

## 2.3.3 Educational Institutions

Pasadena is also known as the home of colleges and universities, namely the California Institute of Technology (Caltech), Pasadena City College, Art Center College of Design, and Fuller Theological Seminary. These vibrant campuses encourage people to walk and require appropriate pedestrian provisions.

## 2.3.4 Transit Stops

Pedestrian travel and transit travel reinforce each other since every transit trip begins and ends with a pedestrian trip. If appropriate pedestrian facilities are provided, the trip to the transit stop is more pleasant and comfortable. And, if people do not feel safe or comfortable walking to transit stops, they are more likely to use their automobile. Additionally, a successful transit service must address persons with disabilities who may often rely on transit as their primary source of transportation.

Six major transit stations in Pasadena are part of the 13.7-mile Gold Line service that links to the regional transit network at Union Station in Los Angeles and provides riders with a near seamless connection to the Metro Red Line subway, the Metrolink commuter rail network and Amtrak. The rail service extends the reach of the Metro Rail system to 73 miles providing access from Pasadena to destinations throughout the region.

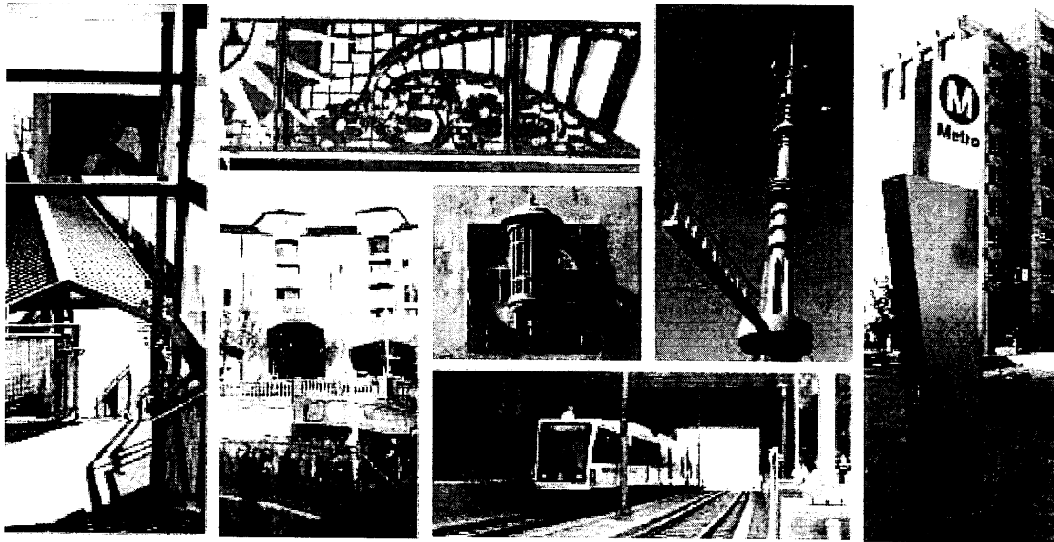
Pasadena's Gold Line stations maximize access for passengers arriving by bus, bicycle, on foot, or by car, and serve major destinations within Pasadena. Improved pedestrian access and access for disabled persons are important features of these stations and their operating provisions. As illustrated in Figure 2-11, the six Gold Line Light Rail stations in Pasadena are:

- ◆ **SIERRA MADRE VILLA STATION** - This station is the interim eastern terminus of the first phase of the Gold Line. It serves as an intermodal transportation hub that connects travelers to local and regional transit services.
- ◆ **ALLEN AVENUE/COLLEGE STATION** - The Allen Station serves residential areas north and south of Colorado Boulevard, as well as the California Institute of Technology and Pasadena City College.
- ◆ **LAKE AVENUE STATION** - This station provides service to Pasadena's financial district and the numerous office buildings, churches, shops, and restaurants along the Lake Avenue business corridor.

# Pasadena Pedestrian Plan

For a livable & walkable community

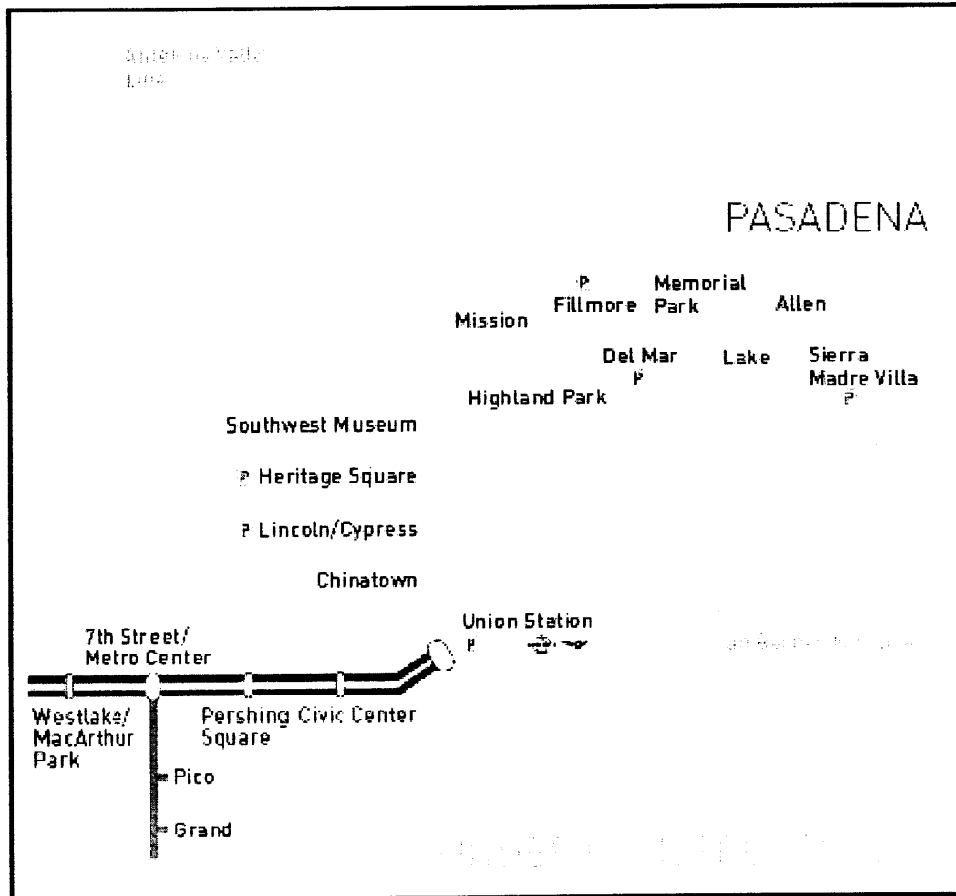
◆ **MEMORIAL PARK STATION** - This station is located on the northern edge of historic Old Pasadena, adjacent to Memorial Park, the Pasadena Senior Center, and a short walk to the Civic Center, Pasadena City Hall, and nearby places of employment. It also provides transit service to the Levitt Pavilion, an outdoor pavilion located in Memorial Park, which provides summer concerts and special cultural events throughout the year.



◆ **DEL MAR STATION** - This station is in the heart of Old Pasadena and within walking distance of many shops, restaurants, and theaters. It is also across the street from Central Park, the site of many special events, including the City's annual Jazz and Blues Festival.

◆ **FILLMORE STATION** - This station is located in the City's biotechnical corridor and is within walking distance to medical offices, Huntington Memorial Hospital, and the Art Center College of Design's downtown campus.

Figure 2-11: Metro Gold Line Map

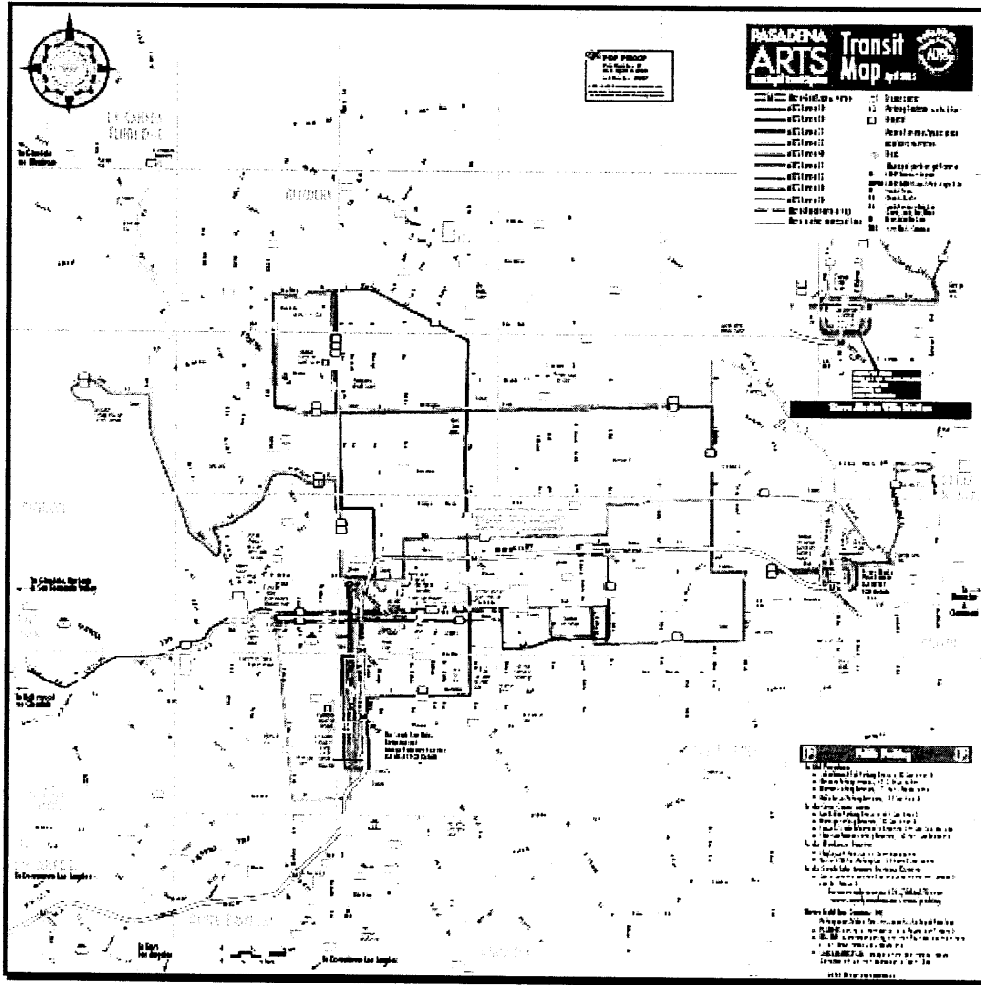


## 2.3.5 Transit Routes/Major Stops

Coordinated regional and local transit services operating throughout Pasadena include 15 routes operated by the MTA as well as community express services operated by Foothill Transit, Montebello Bus Lines, Sierra Madre commuter shuttles, and an express line operated by the Los Angeles Department of Transportation (LADOT).

The City of Pasadena ARTS bus services has seven local routes with more than 400 bus stops in the City, some providing local access, others enabling transfers to citywide and regional transit services. (Figure 2.12) Eighty-nine percent of residents live within a quarter mile of a transit stop. Transit routes are shown in Figure 2.11.

Figure 2-12: Transit Services in Pasadena



### 2.3.6 Transit Oriented Districts

Targeted development areas served by multimodal transportation systems, and linked to the surrounding community by pedestrian-friendly streets, will promote activity centers and urban villages with a reduced need for auto use. The nature of transit-oriented development supports convenient non-auto access to areas of interest throughout the city. These areas are designed particularly for pedestrians. Buildings, sidewalks, and landscaping should be designed for the pedestrian to encourage walking and enliven public spaces. Pedestrians should be able to easily access buildings from the street.

The Del Mar Metro Gold Line Station is a good example of a newly developed transit-oriented site. It includes several multistory residential buildings and is part of a larger “urban village” concept that includes public plaza areas, retail stores, and the restored former Santa Fe Depot. Light rail service is coordinated with local transit services and pedestrian needs are addressed. Because rail service at this station operates at-grade, extensive precautions were made to insure safe pedestrian access. Figure 1-1 (see p. 1-4) illustrates transit-oriented areas of Pasadena.

## 2.3.7 Entertainment/Special Events

Pasadena’s streets are particularly lively during its numerous and diverse special events. The most notable is the annual Tournament of Roses with the tradition of magnificent floral floats, equestrian riders, and marching bands. In 2006, the Rose Bowl hosted the National Championship game between the top two college football teams. On the day prior to the game, a food and arts festival involving more than thirty local restaurants was staged in Old Pasadena along Colorado Boulevard between Fair Oaks Avenue and Pasadena Avenue.

Every month, the Rose Bowl is home to the Rose Bowl Flea Market, thought to be the largest and most famous swap meet in California. Lasting all day, this very popular event attracts thousands of people to Pasadena looking for bargains and enjoying an outing.

Some events enjoy culture and entertainment in the public right-of-way. Pasadena Heritage hosts a major party attended by thousands of people each year on the historic Colorado Street Bridge.<sup>30</sup> Continuous live music, antique cars, children’s activities, and no-host food and beverages make this one of the City’s signature fund-raising events. Three stages provide live entertainment throughout the evening.



A series of free concerts, designed to interest all ages, backgrounds, and tastes, is held through the summer in Levitt Pavilion for the Performing Arts in Memorial Park, located in Old Pasadena. Art festivals are often held throughout the year. Also, the Pasadena Conference Center is preparing an expansion that will allow the City to be competitive in attracting conventions in an increasingly competitive field.<sup>31</sup>

Citywide major events, and others like them, underscore the need for pedestrian management provisions that address the needs of large numbers of people to ensure safe, comfortable and enjoyable

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entertainment. The Department of Public Works, the Department of Transportation, and the Police Department jointly developed programs to address the particular needs of special events. The City's Accessibility Issues Coordinator reviews these provisions to ensure that access for people with disabilities is provided by the sponsors of such activities.

## 2.3.8 Community Activities

Community-based activities attract pedestrians. For example, a weekly farmers' market in the Villa Parke neighborhood which provides local access to fresh fruits and vegetables is a popular destination.

## 2.3.9 Parking and the Pedestrian Connection

The City owns and operates twelve auto/parking facilities with over 6,500 spaces offering the public low rates and user conveniences. These parking facilities are in close proximity to retail, restaurant, entertainment, and office buildings. In addition, bicycle racks and/or lockers have been installed in some facilities pursuant to the City's project review process. Many are close to the City's ARTS bus routes, allowing people to park once and walk conveniently within Pasadena's downtown.

Pasadena has designed its public parking facilities with pedestrians in mind. Safety provisions for pedestrian access and egress are carefully reviewed and the ground-floor exterior of each facility is designed to provide a sidewalk presence that is comfortable for the pedestrian. Located close to major places of activity, the parking facilities are well used by employees and visitors alike. Also, these facilities are good places to provide pedestrian-oriented information about places that one can walk to in the immediate vicinity and opportunities to use transit for short trips throughout the day.



Three City-owned parking structures with 1,600 spaces in Old Pasadena have been instrumental in encouraging PARK ONCE AND WALK concept.

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The City recognizes that parking facilities provide opportunities to promote walking and transit for local trips. Visitors are encouraged to **Park Once and Walk** to nearby destinations.

## 2.3.10 Bicycling and the Pedestrian Connection

The **Park and Walk** concept also applies to bicycle users. Pasadena encourages people to use bicycles for short trips by providing convenient parking along frequently traveled bikeways, major destinations, and multimodal transportation services. More than 200 new bicycle racks have been installed throughout the City since 2003. Figure 2-13 illustrates the extensive coverage of the City's bicycle parking facilities. The City also partners with the Metro to deploy a Bike-Transit Center at the Metro Memorial Park Station as part of the countywide bicycle program at major transit centers. When completed, the Pasadena Bike-Transit Center will provide secured and convenient parking to bike-transit users.

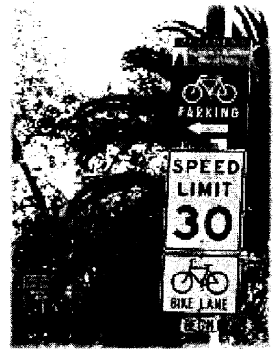
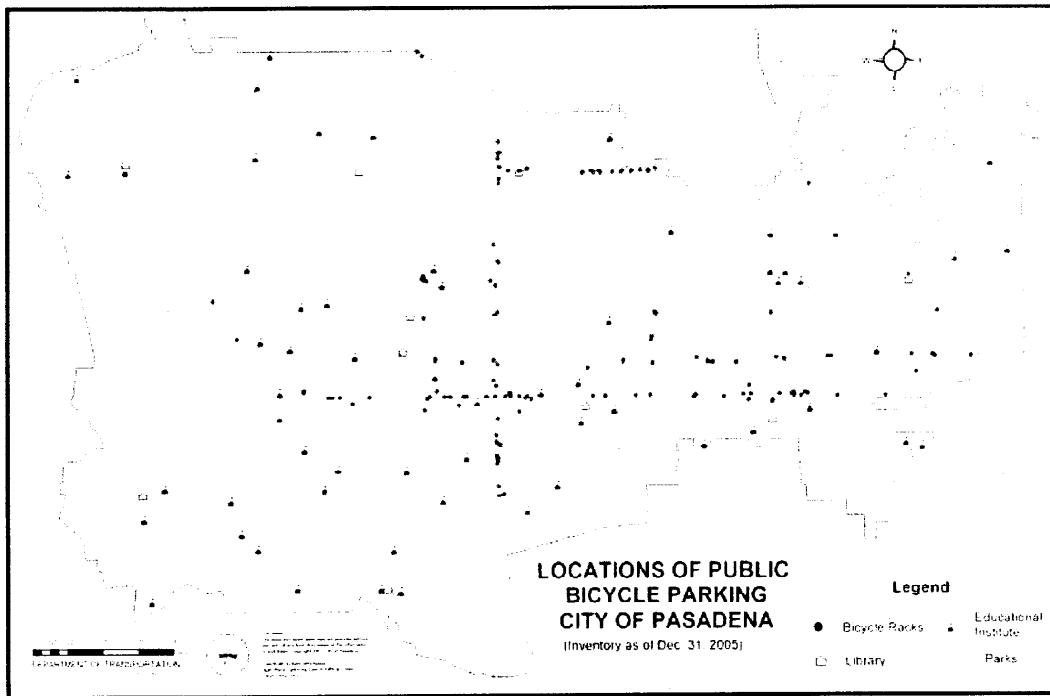


Figure 2-13: Locations of Public Bicycle Parking in Pasadena



# Pasadena Pedestrian Plan

For a livable & walkable community

- <sup>1</sup> City of Pasadena Central District Specific Plan (adopted on Nov. 8, 2004); p. 14
- <sup>2</sup> <http://www.cityofpasadena.net/history/1930-1950.asp>
- <sup>3</sup> City of Pasadena Central District Specific Plan (adopted on Nov. 8, 2004); p. 14
- <sup>4</sup> <http://www.cityofpasadena.net/history/1970.asp>
- <sup>5</sup> City of Pasadena Historic Register, [www.cityofpasadena.net/planning/deptorg/dhp/register.asp](http://www.cityofpasadena.net/planning/deptorg/dhp/register.asp)
- <sup>6</sup> Ibid.
- <sup>7</sup> Pasadena Recreation Needs Survey. Research Network Ltd. March 2005
- <sup>8</sup> <http://www.cityofpasadena.net/statistics.asp>
- <sup>9</sup> U.S. Census Bureau, Census 2000
- <sup>10</sup> Ibid.
- <sup>11</sup> Ibid.
- <sup>12</sup> Ibid.
- <sup>13</sup> Ibid.
- <sup>14</sup> Other race includes Native Hawaiian and Other Pacific Islander alone, some other race alone, and two or more races
- <sup>15</sup> U.S. Census Bureau, Census 2000
- <sup>16</sup> Ibid.
- <sup>17</sup> [www.cityofpasadena.net/library](http://www.cityofpasadena.net/library)
- <sup>18</sup> U.S. Census Bureau, Census 2000
- <sup>19</sup> Ibid.
- <sup>20</sup> Ibid.
- <sup>21</sup> Ibid.
- <sup>22</sup> Ibid.
- <sup>23</sup> Ibid.
- <sup>24</sup> Source: Metro Rail Statistics, May 2005  
(<http://mta.net/press/pressroom/facts.htm#MetroGoldLine>).
- <sup>25</sup> U.S. Census Bureau, Census 2000
- <sup>26</sup> Ibid.
- <sup>27</sup> Final Environmental Impact Report for the 2004 General Plan Land Use Element, Mobility Element, Zoning Code Revisions, and Central District Specific Plan. City of Pasadena, November 8, 2004.
- <sup>28</sup> City of Pasadena Department of Planning and Development
- <sup>29</sup> U.S. Census Bureau, Census 2000
- <sup>30</sup> <http://www.pasadenaheritage.org/bridgeparty.html>
- <sup>31</sup> [www.ci.pasadena.ca.us/publicaffairs/news/soc\\_2005.asp](http://www.ci.pasadena.ca.us/publicaffairs/news/soc_2005.asp)



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### 3. PEDESTRIAN POLICY FRAMEWORK

The history of planning for pedestrians in Pasadena is strong, with clear policy goals and objectives for achieving a livable community with vibrant and interesting streets and plazas. The legacies of early planning for the Civic Center area are evident in citywide policy directives for quality design, guidelines that foster streets as active and interesting places, and measures that encourage use of non-auto travel and protect neighborhoods from cut-through traffic. The City's General Plan developed a unified vision for the City; one that envisions a livable community, shaped and driven by community values and reflecting the views of City residents.

Pasadena recognizes that the walkability of a community is a major determinant of its livability. That linkage along with goals and guidelines for improving the pedestrian environment and promoting a healthy community were formally established as Guiding Principles by the City Council in 1994. These Principles include:

- Growth Will Be Targeted to Serve Some Community Needs and to Enhance the Quality of Life
- Pasadena Will Be Promoted as a Healthy Family Community
- Pasadena Will Be a Community Where People Can Circulate Without Cars
- Community Participation Will Be a Permanent Part of Achieving a Greater City

Implementation of these principles is accomplished through recent General Element updates including the 2004 Land Use and Mobility Elements, the Bicycle Master Plan, the Cultural Plan and Draft Open Space and Recreation Element, and seven Specific Plans. Other implementing plans include Design Principles and Criteria, Historic Preservation provisions, Master Development Plans and Zoning Code revisions. Additional focus on pedestrian needs is detailed in special studies of walkways and alleys and in approved transportation and streetscape programs. All pedestrian improvement programs and projects are implemented through the annual Capital Improvement Program.

The Pedestrian Plan does not replace the policies of these documents; rather it provides additional information and guidance to facilitate their implementation. It also highlights recent pedestrian improvements that offer design precedents for the future.

## **3.1 CITY PLANS AND POLICY DOCUMENTS**

### **3.1.1 2004 General Plan**

One of Pasadena's achievements during 2004 was completion of new major planning policies, including the Land Use Element, the Mobility Element, the revised Zoning Code, and the Central District Specific Plan. The work leading to unanimous adoption of these policies involved hundreds of meetings to obtain and consider public comment from participating residents, business owners and community leaders. The approved version validated the vision which framed the 1994 General Plan, and at the same time incorporated refinements for planning and zoning rules. The 2004 General Plan calls for protecting neighborhoods, targeting growth in areas where it can be best accommodated, preserving Pasadena's historic character, promoting transit, streets, and sidewalks where people can circulate without cars, and promoting Pasadena as a cultural, scientific, corporate, entertainment, and education center.

### **3.1.2 Land Use and Mobility Elements**

The 2004 Land Use Element protects residential neighborhoods by targeting and concentrating appropriate growth into Pasadena's Central Business District and along the Metro Gold Line Light Rail Corridor to create vibrant, pedestrian-oriented urban developments. The 2004 Mobility Element provides implementation programs to achieve greater use of non-automobile travel including walking for short trips and use of transit, ridesharing and bicycling. Traffic calming programs for use in residential neighborhoods impacted by excessive cut-through traffic are also identified. Both the Land Use and Mobility Elements are implemented in part through the City's development review processes that address pedestrian needs from both a site design and transportation perspective. The needs of disabled persons are included in the development review process to insure accessibility for all.

### **3.1.3 Noise Element**

Noise is a key factor in considering the quality of the urban environments. Noise affects the home and work environment as well as enjoyment of recreational activity. Recognizing the impact of noise pollution and the impact that both land use and transportation circulation plans have on the community's environment, the City undertook preparation of a Noise Element. It identifies land use, transportation, event management, and construction guidelines for mitigating noise impacts on residential and other sensitive land uses.

## 3.1.4 Green Space and Recreation Element

The Green Space and Recreation Element which addresses open space and park areas is commonly referred to as the Open Space Element in other localities. The Green Space & Recreation Element will serve as the City of Pasadena's guiding policy document for the preservation of existing green space as well as the future stewardship of both passive and active recreation areas. The Element will identify community recreation needs and establish policies and objectives to guide planning and implementation efforts. The Element will be accompanied by a Citywide Recreation and Park Master Plan. The Master Plan will implement the policies and objectives of the Element and provide a guide for the creative, orderly development and management of recreation facilities and programs throughout the City. A key component of the Master Plan will be an emphasis on creative use of green spaces throughout the City, including partnerships with public and private schools to provide community recreation areas.

## 3.1.5 Cultural Plan

The Cultural Plan (Cultural Nexus) represents an important step in the City's continuing efforts to strengthen Pasadena's participation in arts and culture and enhance the public's ability to enjoy arts and recreation.

Public art adds interest to the public environment, and special events based on art and cultural affairs contribute to the ambiance and sociability of the City environment.

## 3.1.6 Bicycle Master Plan

The Bicycle Master Plan presents guidelines for a safe and attractive environment needed to promote bicycling as a transportation mode. The plan outlines a network of bikeways that increase access to major destinations such as employment and shopping centers, high schools, colleges, and the six Metro Gold Line stations. It also outlines provisions for supporting facilities such as **Share the Road** signage, bicycle parking facilities, and bicycle brochures that show the City's network and regional connections.

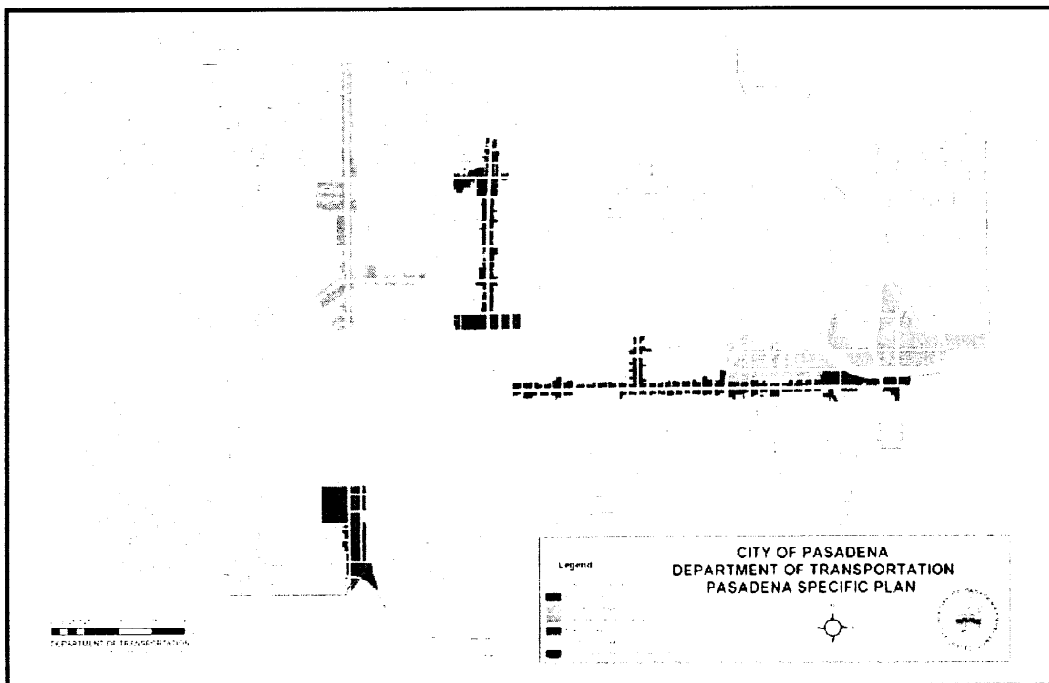
City policy is to make Pasadena a place where bicycling and walking are encouraged and fostered, where all streets are also bikeways, and where safety, education, and facilities are provided as an ongoing part of transportation and recreational planning and programs.

## 3.1.7 Specific Plans

The 1994 Land Use Element identified areas most suited for future targeted development. It directed preparation of specific plans to guide implementation of the General Plan goals and policies tailored to the needs of the following areas which are shown on Figure 3-1.

- Central District Specific Plan
- East Colorado Boulevard Specific Plan
- East Pasadena Specific Plan
- Fair Oaks Avenue/Orange Grove Boulevard Specific Plan
- South Fair Oaks Avenue Specific Plan
- West Gateway Specific Plan
- North Lake Avenue Specific Plan

Figure 3-1: Seven Specific Plan Areas



These plans contain detailed development standards, distribution of land uses, infrastructure requirements, and implementation measures. They provide an opportunity to translate policy into implementing regulations and standards for specific communities. They also address precise land-use patterns, setbacks, and design provisions to promote transit-oriented

development, pedestrian-oriented development, and provisions for mixed-use development.

The Metro Gold Line Light Rail stations are highlighted in the respective Specific Plans as places to incorporate transit-oriented development, emphasize pedestrian linkages, and define provisions that enhance the pedestrian environment. Following is an overview of each plan. Design guidelines for the pedestrian realm are contained in Volume Two of the Pedestrian Plan.

## **Central District Specific Plan<sup>1</sup>**

The Central District Specific Plan, adopted in 2004, covers the entire Central District and the Arroyo Parkway gateway corridor. Its area encompasses nearly one-half of the City's places of employment, one-quarter of total retail sales generated, and one-tenth of the population. This area serves as a regional center attracting visitors from regional and local areas. The plan includes a diverse mix of land uses designed to create the primary business, financial, retailing and government center of the City. A large portion of the Central District Specific Plan area is governed by existing redevelopment plans which have been fully incorporated into the Central District Specific Plan.

The Central District Specific Plan promotes pedestrian activity are provided for each area; these are in addition to districtwide pedestrian policies.

The Central District Specific Plan also directs that a master plan be developed for the Fuller Theological Seminary properties, consistent with standards for the Central District.

## **East Colorado Boulevard Specific Plan<sup>2</sup>**

This Specific Plan identifies areas of East Colorado Boulevard that are appropriate locations for developing mixed-use projects and housing projects and areas where commercial development should be concentrated. This Specific Plan analyzes the corridor between Colorado Boulevard and the light rail station at Allen Avenue and the 210 Freeway for appropriate pedestrian and circulation links.

## **East Pasadena Specific Plan<sup>3</sup>**

This Specific Plan is focused on providing additional employment opportunities by facilitating the expansion of existing businesses and development of new businesses. The area consists of industrial and retail places of activity on both sides of the 210 Freeway and includes:

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- ❑ East Foothill Industrial Sub-District: The Plan facilitates pedestrian-friendly transit-oriented development near the Sierra Madre Villa Metro Station and I-210 Freeway. The completed San Gabriel Redevelopment Project Area is within this specific plan area.
- ❑ Foothill/Rosemead/Sierra Madre Villa Sub-District: The Plan encourages additional industrial and office development with a limited amount of supporting retail/commercial development. Transit-oriented development with an emphasis on pedestrian linkages to transit is encouraged around the Sierra Madre Villa Metro Station and I-210 Freeway.
- ❑ Hastings Ranch/Foothill/Rosemead Shopping Center Sub-District: Here the emphasis is on enhancing the existing retail development and improving pedestrian access between the separate shopping areas. Transit oriented development is also encouraged.

## **Fair Oaks Avenue/Orange Grove Boulevard Specific Plan<sup>4</sup>**

This Specific Plan encourages actions to visually and physically unify the area. It promotes job creation and encourages “livable community” concepts such as balanced mixed-use development with retail, residential, and employment within walking distance of one another.

## **South Fair Oaks Biotechnology Center Specific Plan<sup>5</sup>**

The Specific Plan facilitates the transition of this area to become a center for tech-based development that builds upon the assets of the adjacent Huntington Hospital and the nearby California Institute of Technology.

## **West Gateway Specific Plan<sup>6</sup>**

This Specific Plan focuses on enhancing the arts, culture, and education by building on the strengths of the Norton Simon Museum and Ambassador Auditorium. This focus is strengthened through incorporation of existing parks and setback requirements. The Plan’s emphasis is on preserving, replacing, and enhancing gardens and foliage landscaping as a continued visual extension of the “South Orange Grove” ambience. Historic structures must be preserved and mixed-use development is encouraged.

## **North Lake Avenue Specific Plan<sup>7</sup>**

The Specific Plan focuses on developing design standards and identifying areas for mixed-use development on North Lake Avenue and the frontage of East Washington Boulevard between Lake Avenue and El Molino Avenue with an emphasis on providing a pedestrian-friendly environment, revitalization of the commercial boulevard, and protection of adjacent residential neighborhoods.

## 3.2 OTHER IMPLEMENTING DOCUMENTS

### 3.2.1 Design Principles and Criteria

In 1992, the City adopted citywide design principles to guide development and make buildings and open spaces achieve the qualities desired to provide interest and amenities for its citizens. Guiding Principles for an enhanced environment, human values, and imagination and creativity include recognition of the importance of outdoor passages, alleys, streets, courtyards, and gardens.

### 3.2.2 Design Standards

The City has established standards and guidelines to review design of new construction and alternatives throughout the City. This review process insures consistency with adopted plans and policies. For example, the sign design guidelines encourage pedestrian-oriented signs that are designed for and directed toward pedestrians so that people standing nearby can easily and comfortably read the sign.

### 3.2.3 Historic Preservation

This program is designed to achieve the Guiding Principle **“Change should be harmonized to preserve Pasadena’s historic character and environment.”** Historic preservation guidelines and standards are a well established part of the City’s design review process. They contribute to maintaining Pasadena’s interesting pedestrian environment.

### 3.2.4 Master Development Plans

Seventeen areas of the City are the subject of Master Development Plans. These plans set forth the rules for development of properties owned by major public institutions in Pasadena and are the implementation tools of the General Plan in these areas.



## 3.2.5 Transit-Oriented Development

This program has the potential to provide an important contribution to Pasadena's vision of a livable and walkable community. Targeted development areas served by intermodal transportation systems and linked to the surrounding community by pedestrian-friendly streets will promote pedestrian activity centers and urban villages with a reduced need for auto usage. Pasadena envisions that transit-oriented developments, characterized by varied and complementary land uses, will facilitate walking and biking as convenient options and make use of transit trips convenient.

Transit oriented development planning involves active collaboration with regional and local transit service providers. Recent interagency initiatives have coordinated transit services, facilitated transfers among various services, and promoted pedestrian and bicycle linkages.

## 3.3 POLICIES FOR A LIVABLE AND WALKABLE COMMUNITY

Pasadena is known for its livability and the quality of its built environment. The Pedestrian Plan builds upon established City policy and supports walking as the mode of choice for short trips.

As summarized in Table 3-1, the following adopted citywide policies provide a framework for Pasadena's Pedestrian Plan:

**Table 3-1: Policies for a Livable and Walkable Community**

Policy	Description
Policy 1	A network of public spaces and paths that are safe and accessible to all should connect the community.
Policy 2	A street should be safe.
Policy 3	A street should include amenities for pedestrians.
Policy 4	A street is a public space.
Policy 5	A community should have a strong identity, including the presence of recognizable districts, landmarks, and places of interest.

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Policy	Description
Policy 6	There should be an easy transition between exterior and interior space.
Policy 7	A building should contribute to a more pleasant and humane living environment and add interest and variety to its surroundings.
Policy 8	Public transportation facilities should be designed to promote pedestrian safety and access.
Policy 9	Public outreach initiatives should promote public safety and the public health benefits of walking.

## **POLICY 1: A network of public spaces and paths that are safe and accessible to all should connect the community.**

STRATEGY 1.1: Establish and maintain a pedestrian network consisting of citywide streets, neighborhood streets, neighborhood commercial streets, transit-serving streets, residential streets, and neighborhood connection streets to enable pedestrians to move comfortably and safely between places and destinations.

STRATEGY 1.2: Provide barrier-free mobility that meets American Disability Act (ADA) requirements for all pedestrians.

STRATEGY 1.3: Support pedestrian mobility for those who do not drive, particularly seniors, youth, and disabled persons.

STRATEGY 1.4: Provide pedestrian, transit, and bicycle access to major destinations.

STRATEGY 1.5: Develop and maintain transit stops as important public places; provide pedestrian improvements at bus stops and at or near important pedestrian access routes to transit.

STRATEGY 1.6: Encourage clear, direct, and comfortable, and safe pedestrian access to the City's urban core. Provide for safe and convenient pedestrian and bicycle connections to and between major commercial districts, activity centers, and neighborhoods within the City

STRATEGY 1.7: Enhance pedestrian circulation and create walkable places in neighborhoods, at community centers, and at appropriate locations such as major activity centers and along mixed-use boulevards. Plan for pedestrian-oriented development