

Pasadena Pedestrian Plan

For a livable & walkable community

- a. Lake Avenue - Villa Street to Elizabeth Street - COMPLETED
- b. Orange Grove Boulevard - El Mira Street to Mentor Street – COMPLETED
- c. Washington Boulevard - El Molino Avenue to Catalina Avenue – COMPLETED
- 6. Street Trees - Develop and implement a tree plan which will include the installation of landmark trees at the following locations:
 - a. Lake Avenue and Maple Street
 - b. Lake Avenue and Elizabeth Street
- 7. Streetscapes - Install benches, trash receptacles, bike racks and news racks

Schedule: In FY 2006, the traffic signal at Rio Grande Street and Lake Avenue will be designed and construction will begin. Also, plans will be completed for benches and trash receptacles. The remaining improvements will be designed and constructed as funds become available.

Total Estimated Cost	Appropriated Thru FY2004	Adopted FY2005	Adopted FY2006	FY2007-2010 Estimated Cost
\$4,700,000	\$1,384,000	\$130,000	\$155,000	\$3,031,000

Project Name: East Pasadena Specific Plan – Citywide (75939)

Description: This project involves the implementation of various public improvements described in the East Pasadena Specific Plan which encompasses three subareas:

- 1) East Foothill Industrial District;
- 2) Foothill, Rosemead, Sierra Madre Villa; and
- 3) Hastings Ranch/Foothill-Rosemead Shopping Center Area. Proposed projects include:
 - 1. Pedestrian Environment Improvements
 - a. Install pedestrian push buttons at pre-timed traffic signal locations adjacent to the light rail station and in areas impacted by light rail – COMPLETED
 - b. Relocate pedestrian crosswalks
 - c. Install directional and informational signs for pedestrians
 - d. Expand pedestrian routes system
 - e. Define and develop pedestrian networks linking residential communities to local commercial centers
 - f. Improve and emphasize children's pedestrian safety

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2. Traffic signal, striping modifications and/or widening
 - a. Sierra Madre Villa Avenue and Foothill Boulevard (East and West left-turn phases) – COMPLETED
 - b. Sierra Madre Villa Avenue and Foothill Boulevard (North and South left-turn phases) widen east side of Sierra Madre Villa south of Foothill Boulevard and remove median island on Sierra Madre Villa - PARTIALLY COMPLETED
 - c. Halstead Street and Foothill Boulevard – COMPLETED
 - d. Rosemead Boulevard and Foothill Boulevard
 - e. Sierra Madre Villa Avenue at I-210 Freeway Eastbound and Westbound Route 210 Freeway ramps
 - f. Sierra Madre Boulevard and Foothill Boulevard
 - g. San Gabriel Boulevard and Foothill Boulevard
 - h. Rosemead Boulevard and Colorado Boulevard (in L.A. County)
 - i. Altadena Drive and Colorado Boulevard
 - j. Sierra Madre Villa Avenue/Madre Street and Colorado Boulevard
 - k. I-210 Freeway westbound off-ramp and Foothill Boulevard (west of Rosemead Boulevard)
 - l. I-210 Freeway westbound ramps and Foothill Boulevard (Quigley)
 - m. Michillinda Avenue and Foothill Boulevard
 - n. Sierra Madre Boulevard and Colorado Boulevard
3. New traffic signal at Sierra Madre Villa Avenue and Electronic Drive; and install center two-way left-turn lanes on Electronic Drive east of Sierra Madre Villa Avenue.
4. Foothill Boulevard Improvements
 - a. Remove parking to increase pedestrian space
 - b. Install landscaped median islands along various segments
 - c. Widen Foothill Boulevard west of Sierra Madre Villa Avenue
 - d. Construct bicycle lane in each direction on Foothill Boulevard east of I-210 Freeway
 - e. Install palm trees and canopy trees in the parkway area to establish a separation between street and pedestrian pathway
 - f. Install bus benches, public art, fountains, and pedestrian lighting
 - g. Decorative crosswalks at signalized intersections
5. Halstead Street Improvements
 - a. Reduce the width of the roadway north of Foothill Boulevard to provide a combined bicycle/pedestrian path on the west side and a pedestrian walkway with convenient parking pockets on the east side

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- b. Increase roadway width south of Foothill Boulevard to facilitate turning movements of buses serving the light rail station and to provide drop-off area – COMPLETED
 - c. Install street lighting (decorative pedestrian-scaled lamps)
 - d. Install bike lane south of Foothill Boulevard
 - e. Plant additional trees on parkway areas and enhance landscaping
 - f. Remove the cross-gutter on the north leg of the Foothill Boulevard intersection
6. Walnut Street Improvements
- a. Improve the north side between Altadena Drive and Sunnyslope Avenue
 - b. Extend the roadway from Sunnyslope Avenue to Kinneloa Avenue
 - c. Construct a pedestrian/bicycle path with landscape buffers
 - d. Provide an area for landscaping or loading within the right-of-way
 - e. Provide center two-way left-turn lane east of San Gabriel Boulevard – COMPLETED
7. Gateway sign at Sierra Madre Boulevard and Walnut Street and on Foothill Boulevard near Michillinda Avenue
8. Street furnishings - Install bus shelters, benches, trash receptacles, bicycle racks, bollards, decorative lights, tree grates, fountains, newspaper racks, drinking fountains, directories, kiosks, etc.
9. Roadway Extension/Street Improvement Projects
- a. Kinneloa Avenue from Titley Avenue to Walnut Street
 - b. Maple Street from Sierra Madre Villa Avenue to Titley Avenue
10. Neighborhood Protection Measures for the Lower Hastings Ranch Neighborhood
- Schedule:** In FY 2005, a portion of item 6(a) - improvement of the north side of Walnut Street from Daisy Avenue to Sunnyslope Avenue was constructed as part of another CIP project. In FY 2006, the design for the widening of Foothill Boulevard west of Sierra Madre Villa Avenue will take place. The remaining improvements will be designed and constructed as funds become available.

Total Estimated Cost	Appropriated Thru FY2004	Adopted FY2005	Adopted FY2006	FY2007-2010 Estimated Cost
\$8,969,000	\$268,000	\$29,961	\$122,437	\$8,548,602

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Project Name: Complete Sidewalk Along North and South Side of Seco Street – Citywide (73121)

Description: This project provides for the construction of sidewalks along the north side of Seco Street between Rosemont Avenue and Lincoln Avenue and the completion of the sidewalk along the south side of Seco Street within the same limits.

The project along the north side includes: The construction of a ten-foot wide sidewalk; curb and gutter; a variable-height retaining wall with a maximum height of seven feet; relocation of existing street lights; and planting of street trees.

Along the south side of Seco Street there is an existing five-foot wide sidewalk but it is not continuous. In addition to completing the sidewalk, it will be expanded from five to ten feet in width. Additionally, the existing landscaping and irrigation systems will be modified and new trees will be planted. The estimated cost for improvements to the south side of Seco Street is \$150,000.

Schedule: In FY 2005, the sidewalk along the north side of Seco Street was completed. Work on the south side of Seco Street will begin when funds are available.

Total Estimated Cost	Appropriated Thru FY2004	Adopted FY2005	Adopted FY2006	FY2007-2010 Estimated Cost
\$627,000	\$410,000	\$178,500	\$0	\$38,500

Project Name: Lincoln Avenue Corridor Improvements – Citywide (73405)

Description: This project provides for improvements along Lincoln Avenue from the I-210 Freeway overpass south of Mountain Street to the north city limits. The improvements include:

1. Traffic Safety Enhancements - Install traffic signals at the following locations:
 - a. Lincoln Avenue and Wyoming Street - COMPLETED
 - b. Lincoln Avenue and Idaho Street – COMPLETED
2. Street Lighting
 - a. Install pedestrian-scale post-top street lights
 - b. Install pedestrian-scale double acorn lighting fixtures to the existing high mast street lighting poles
3. Gateway Identity Markers - Install gateway markers at the following locations:
 - a. South end of Lincoln Avenue near Seco/Mountain Street
 - b. North end of Lincoln Avenue near Woodbury or Vermont
 - c. Northbound I-210 Freeway on and off ramps to Lincoln Avenue

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<p>4. Street Trees and Landscaping</p> <ul style="list-style-type: none"> a. Install street trees - COMPLETED b. Install landscaping strips <p>5. Streetscapes</p> <ul style="list-style-type: none"> a. Install sidewalk pavers in front of John Muir High School b. Install bus benches and bus shelters – COMPLETED <p>6. Miscellaneous</p> <ul style="list-style-type: none"> a. Undergrounding of Overhead Utilities - COMPLETED b. Parking Study for the Avenue - COMPLETED c. Seasonal Banners <p>Schedule: Street lighting will be constructed in FY 2006. Design of the gateway identity markers will also begin in FY 2006.</p>				
Total Estimated Cost	Appropriated Thru FY2004	Adopted FY2005	Adopted FY2006	FY2007-2010 Estimated Cost
\$914,000	\$575,000	\$339,000	\$0	\$0

5.3 INSTITUTIONAL FRAMEWORK AND THE PLANNING PROCESS

5.3.1 Mayor and City Council

Pasadena is a charter city with a city council/city manager form of government. The City has seven City Council Districts and a Mayor elected at large. Major recent accomplishments include the City adoption of the General Plan, Land Use and Mobility Elements and Central District Specific Plan all that address the role of the pedestrian in civic life.

Twenty appointed commissions advise the City Council. Following are those Commissions involved with pedestrian issues raised throughout this Plan.

5.3.2 Commissions Involved in Pedestrian Plan Policies and Components

Accessibility and Disabilities Commission. Advises the City Council on issues regarding the accessibility of the community to all people, particularly those with disabilities.

Arts and Culture Commission. Among other responsibilities for promoting arts and culture, the Commission encourages the provision of cultural and artistic features in public and commercial construction.

Design Commission. Advises the City Council on the establishment of design standards, criteria, concepts, and policies for the implementation of public and private projects. Reviews projects for the purpose of creating design and to ensure the maintenance of design excellence.

Historic Preservation Commission. Advises the City Council on the promotion, protection and use of Pasadena's history resources. Reviews projects that may have impact on historical resources. Recommends designation of landmarks and landmark districts and prepares brochures and other material designed to promote awareness of Pasadena's unique heritage.

Planning Commission. Advises the City Council on the preparation and review of the General Plan as well as adoption of elements under the Plan, including creation of districts and zones, modification to and administration of zoning regulations, review of the capital improvement program, and review of other programs and projects which affect City development.

Recreation and Parks Commission. Advises the City Council on all matters concerning parks and recreation and makes recommendations for improvement of the area in and around Central Park.

Senior Commission. Advises the City Council on the needs, concerns, and quality of life of all seniors.

Transportation Advisory Commission. Advises the City Council concerning policies affecting the City's transportation system.

Urban Forestry Advisory Committee. Advises the City Council regarding the City's Master Street Tree Plan and related reviews pertaining to public trees.

5.3.3 City Departments Responsible for the Pedestrian Realm and Improvement Initiatives

Department of Transportation

- Conduct transportation planning and oversee development of transportation projects throughout the City.
- Operate traffic signals, traffic control signs, markings and other traffic control devices under the City's jurisdiction.
- Responsible for transportation safety programs including the Safe Routes to School initiative.
- Plan and administer local transit services, and ensure coordination of local and regional transit services.
- Manage the operation of all on-street parking and off-street public parking facilities, and administer related parking services, including staff support to various parking districts.
- Perform transportation and traffic engineering.
- Conduct and/or manage and review the traffic analyses for the environmental review process of all proposed projects within the City.
- Provide primary staff support to the Transportation Advisory Commission and support other commissions and committees on transit or transportation activities.

Department of Public Works

- Construct and maintain all public streets, street lights, storm drains, sewers, traffic signals, alleys, rights-of-way, improvements, and facilities; control the temporary occupation or use thereof; and inspect work performed by others.

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- Provide staff support to commissions or committees related to public works projects.
- Perform all civil engineering, excluding traffic and transportation engineering, for the City.
- Inform the public on repair and maintenance services including Department contacts for: How to get a sidewalk patched, scheduling street sweeping, repairing a broken bus bench, and street lights.

Police Department

- Coordinate traffic enforcement and traffic operations for major events within the City with the Transportation Department.
- Provide staff support to commissions or committees related to traffic safety and moving violations.
- Conduct regular traffic safety and education programs in the City's local high schools, both public and private. This initiative recognizes that teenage drivers are four times more likely to be involved in a traffic accident than adult drivers.
- Traffic officers also conduct traffic safety presentations in any school that requests one, including elementary schools. The Department encourages young children to be careful when crossing the street, wear their seat belts, and wear helmets when riding a bicycle.

Planning and Development Department

- Prepares the City's General Plan, Specific Plans, Citywide Design Guidelines and ensures consistency with legislative requirements such as the National Historic Preservation Act.
- Responsible for planning and project development for eight redevelopment areas.
- Ensure that projects meet the City's requirements for auto parking, bicycle parking, trip reduction, and code parking provisions through the plan check and entitlement process. This is accomplished through the application of approved standards including zoning

during the design review process, consistent with Council-adopted plans and policies.

- Lead Department on design review and environmental review for projects and developments.
- Currently undertaking, in collaboration with Public Works and Human Services & Recreation, an update of the Open Space and Recreation Element of the General Plan as well as creation of a comprehensive Recreation and parks Master Plan to assure efficient stewardship of the City's green spaces, recreational facilities and natural resources.

Human Services/ADA. This Department coordinates accessibility issues including compliance with the Americans with Disabilities Act requirements.

Public Health Department. Pasadena is one of only three cities in the state of California that maintains an independent local health jurisdiction. The Department undertakes activities that promote the health of individuals and the community including promotion of nutrition and physical activity for healthy lifestyles.

Public Affairs Division. The Public Affairs Division is the information link between city government, the community and the media. It also produces the community newsletter **Pasadena In Focus**. In addition to undertaking a wide range of media and public relations activities, the division also provides counsel to City departments in their public outreach initiatives.

5.4 SOURCES OF IMPLEMENTATION FUNDING

Pasadena recognizes the importance of partnering with other agencies and local jurisdictions on plans, legislative initiatives, capital grant funding opportunities, and studies to improve and enhance coordinated regional and local transportation services. Many funding opportunities to implement City policies and programs occur at the federal, state and regional level through competitive grant processes. Following is a summary of funding sources that the City routinely monitors in seeking opportunities to implement pedestrian improvements:

5.4.1 Federal Funding

Periodically, opportunities arise to secure federal and state funding for needed transportation improvements of regional significance. A recent example is federal funding of the pedestrian connection from the parking facility to the transit platform at the Metro Gold Line Sierra Madre Villa Station.

5.4.2 State Funding

State of California, Office of Traffic Safety (OTS) Grants. Annually the OTS provides opportunities for eligible agencies to compete for funding. There are eight program areas that provide grant funding: Alcohol and other Drugs, Occupant Protection, Pedestrian and Bicycle Safety, Emergency Medical Services, Traffic Records, Roadway Safety, and Police Traffic Services

Transportation Development Act (SB 821). These state block grants are awarded annually to local jurisdictions through the MTA for bicycle and pedestrian projects. The source of funding is the state gasoline tax.

Community-Based Transportation Planning (CBTP) Grants. These are “seed” grants to promote livable communities through better coordination of land use and transportation policies and programs including mixed-used and transit-oriented development.

Environmental Enhancement and Mitigation Program (EEMP). Annually the State allocates \$10 million for projects to mitigate the impact of public transportation facilities. Urban forestry projects are eligible for consideration and approval by the California Transportation Commission.

Safe Routes to School. A total of \$18 million statewide is provided annually to enhance the safety of pedestrian and bicycle facilities.

Habitat Conservation Fund Program. This program includes a trails program that matches up to 50% of other funds for trails/ambulation including access projects in urban areas.

Petroleum Violation Escrow Account. This \$5 million statewide fund has funded trail facilities.

TEA-21 Recreational Trails Program. This \$3 million statewide program provides up to 80% funding for recreational trails that benefit pedestrians and bicyclists.

Transportation Development Act. The 1971 Transportation Development Act created a Local Transportation Fund (LTF) funded by one-quarter cent of the seven-cent sales tax collected statewide. This is returned to each county in proportion to the amount collected in each county. Local agencies may spend a portion of these funds to improve pedestrian facilities.

Healthy Communities Grants. Grants to public agencies to further define the public health relationship between transportation facilities, mode choice, and increased levels of walking.

5.4.3 Regional Funding - The MTA Call for Projects Program

MTA is the designated agency for preparing the Transportation Improvement Program for Los Angeles County. Funds from all sources are programmed to implement pedestrian, bicycle, transit, and highway projects. MTA accomplishes this function by programming revenues through the Call for Projects. The City competes for regional funding to implement transportation projects through this competitive grant process that is administered every few years. MTA uses this competitive process to distribute funding to local jurisdictions, transit operators, Metro activities, and Caltrans. Approved projects are placed in the Transportation Improvement Program, which is then part of MTA's five-year implementation program. Pedestrian improvement projects are eligible under the categories of regional bikeways and pedestrian improvements and transportation enhancement. Such projects may also be considered as part of funding for transportation demand program.³

5.4.4 Local Funding

Capital Improvement Program. The City of Pasadena Capital Improvement Program (CIP) is a funding program for capital projects approved annually by the City Council. This program, which is prepared annually by the Department of Public Works, builds upon programs that are consistent with, and implement, the City's General Plan. Community requests for projects are also considered in developing a recommended program.

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Staff's recommendations are reviewed by the various commissions with oversight responsibility for the projects. After review, the program is submitted to the Planning Commission for a finding of consistency with the City's adopted plans. Thereafter, the document is submitted to the City Council for approval. In developing the CIP budget, the first priority is to focus on safety issues within the City's infrastructure. Safe streets and roadways are addressed in this document.

Developer Fees or Exactions. Because pedestrian improvements are a fine-grain element of the City's infrastructure and the built form environment, every opportunity is taken to assure that opportunities for improvement are taken into account during the review of new development or expansion/reuse of an existing development. Volume Two of the Pedestrian Plan provides detailed information on land use, urban design, and transportation considerations taken into account during the review of land use projects. The project review process is further strengthened through use of the GIS maps developed for the Pedestrian Plan.

¹Source: Victoria Transportation Institute

²Source: http://www.ci.pasadena.ca.us/publicaffairs/news/easy_bus.asp

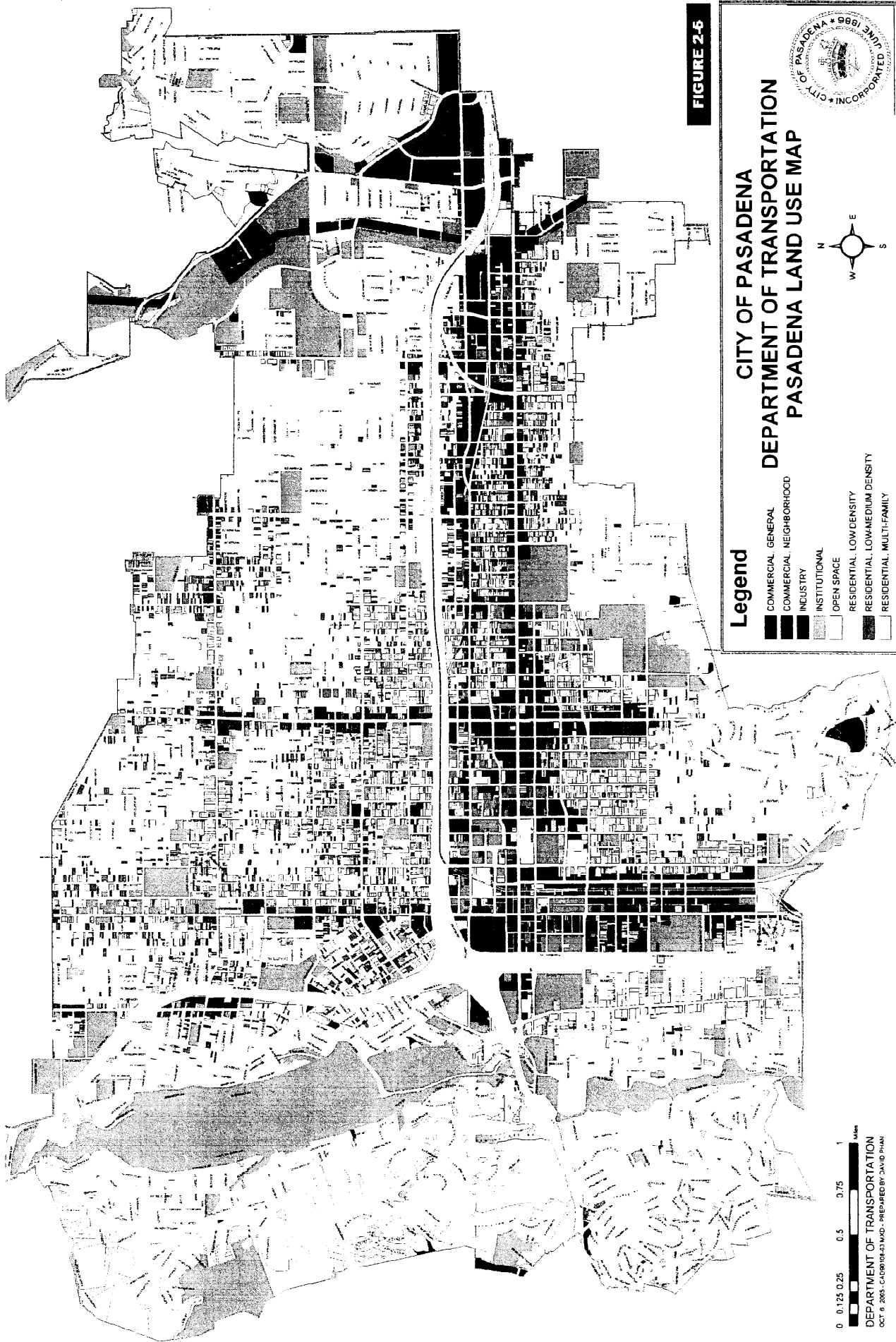
³More detailed information can be found at www.metro.net/projects_programs/funding.htm

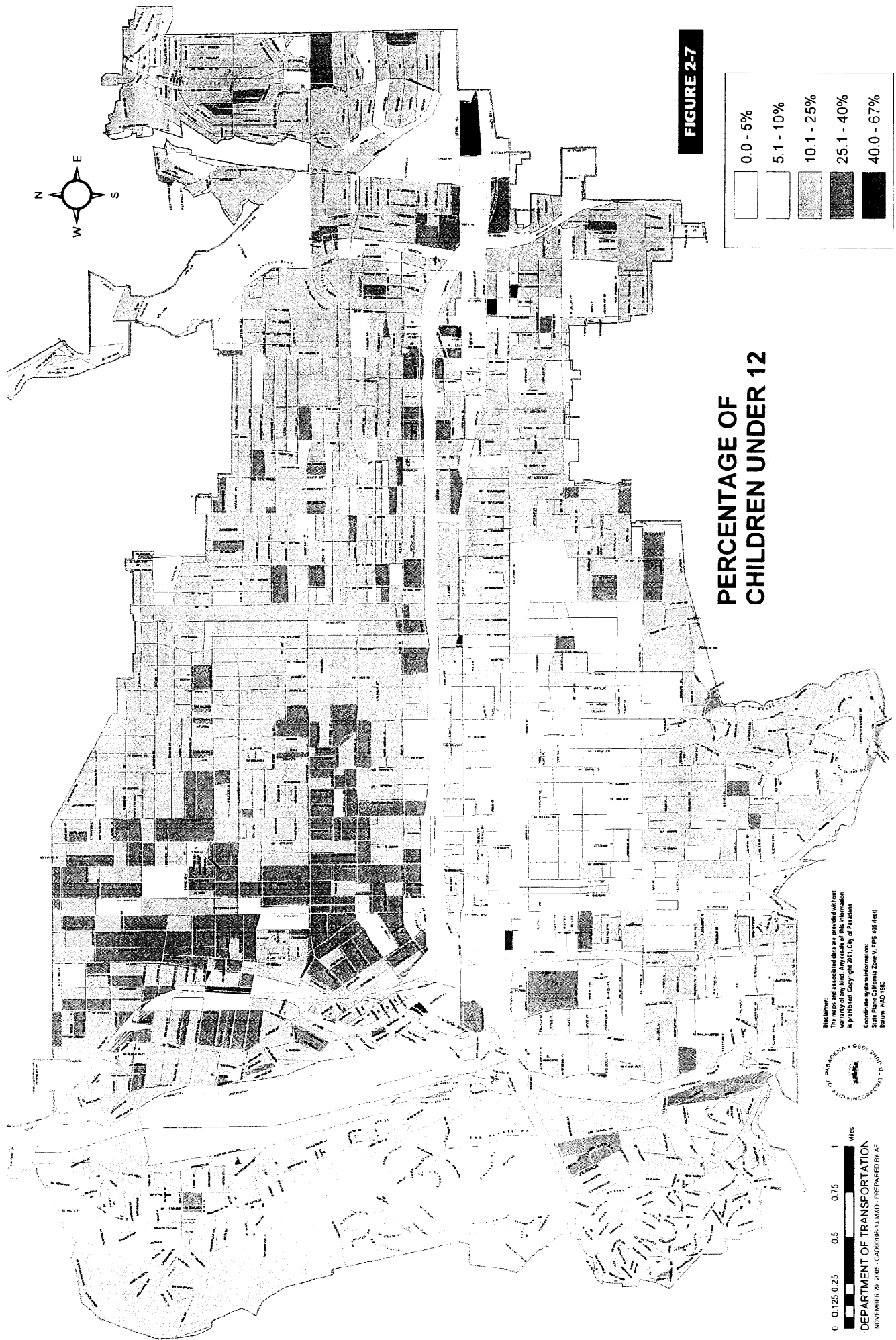
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PASADENA PEDESTRIAN PLAN
VOLUME I

APPENDIX A

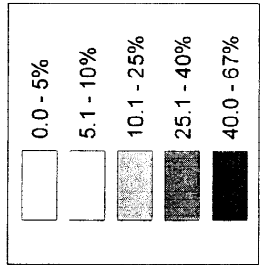
FULL-PAGE, HIGH-RESOLUTION MAPS





PERCENTAGE OF CHILDREN UNDER 12

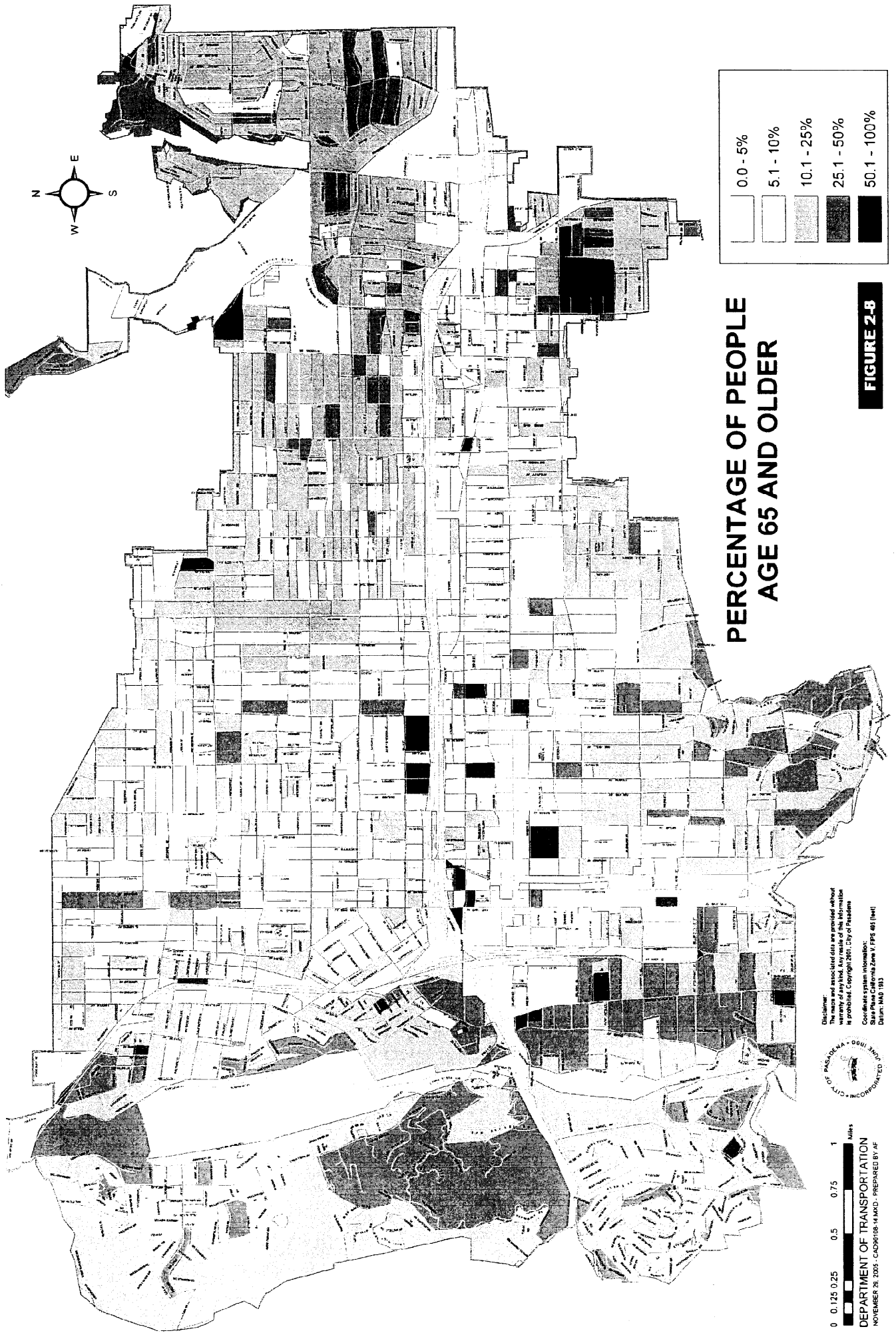
FIGURE 2-7



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 is provided Copyright 2011, City of Pasadena
 Coordinate System Information:
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DEPARTMENT OF TRANSPORTATION
 NOVEMBER 29, 2005 CAD98196-13 M.A.D. - PREPARED BY AF



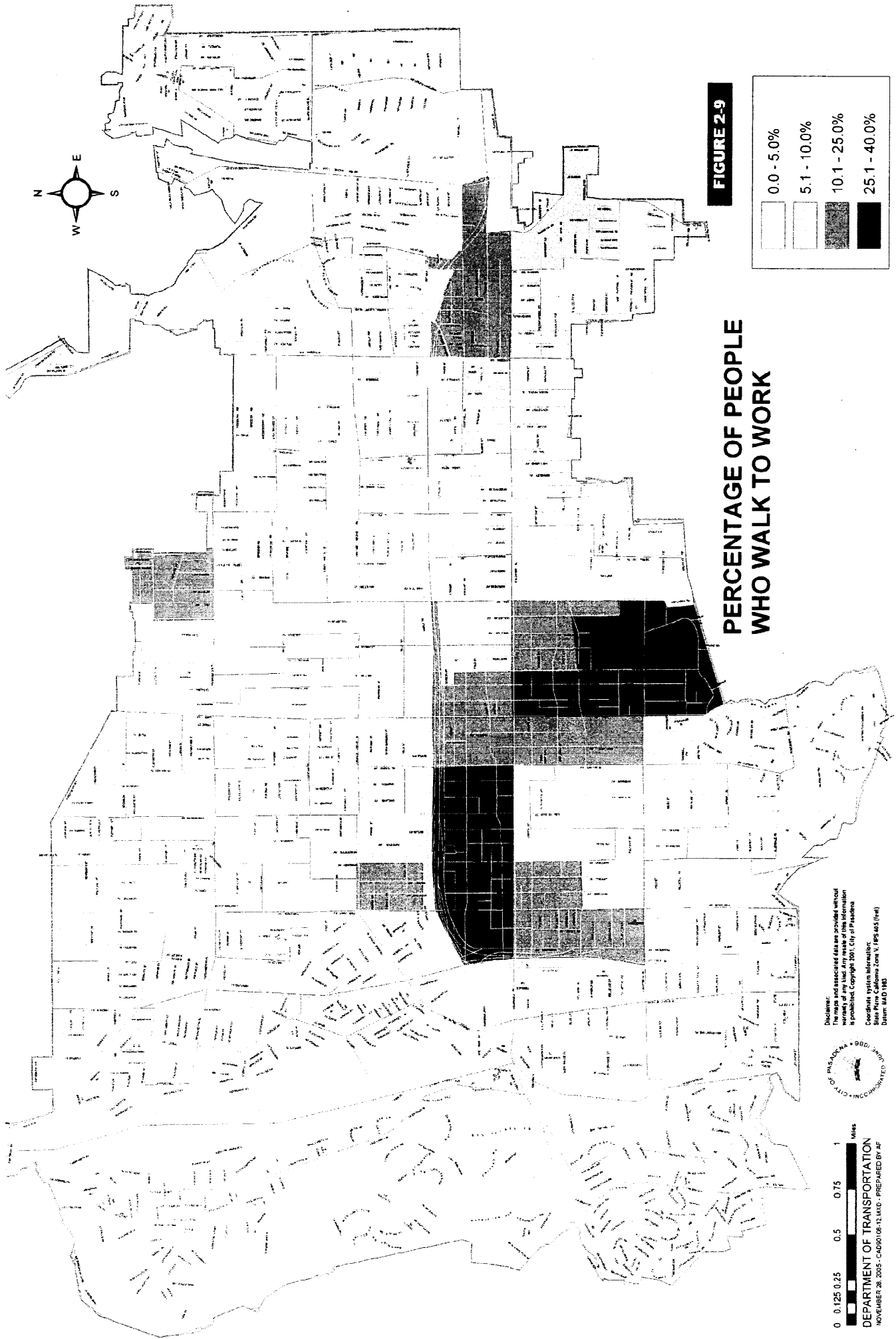
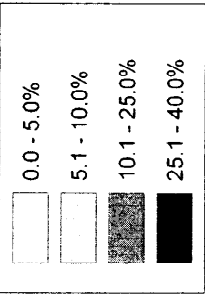


FIGURE 2-9

PERCENTAGE OF PEOPLE WHO WALK TO WORK



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 Coordinate system information:
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