 years -----

CATEGORIES:

1. SHORT TERM (1-3 years/General Fund/Maintenance)

- 1.1 ARTS Route 10 Adjustments (TI 1+)
- 1.2 , 1.3, 1.4 Colorado Bus Stops and Improvements (SI 1)
- 2.5 Offsets for Parking Revenue Losses from Closures (MA, CA 1)
- 3.4 Design Guideline Amendments (CA 1)
 - 4.1 Union Street Improvements (MA, SI 1+)
 - 4.2 710 Overpass Alignment (MA, SI 1+)
- [4.3 Green Street/Terrace Crossing - Ambassador West EIR]
- 4.5 Green Street Repairs (MA 1)
 - 4.6 New Diagonal Crossings (MA 1+)
- 4.7 Increased Time Allowed for Diagonal Crossing (MA 1)
- 4.8 Improved Alleyway Inventory and Design Guidelines (CA)
 - 4.9 Designs for Signals and Crosswalks (MA, SI 1+)
- 5.1, 5.2, 5.3 New Signs on Colorado (SI 1)
- 5.7 Diagonal Crossings Improvement (MA 1)
- 5.8 Rose Parade Plaques for Sidewalks (MA, SI 1)
 - 5.9 Logo for Central District (SI 1+)

2. MEDIUM TERM (3-5 years/Capital Improvement)

- 1.5, 1.6, 1.7, 1.8 New Transit Loops and Trolley (TI 2)
 - 2.1 Temporary Closure along Colorado (PS 2+)
 - 2.2, 2.3, 2.4 Colorado Closure Related (PS 2+)
- 3.2, 3.3 Mercantile Place, First Trust Improvements (SI, PS 2)
- 4.4 Sidewalks on Pasadena Avenue/St. John (SI 2)
- 5.4, 5.5, 5.6 New Lighting and Paving on Colorado (SI 2)

3. LONG TERM (5+ years/Capital Improvement)

- 3.1 Gold Line Right of Way Development (PS 3)
- 4.10 Airspace Development at 710 Bridge (PS 3+)