



Department of Transportation

# STREET DESIGN GUIDE

City Council  
March 20, 2017





# Recommendation

Department of Transportation

It is recommended that the City Council:

1. Find that:
  - a. The following proposed actions are exempt from review of the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines Section 15061(b)(3);
  - b. the Street Design Guide were supported by substantial evidence as summarized in the staff report;
  - c. the Street Design Guide have been formally subjected to a public review process; and
2. Adopt a resolution adopting the Street Design Guide to implement City's Complete Streets policies.



# Background

## Department of Transportation

In 2015 the City Council adopted an updated Mobility Element of the City's General Plan that includes new goals and objectives, which address complete streets:

- Streets should reflect neighborhood character and accommodate all users
- Complete Streets: Streets should accommodate all users such as pedestrians, bicyclists, public transit, skateboarders, and scooters.
- Streets should reflect individual neighborhood character and support healthy activities such as walking and bicycling.



# Complete Streets Policy

Department of Transportation

The proposed Street Design Guide is the implementation mechanism of the City's Complete Streets policy, which:

- focuses on applying the principles of context-sensitive solutions in transportation planning and in roadway design where community objectives support walkable communities, mixed land uses and support for pedestrians and bicyclists, whether it already exists or is a goal for the future; and
- will influence future development projects, and will be incorporated into Specific Plan updates.



# Community Outreach

## Department of Transportation

- Design Charrette with Planning, Public works, Fire, and Health Departments)- May 10, 2016
- Design Commission (information Item- January 10, 2017)
- Two Joint Community and TAC Meetings ( January 26<sup>th</sup>, and February 9<sup>th</sup>, 2017)
- Playhouse Design and Physical Enhancement Committee
- Reached out to Pasadena Completed Streets Coalition (PCSC) and Pasadena Chamber of Commerce- received comments from PCSC

# PASADENA FORM BASED STREET GUIDELINES



SARGENT TOWN PLANNING | HERE DESIGN | LISA WISE CONSULTING

March 20, 2017

MOVING PEOPLE TO PLACES  
**CONNECTIVITY**

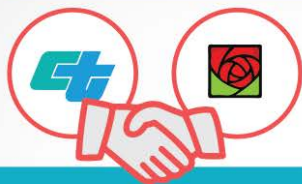


# PURPOSE OF THE GUIDELINES

# HOW WILL THE STREET DESIGN GUIDE BE USED?



PRIVATE DEVELOPMENT PROJECTS



PROJECTS WITH PARTNERSHIPS



RE-STRIPING + REALLOCATION OF CROSS SECTION SPACE

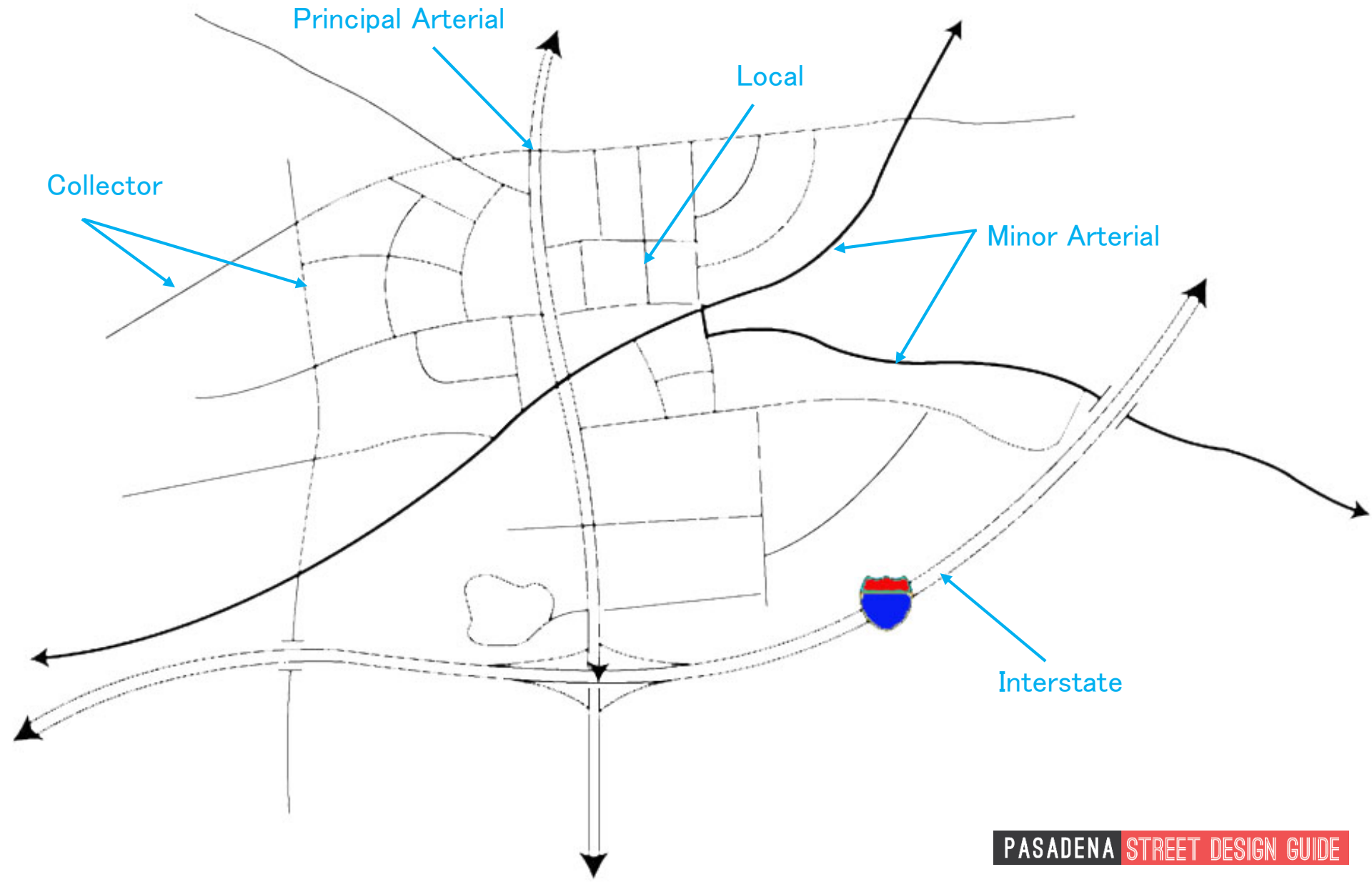


CONSTRUCTION OF NEW STREETS



# A CHANGE IN FOCUS

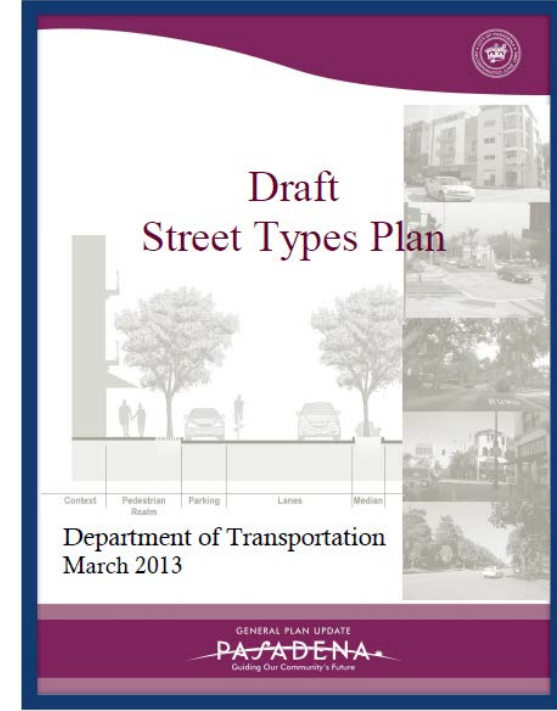
# The Conventional System



# The Conventional System



# 2013 Street Types Plan



## Complete Streets Plan

### Street Types (Function)

### Modal Emphasis Overlays

#### Transit Emphasis (Transit Plan)

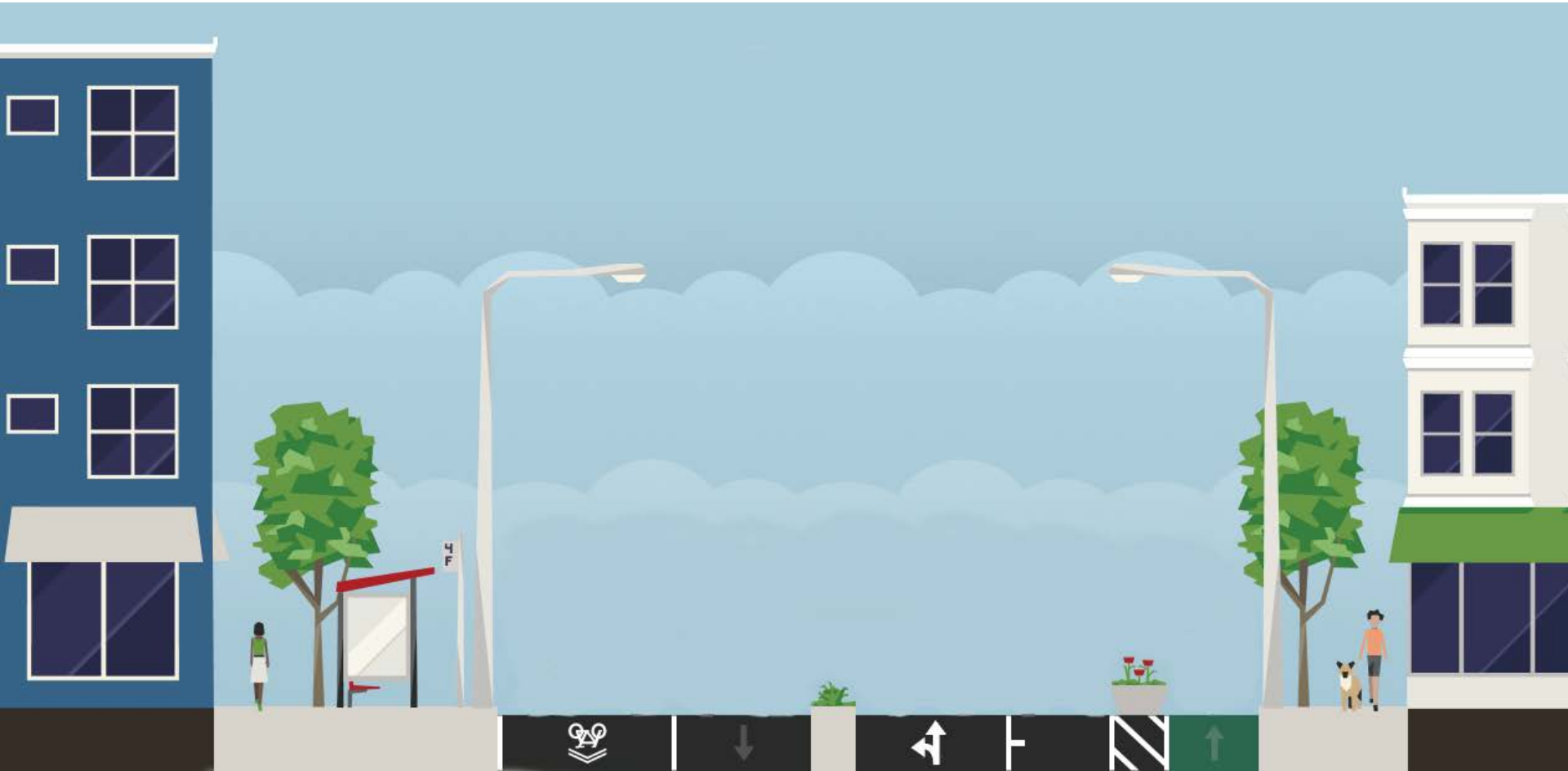
#### Bicycle Emphasis (Bicycle Plan)

#### Pedestrian Emphasis (Pedestrian Plan)

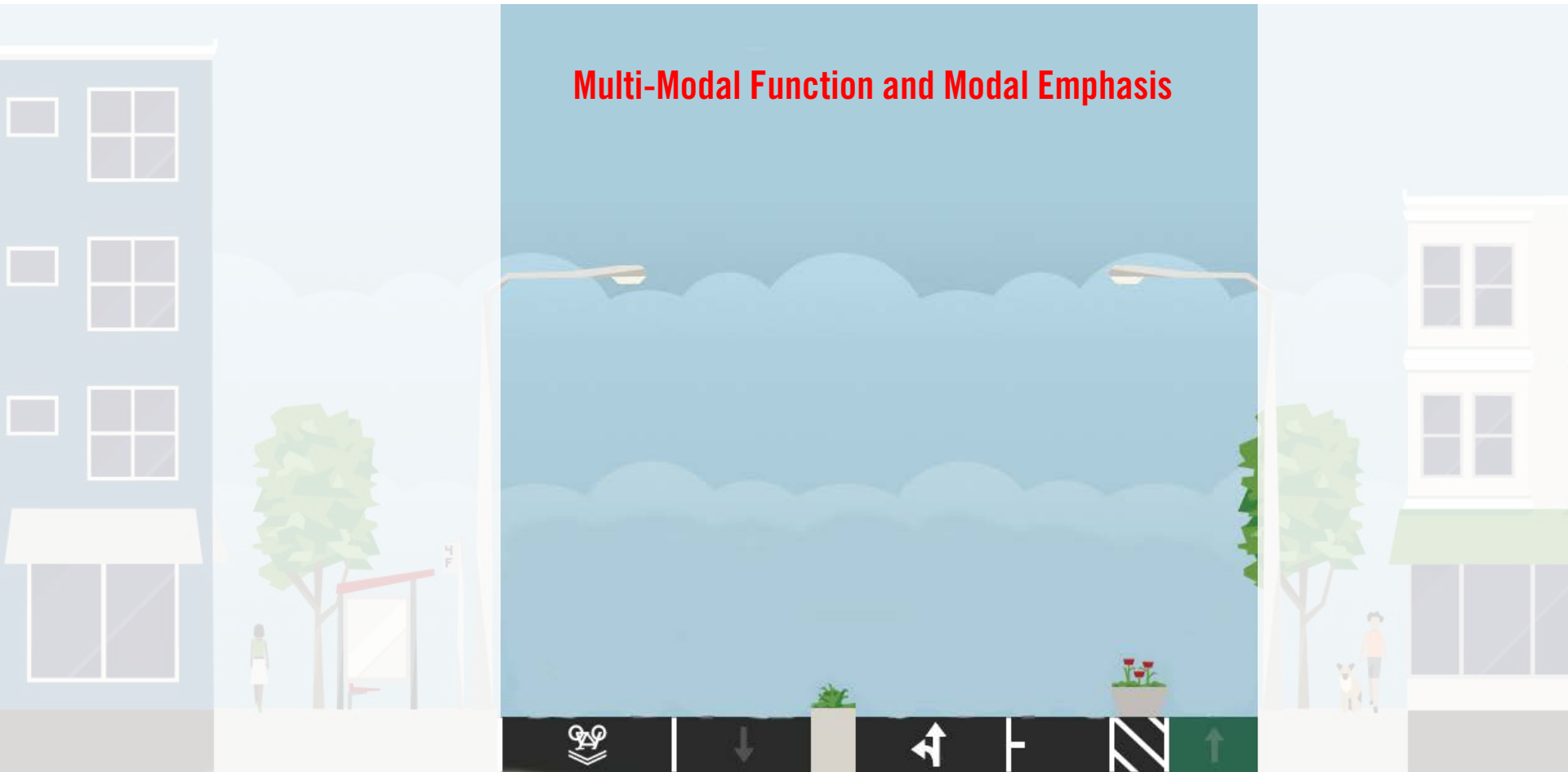
#### Goods Movement (Truck Routes)

## Form-Based Street Design Standards

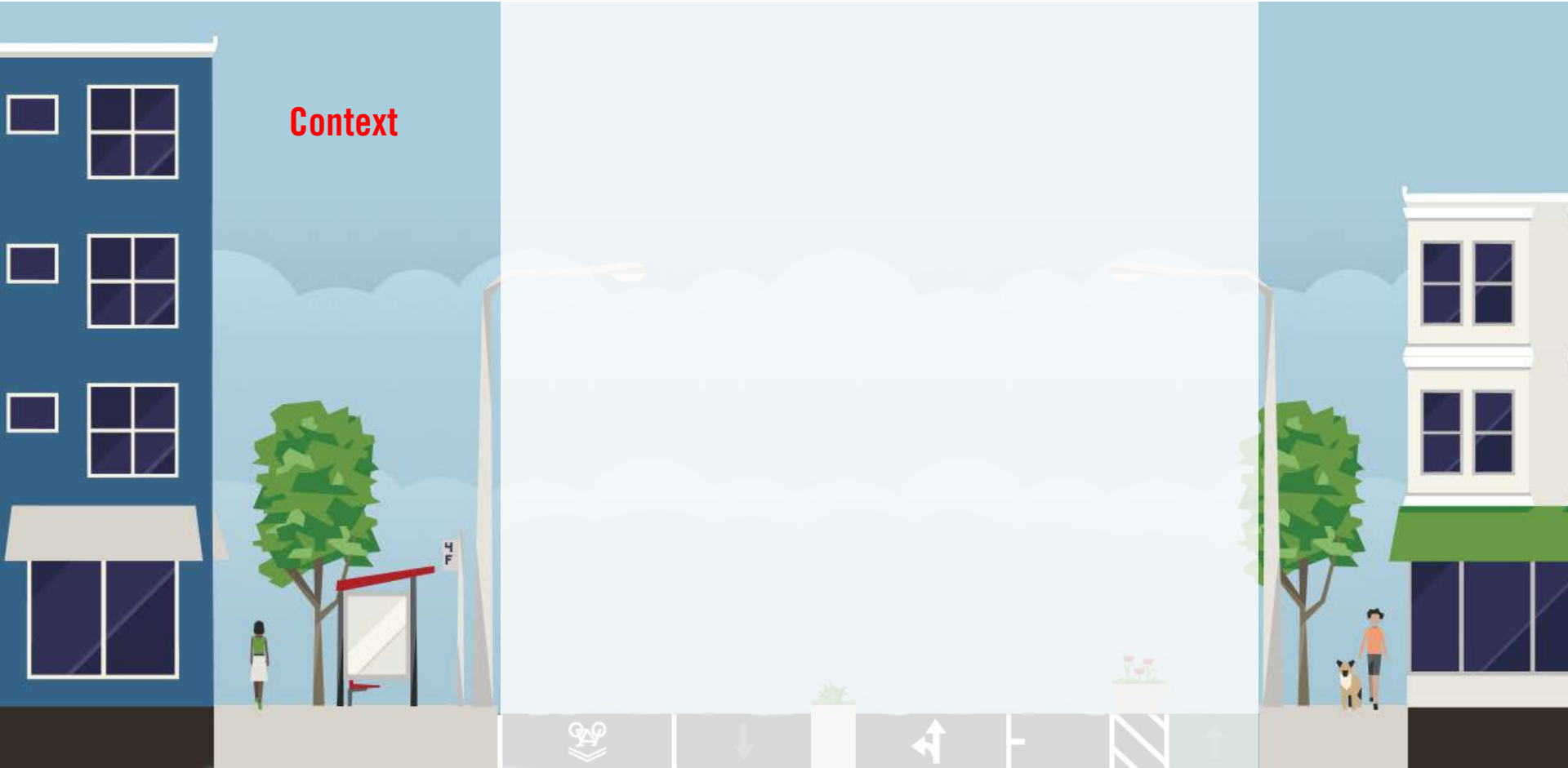
# Design Factors



# Design Factors



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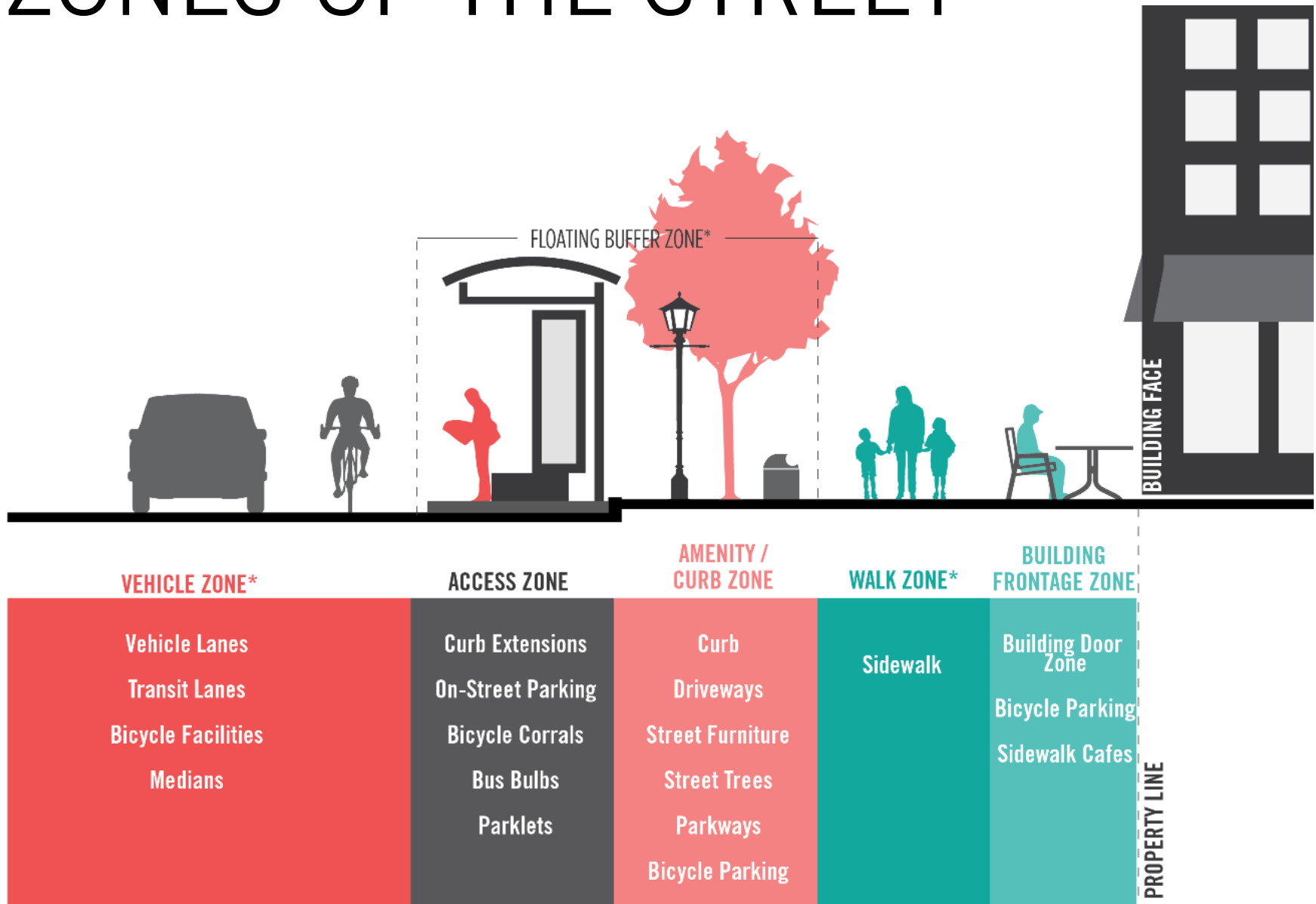


# THE CROSS-SECTION

## ALLOCATION OF SPACE



# ZONES OF THE STREET



\*MANDATORY



# TRADE OFFS

# DIMENSIONAL GUIDANCE

Function: Connector-City	Vehicle Zone			Access Zone	Amenity / Curb Zone***	Walk Zone	Building Frontage Zone	Total Sidewalk or Parkway Width
Context	Through / Left Turn Lane	Outside Lane (Maximum)*	Bicycle Lane**	Parking Lane		Clear Walk (Minimum)	(Minimum)	
Urban Commercial	10'	11'	7-9'	7.5'	6-7'	8'	1'	15'-16'
Urban Residential	10'	11'	7-9'	7.5'	6-7'	6'	1'	13'-14'
Suburban Commercial	10'	11'	7-9'	7.5'	3-7'	5'	N/A	8'-12'
Suburban Residential	10'	11'	7-9'	7.5'	3-7'	5'	N/A	8'-12'
Green-Edge Drive	10'	11'	7-9'	7.5'	3-7'	5'	N/A	8'-12'

\*Outside Lane refers to a travel lane that is adjacent to the curb. The outside lane may exceed 11' where severe crowning, depression, or other geometric characteristics are present.

\*\*The 7' bicycle lane includes a 2' buffer on one side; the 9' bicycle lane includes a 2' buffer on both sides.

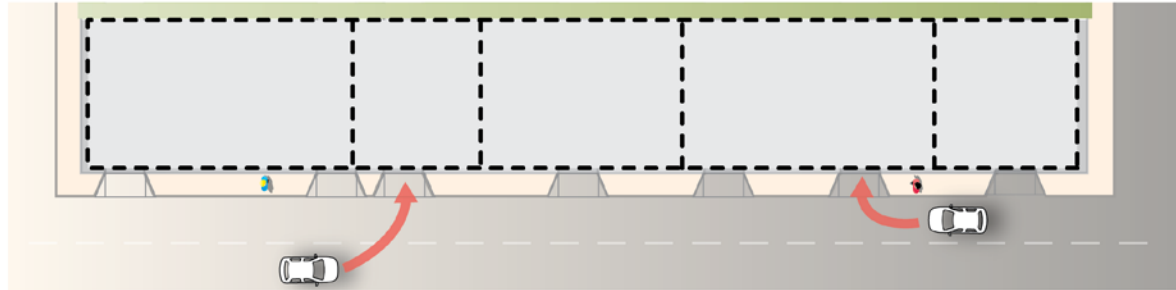
\*\*\*On Connector-City streets in an urban context, the Amenity / Curb Zone will likely be present. This range represents a 6' planter strip or a 7' transit shelter. More suburban contexts may only have a 3' Amenity / Curb zone for vertical elements such as street lamps if there is a parking lane present.

## Based on National and Pasadena Best Practices

# WHAT WILL CHANGE?

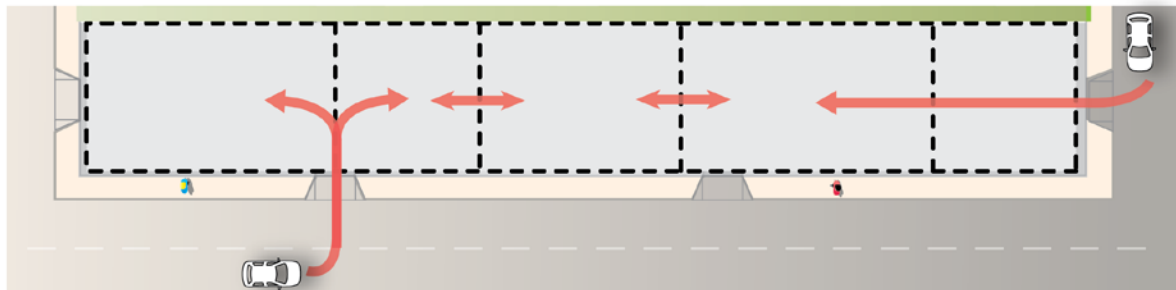
# CRASH REDUCTION

## BEFORE ACCESS MANAGEMENT



Properties may have one or more driveways on the arterial street, creating multiple points of conflict with vehicles and pedestrians in a single block.

## AFTER ACCESS MANAGEMENT



Driveways on corner parcels are moved to side streets, adjacent driveways are consolidated to shared driveways, and cross-parcel easements provide access to parcels with eliminated driveways. Cross-access connections allow motorists to complete short trips between adjacent uses without having to return to the primary arterial, presenting fewer conflicts.

# VULNERABLE USERS



S Lake Ave between Oakwood & California



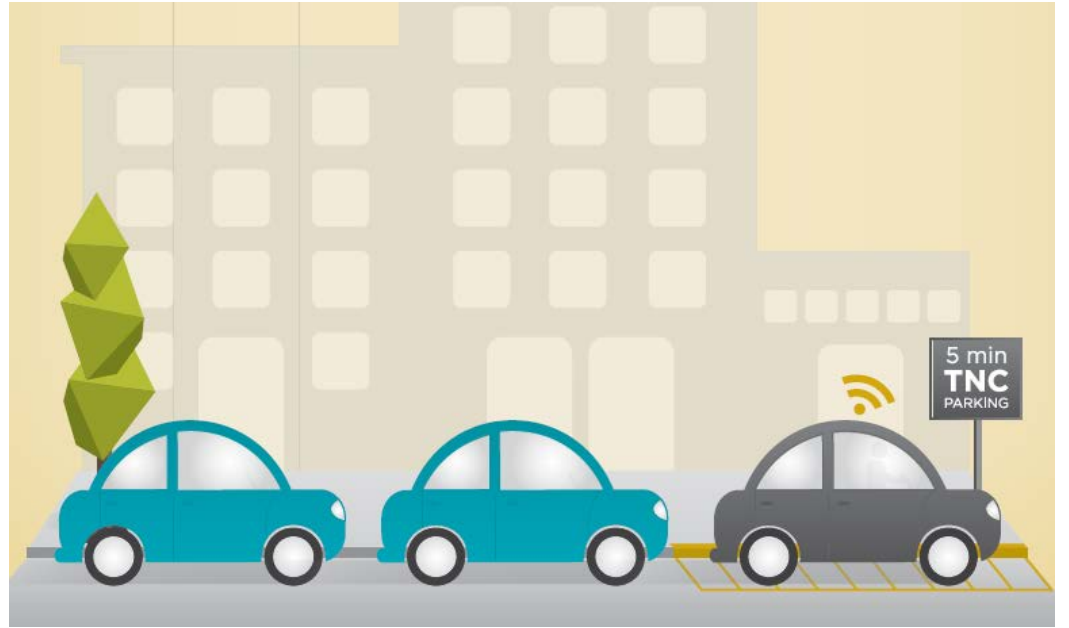
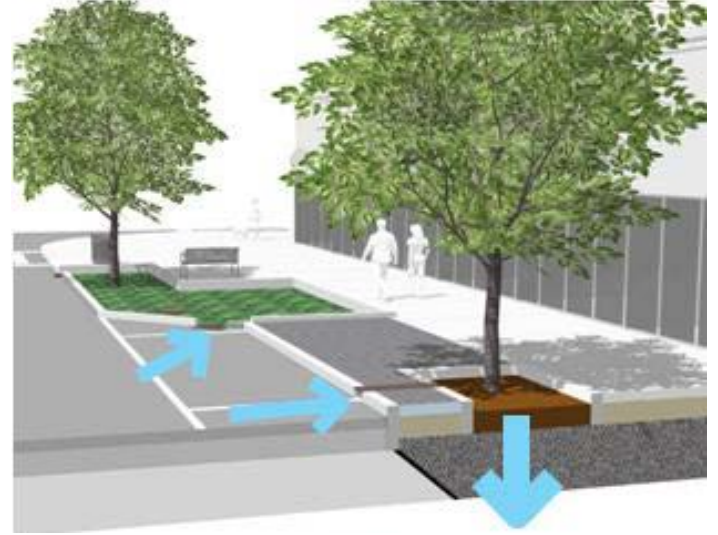
Arroyo Pkwy between Glenarm & Fillmore



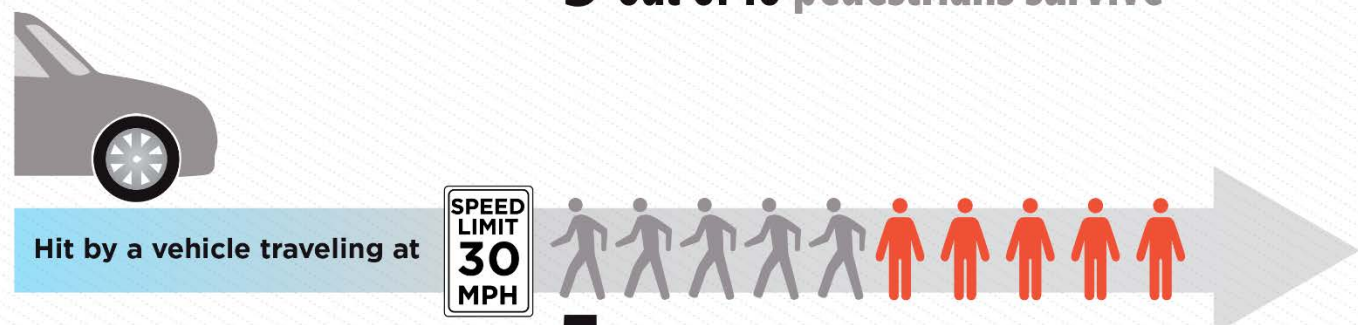
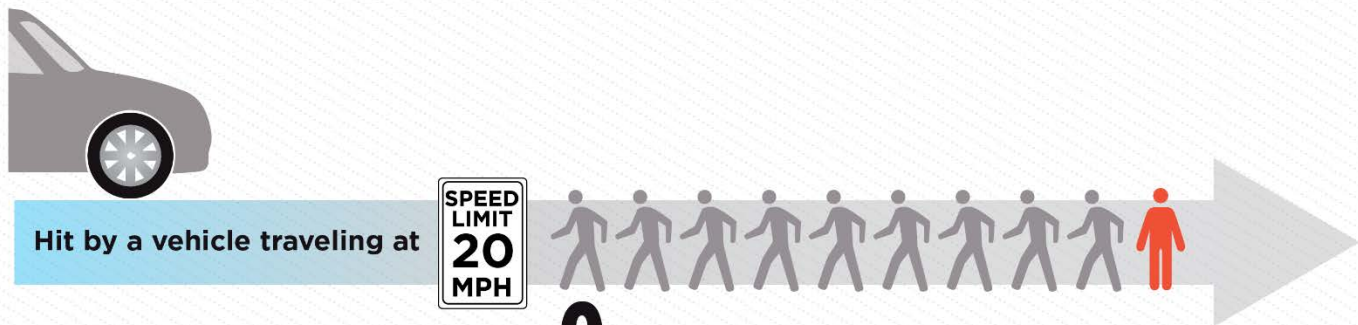
Bluebonnet Lane, Austin, TX  
*Photo courtesy of PeopleForBikes*



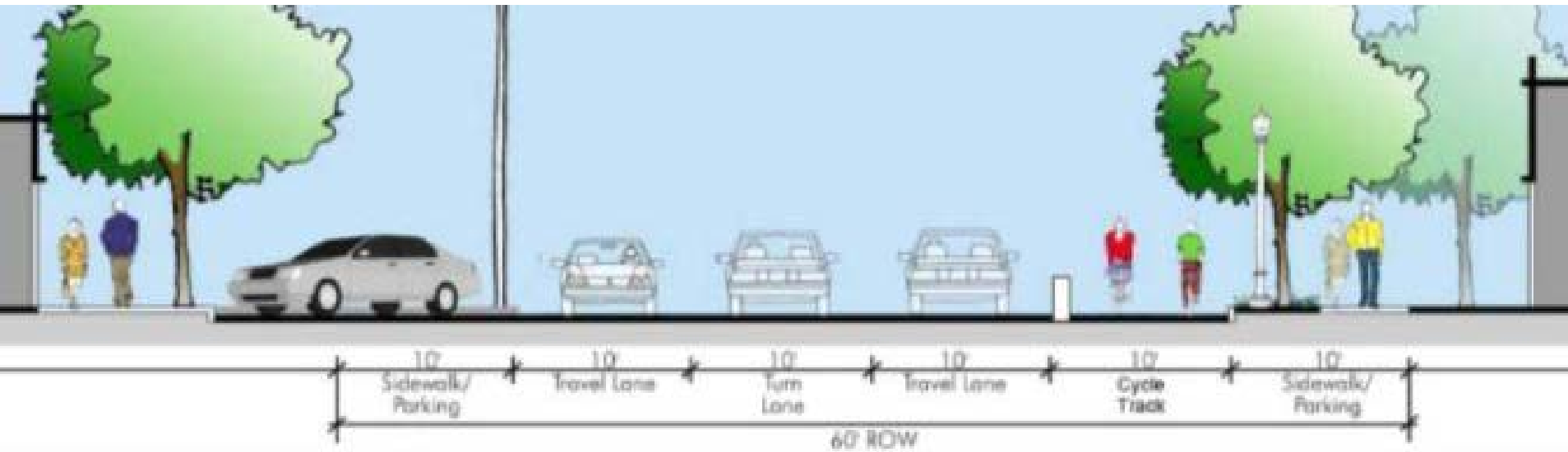
# TAILORED CURBSPACE



# IMPROVED SAFETY







*Knox Street – Dallas, TX (Demonstration Project)*



*Knox Street – Dallas, TX (Demonstration Project)*

# WHAT **MIGHT** CHANGE?



# Union St. and Holliston Ave.





# Union St. and Holliston Ave.



# LINCOLN AVE AT TOOLLEN PL



# LINCOLN AVE AT TOOLLEN PL





# EAST COLORADO BLVD





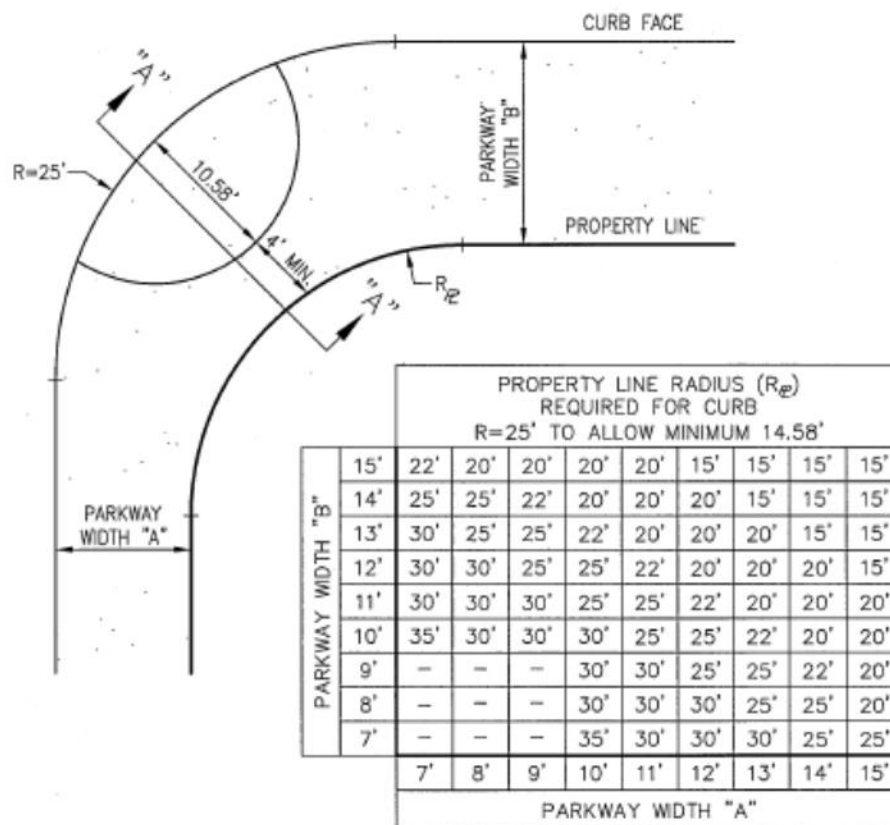
# EAST COLORADO BLVD

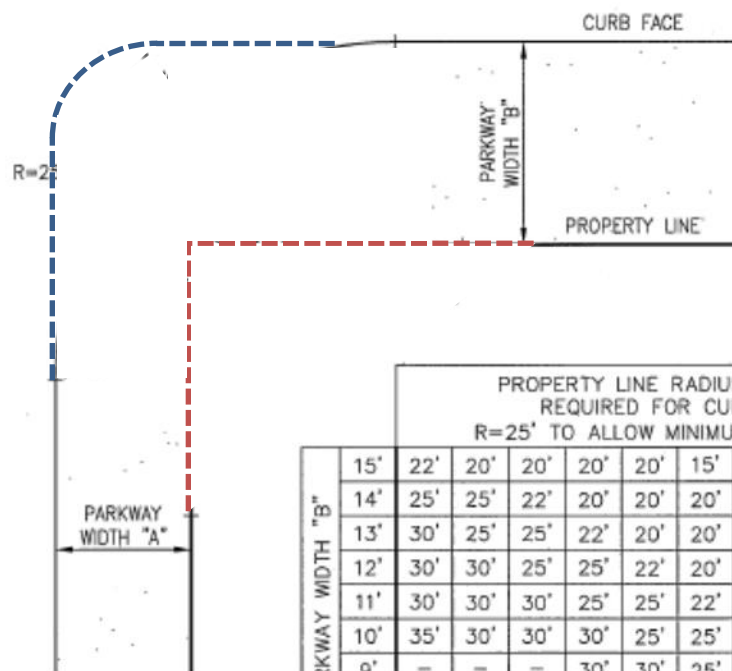


# WHAT HAS BEEN DONE IN PASADENA?

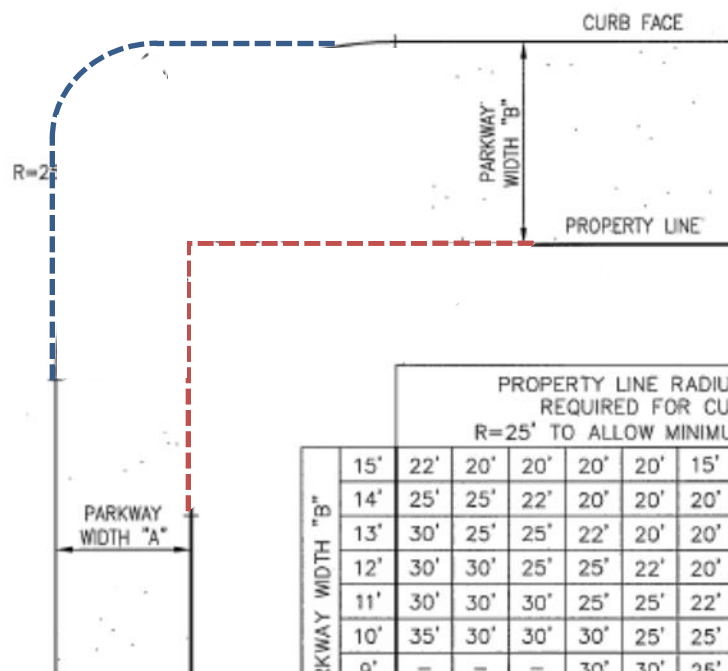




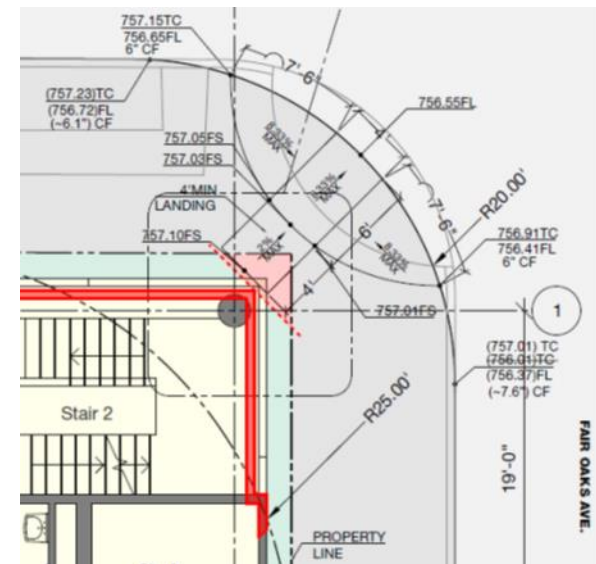




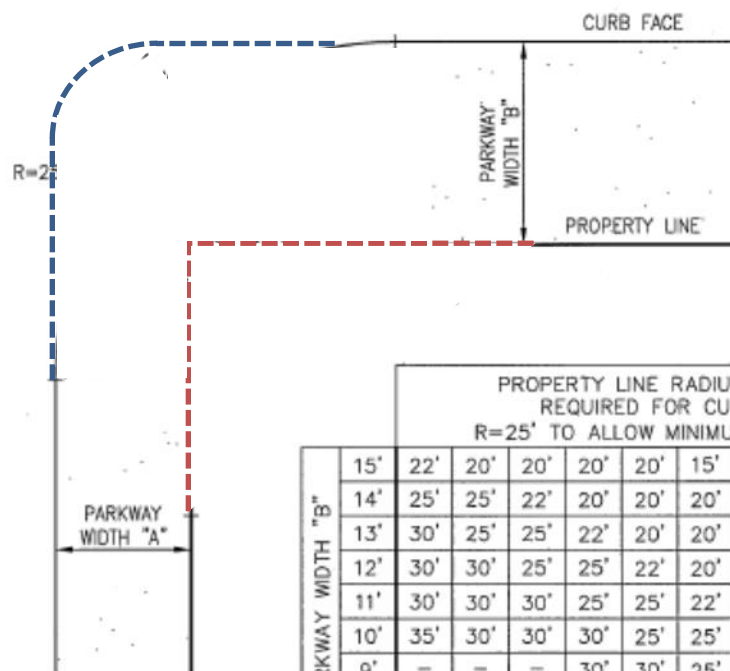
		PROPERTY LINE RADIUS ( $R_p$ ) REQUIRED FOR CURB R=25' TO ALLOW MINIMUM 14.58'									
PARKWAY WIDTH "B"	15'	22'	20'	20'	20'	20'	15'	15'	15'	15'	15'
	14'	25'	25'	22'	20'	20'	20'	15'	15'	15'	15'
	13'	30'	25'	25'	22'	20'	20'	20'	15'	15'	15'
	12'	30'	30'	25'	25'	22'	20'	20'	20'	15'	15'
	11'	30'	30'	30'	25'	25'	22'	20'	20'	20'	20'
	10'	35'	30'	30'	30'	25'	25'	22'	20'	20'	20'
	9'	—	—	—	30'	30'	25'	25'	22'	20'	20'
	8'	—	—	—	30'	30'	30'	25'	25'	20'	20'
	7'	—	—	—	35'	30'	30'	30'	25'	25'	25'
		7'	8'	9'	10'	11'	12'	13'	14'	15'	
PARKWAY WIDTH "A"											



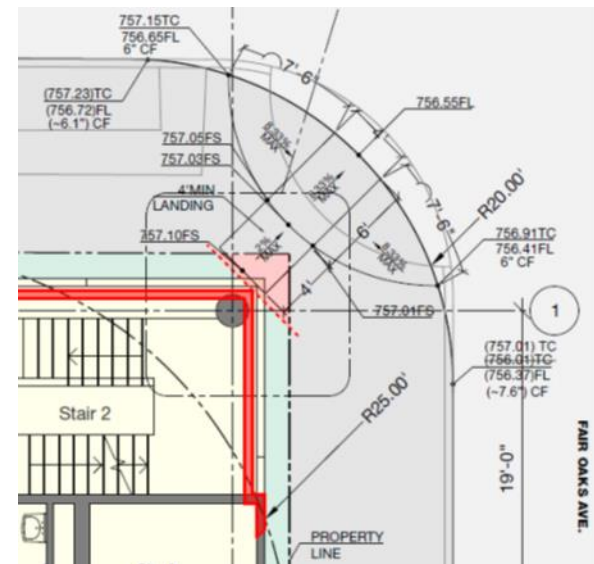
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	11'	30'	30'	30'	25'	25'	22'	20'	20'	20'				
	10'	35'	30'	30'	30'	25'	25'	22'	20'	20'				
	9'	-	-	-	30'	30'	25'	25'	22'	20'				
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THESE ARE GUIDELINES, NOT A  
COOKBOOK

THEY ARE MEANT TO **GUIDE** DESIGN





# Recommendation

Department of Transportation

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  - b. the Street Design Guide were supported by substantial evidence as summarized in the staff report;
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