

Downtown Pasadena Walkabout Report



“Presented by the Playhouse District Association: The Heart and Sole of Pasadena.”

Pasadena Playhouse District Association
September 2008

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On March 1, 2008, over 122 people in 25 teams participated in the "Downtown Pasadena Walkabout" by walking more than 30 miles of streets in Downtown Pasadena. The goal was for the participants to identify areas where walkability is good as well as areas that need pedestrian improvements. This report summarizes walkers' observations regarding the pedestrian friendliness of Downtown Pasadena, and their recommendations to Pasadena's four districts – Old Pasadena, Civic Center/Mid-town, Playhouse District and South Lake Avenue – and to the City of Pasadena to improve walkability. The Playhouse District Association spearheaded this Walkabout effort with assistance from the Old Pasadena Management District, the South Lake Business Association, the City of Pasadena and the Los Angeles Metropolitan Transportation Authority. Together, these agencies aim to elevate walking as the preferred way to enjoy Downtown Pasadena in order to reduce traffic congestion, optimize parking resources and create a healthier community.

The 25 walking routes focused on getting into, around, and from various locations within the Downtown such as parking areas, employment areas, cultural institutions, hotels, Gold Line stations, shopping areas and residential areas. Teams of about 4 people received evaluation sheets and comments for each route. This report summarizes the information gathered by the Walkabout participants, provides recommendations to address those comments, and provides a toolbox for future collaborations and funding sources for street improvements.

Downtown-Wide Pedestrian Improvements

Findings:

Walkabout participants recorded 829 separate, detailed observations documented with hundreds of photographs about improvements needed to the Downtown pedestrian environment. These observations clustered around the following fourteen issue areas identified for improvement:

- Storefront / Landscaping Improvements
- Speed limit signs and enforcement of traffic laws
- Bike racks
- Metro Gold Line signs for pedestrians
- Street tree planting
- Trash cans
- Bus stops / ARTS bus route and fare information
- Pedestrian lighting




NEW DATE! **walkabout**

You can make Downtown Pasadena a more **walkable-friendly** city by participating in the Downtown Pasadena Walkabout on Saturday, **March 1, 2008** from 8:30 am to 2pm. Teams of walkers will fan out across Downtown Pasadena to evaluate and record their walking experience, ideas and recommendations. We will provide participating walkers with a continental breakfast, lunch, water and encouragement!

Downtown Pasadena Walkabout: **EVENT AT A GLANCE**

- 8:30 AM: Continental Breakfast
- 9:00 AM – 10:00 AM: Keynote Address by Mayor Bill Bogaard, Walkabout Training by Deborah Murphy Urban Design + Planning
- 10:00 AM: Ready, Set, Walk! Walkabout Begins
- 12:30 PM: Boxed Lunch, Walkabout Highlights and Wrap-up Presentation

Please RSVP now to take part in the Downtown Pasadena Walkabout. To RSVP, or for more information, please contact the Playhouse District Association at 626.744.0340.

 www.playhousedistrict.org



Walkabout team

Executive Summary

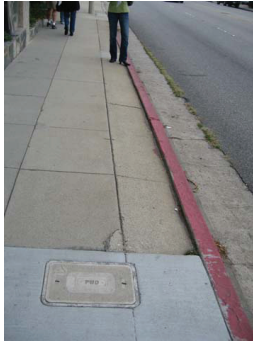


Drivers do not respect speed limits

- Leveling sidewalks
- Improved safety at pedestrian crossings
- Repair and installation of tree grates
- Sidewalk widening where required
- Installation of directional signs to local landmarks and shopping precincts
- Improved safety and walkability of alleyways

Recommendations:

Coordinating certain improvements throughout Downtown Pasadena will achieve a more effective, efficient, and comprehensive program than if improvements are done on a district-by-district basis. This section focuses only on those recommendations that can best be accomplished in a coordinated downtown-wide effort. Based upon the pedestrian survey results, and the expertise of the Walkabout consultant, the following actions are recommended to improve and reinforce Downtown Pasadena's pedestrian experience:



Narrow Sidewalks discourage walking

1. Improve Downtown Connectivity with Pedestrian Signage:

Signage is a relatively low cost way to establish a sense of place and help both residents and visitors to Pasadena orient themselves. A coordinated system of pedestrian-oriented signage will help walkers know how far they are from key destinations, parking facilities and transit services. Directional signage at parking structures can also encourage people to 'park once.'



Metro Gold Line sign

2. Improve Metro Gold Line Accessibility:

Walkers recommended several types of improvements aimed at the area around and within the three Gold Line stations serving the four Downtown Pasadena districts. Walkers called for the following physical and operational improvements at the Del Mar, Memorial Park and Lake Avenue Stations:



Metro Gold Line trains

- Installing more directional signage at pedestrian eye-level to Metro Gold Line stations Downtown-wide to encourage and direct people to walk to the Gold Line stations.
- Ancillary station furniture such as planter boxes are considered landscaping and are poorly maintained and are filled with trash. Trash receptacles are needed.

- Posting additional route and fare information for the Metro Gold Line and connecting public transportation routes.

3. Boost Pedestrian Safety Throughout Downtown Pasadena

Walkabout participants urged firm enforcement of speed limits and pedestrians' right of way at crosswalks, particularly on busy east-west alternatives to Colorado Boulevard.

Results by Downtown Districts

According to the Walkability participants, each of the four Downtown Pasadena districts has unique pedestrian issues and urban character:

Playhouse District:

The Playhouse District is Pasadena's largest downtown district, by area, known as the intellectual and cultural center of the City with four live performance venues, two museums, schools such as Fuller Seminary and California School of Culinary Arts, and listed on the National Register of Historic Places.

Findings:

Plazas, Streets and Alleyways: Most walkers see the District's plazas and alleyways as pleasant pedestrian environments. The Art Paseo next to Vroman's Bookstore has attractive public art; Arcade Lane has active storefronts. The Trio Apartments Passage was less favorably viewed. Alleys off Green Street, Madison and Oakland Avenues are seen as safe and clean; Hudson Ave and Union and Walnut St alleys are unsafe, unclean; Converse, Playhouse, Target, Market and Gibbs Alleys are unfavorably viewed.

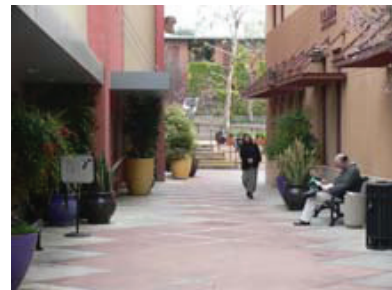
Colorado Boulevard: Walkers commented positively about Colorado Blvd, the Playhouse District's main thoroughfare. The wide sidewalks are appreciated; but some noted that news-racks created clutter and a lack of benches and bike racks along some sections. Uplifted sidewalks due to street tree roots have created asphalt sidewalk patches confirming the need for street tree replacement and sidewalk repair.



Post additional transit route information



Mayor Bill Bogaard at Colorado Blvd. and Oakland Ave.



Executive Summary



Empty tree well



Old Pasadena District



ARTS bus

Recommendations:

Walkers recommended the following top three pedestrian improvements within the Playhouse District:

- Improve storefronts and landscaping
- Install more bike racks
- Plant new and infill trees along popular pedestrian routes

Old Pasadena District:

Findings:

Old Pasadena is the busiest of the downtown districts with Colorado Boulevard as its major focus for national and regional chains and the areas north and south of Colorado for independent businesses. Although its historic alleyways, open air restaurants, art galleries, cinemas and street trees get high marks as a pedestrian environment, Walkabout participants identified a number of ways in which the district's pedestrian experience can be improved or expanded. For example, alleyway linkages to streets sometimes result in pedestrian safety issues, and Goldline stations are hard to find. In addition, some streets and alleys off of Colorado Boulevard are comparatively barren, without landscaping.

Recommendations:

The top four pedestrian improvements recommended by walkers are:

- Install traffic speed limit signs
- Provide Metro Gold Line directional signs
- Improve storefronts, landscaping
- Improve ARTS bus stops

Walkabout participants also recommended installing more street furniture, such as trash receptacles and bike racks. Kendall and Exchange Alleys were seen as unsafe and unclean; walkers recommended pedestrian lighting and landscaping to improve these two locations.

Civic Center/ Mid-town District:

Findings:

The Civic Center/Mid-town District has a number of landmark civic buildings and plazas. It is generally pedestrian-oriented with shade trees in abundance. Nevertheless, Walkabout participants found traffic moving at speeds that threaten or discourage pedestrians, with a lack of speed limit signs on some Mid-town streets. Retail storefronts are uneven in appeal, with inactive frontages along stretches of Green Street.

Recommendations:

The top three improvements recommended by walkers are to:

- Improve storefronts and landscaping
- Install speed limit signs to reduce driver speed
- Install more trash cans

In addition, adding street trees and street furniture, such as bike racks and lighting, also would improve this district's walkability.



Civic Center Aerial Photo



Pasadena City Hall

Executive Summary

South Lake District:

Findings:

South Lake Avenue forms a commercial/retail spine perpendicular to Colorado Boulevard. Shopping is concentrated along South Lake Avenue and Shoppers Lane south of Colorado Boulevard. Major national retailers such as Macys and Borders mix with small independent shops and restaurants. The District is the smallest by area of Pasadena's downtown districts.

Walkers noted high traffic noise on Green Street, few bike racks and inactive storefronts on Colorado Blvd. between Oak Knoll and Catalina. In addition to the impact that the inactive storefronts have on sense of place, they may also account for walkers' comments that this stretch of street feels unsafe at night.



South Lake Ave.

Recommendations:

Walkers' top four recommended improvements are:

- Install pedestrian lighting
- Install trash receptacles
- Level sidewalks
- Improve storefronts / landscaping



Pedestrian lighting example

Table 2.1 lists all walkers' themes and the total number of comments on each theme across Downtown Pasadena's four districts. Those improvements that received the highest number of comments are listed first with those receiving the least comments listed last as follows:

Table 2.1 Downtown Pasadena					
No. of Pedestrian and Street Improvements Comments					
Improvement	Playhouse	Old Pasadena	Civic Center Mid-town	South Lake	Total
1 Improve Storefronts / landscaping	66	12	26	8	112
2 Slow Down Speeding Vehicles	47	16	20	6	89
3 Install Bike racks	55	9	13	7	84
4 Plants Street Trees	48	7	13	5	73
5 Install Pedestrian Signs for Metro Gold Line	36	10	14	7	67
6 Provide More Trash Receptacles	31	8	16	8	63
7 Install Pedestrian Lighting	38	4	8	8	58
8 Level sidewalks	33	8	9	8	58
9 Provide enhanced Bus stops / ARTS Bus Info	20	10	13	6	49
10 Enhance Pedestrian Crossings	21	6	13	7	47
11 Widen Sidewalks	26	7	6	4	43
12 Install Tree Grates	24	7	7	3	43
13 Improve Alleyways	8	6	9	2	25
14 Provide Wayfinding and Directional signs	10	4	2	2	18

Walkabout Part II:

On August 9, 2008, the Playhouse District Association held Walkabout Part II, a community meeting to present the findings of the Draft Walkabout Report, to receive community input on those findings and to rank pedestrian needs identified in the Walkabout survey.

Using a survey tool prepared by the Walkabout project team, participants registered their preferences to improve walkability within each district, Downtown Pasadena as a whole and at the Metro Gold Line Stations. Their preferences were then tallied and documented. They will guide the Districts in ongoing efforts to frame implementation plans and shape the forthcoming update of the Pasadena General Plan.

Preferred Downtown-wide Improvements

Provide Wayfinding Signage and Directional Signs

Provide Enhanced Bus Stops/ARTS Bus Information

Install Pedestrian Signs for Metro Gold Line

In addition to preferences rooted in the original Walkabout survey, a majority of participants identified an additional preference for a Streetcar to improve connectivity among the four districts and provide a readily recognizable transportation system to support pedestrians access to homes, businesses, schools, and government and cultural centers.

Playhouse District Improvements

Improve Storefronts/Landscaping

Provide Wayfinding and Directional Signs

Plant Street Trees

Improve Alleyways

Old Pasadena Improvements

Provide Wayfinding and Directional Signs

Improve Alleyways

Slow Down Speeding Vehicles

Civic Center/Mid-Town Improvements

Provide Wayfinding and Directional Signs

Improve Storefronts/Landscaping

Install Bike Racks

Provide More Trash Receptacles

South Lake District

- Provide Wayfinding and Directional Signs
- Install Bike Racks
- Enhance Pedestrian Crossings

Metro Gold Line Station & Station Area Improvements

- Install Pedestrian Signs for Metro Gold line
- Provide Enhanced ARTS Bus Information
- Improve Information on Fare & Routes

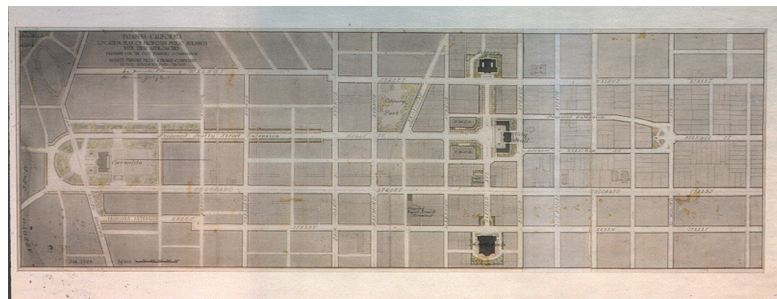
Executive Summary

Walkabout Implementation

A walkable environment is not only supported by the Downtown districts but is also a goal of the Central District Specific Plan, Pasadena's Green City Action Plan, and Pasadena General Plan. This report highlights several ways to support walkability. Some of the recommendations listed in this report will require a coordinated effort by the different districts, MTA and the City of Pasadena to implement, while other recommendations lend themselves to implementation by one entity.

The tool box of potential resources to enhance the pedestrian atmosphere include parking meter revenues; Metro funding; Cal Trans Planning Grants; State of California and Federal-Funded Safe Routes to School Grants; State of California Housing and Community Development – Transit Oriented Development (TOD) Housing Program funding; State of California Housing and Community Development – Infill Infrastructure Grants; City of Pasadena Planning and Development Department Storefront Improvement Funds; Los Angeles County Bicycle Coalition (LACBC) funding; Cyclists Inciting Change through Live Exchange (C.I.C.L.E.) funding; Historic Properties Incentives and Special Provisions; Mills Act Program; Rehabilitation Tax Credit; and Facade Easements

The next step in this process is to develop a Plan of Action based on the findings and recommendations of the Walkabout participants, priorities set by the respective Districts, and funding available from the above public sources as well as private initiatives. For example, the Playhouse District's Plan of Action will contain priorities for improvement in the short, medium and long term, with an identification of potential resources and appropriate implementing groups and agencies. In addition, the Playhouse District and its collaborators in this process will work to sustain and expand the newly identified pedestrian constituency that has been gathered together for the Walkabout.



Original Bennett Plan for Downtown Pasadena

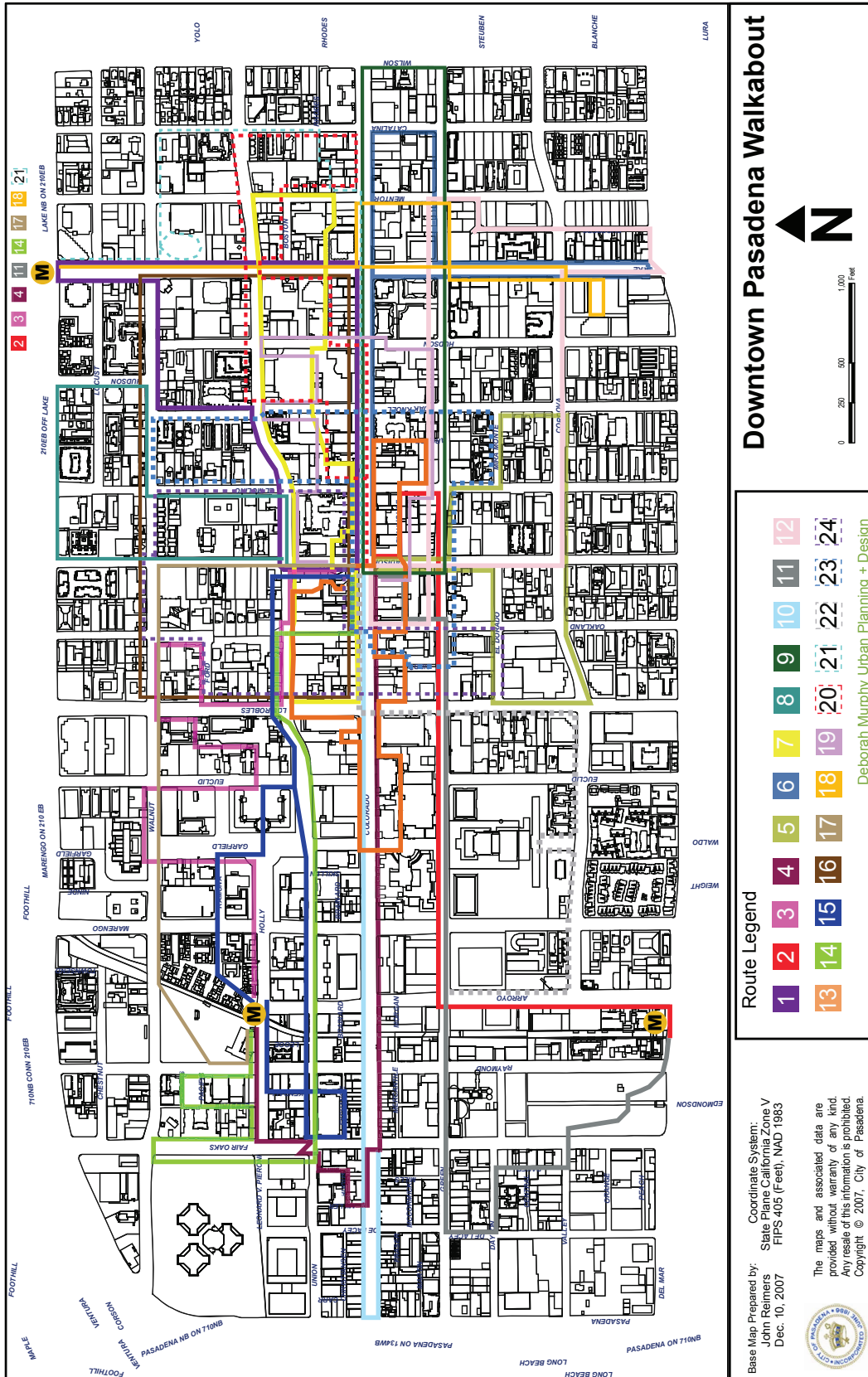


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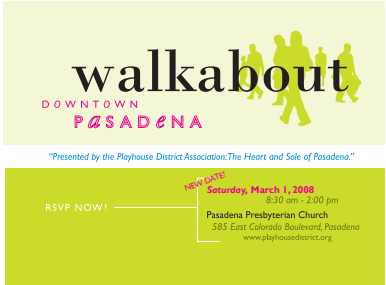
1. Introduction

On March 1, 2008, over 120 people gathered at the Presbyterian Church in Downtown Pasadena for the first-ever Downtown Pasadena Walkabout (the "Walkabout"). Teams of walkers fanned out across more than 30 miles Downtown Pasadena's streets, alleyways and plazas to record and evaluate their walking experience and ideas (See List of Walkabout Participants in Appendix I).



The Walkabout was commissioned by the Playhouse District Association (PDA), a non-profit business improvement district dedicated to fostering economic vitality of the District as Pasadena's center for culture and commerce in the heart of Pasadena. The PDA coordinated the Walkabout with support from the South Lake Business Association, the Old Pasadena Management District, the City of Pasadena and the Los Angeles Metropolitan Transportation Authority.

This report summarizes survey results from the walkers who participated in the Walkabout. Walkers' comments identify good pedestrian conditions as well as obstacles to pedestrian movement and enjoyment. These comments and suggestions form the basis for recommending future action for sidewalk and pedestrian improvements. Walkabout teams comprised of community residents, local business and property owners as well as walking and transportation professionals. Twenty-five walking routes that link key destinations for residents, visitors, employees and visitors were assessed.



1.1 Why a Walkabout?

The term "walkabout" is an Australian term referring to the belief that Australian Aborigines "go walkabout" at the age of thirteen for six months as a rite of passage. They trace the ceremonial path of their tribal ancestors and retell their ancestor's heroic deeds. The purpose of the Downtown Pasadena Walkabout is to tell the story, from a walker's perspective, how pedestrian movements are either enabled or hindered by the urban fabric of Pasadena's downtown.

Introduction

Dan Burden, a national expert on walking and the founder of Walkable Communities, Inc. says: "Walkability is the cornerstone and key to an urban area's efficient ground transportation. Every trip begins and ends with walking. Walking remains the cheapest form of transport for all people, and the construction of a walkable community provides the most affordable transportation system any community can plan, design, construct and maintain. Walkable communities put urban environments back on a scale for sustainability of resources (both natural and economic) and lead to more social interaction, physical fitness and diminished crime and other social problems. Walkable communities are more livable communities and lead to whole, happy, healthy lives for the people who live in them."

" In a society that values choice and freedom, people should be able to walk safely, whether for fun and recreation, errands, getting to work or school, shopping, or other reasons. "

from Federal Highway Administration "How to Develop a Pedestrian Safety Action Plan".

Across the world, especially in America, planners, engineers and political leaders promote **the Five Es of Walkable Streets:**

Engineering - better street design that is attractive, safe and balances the needs of pedestrians and cyclists with the movement of cars

Education - teaching pedestrians, cyclists and drivers the rules of the road

Enforcement - better enforcement of pedestrian rights-of-way and ensuring that drivers, cyclists and pedestrians obey the road rules

Encouragement - promotion of the walkability of streets

Evaluation - follow up review of pedestrian-related projects and programs

1.2 Goals of the Downtown Pasadena Walkabout

Downtown Pasadena is a pedestrian-friendly place with sidewalks, street trees and good street lighting. So why don't more Pasadenans walk between the Old Pasadena, Playhouse District and South Lake Avenue districts and choose instead to get back in their cars and drive to another district? Perhaps they don't realize how close to each other the districts are or perhaps they are not familiar with the city's ARTS Bus that could help them circulate. While it is only a 12-15 minute walk from Paseo Colorado to the Playhouse, it might take 20-25 minutes for someone to walk back to their car, drive to another district, locate a parking space and walk to their destination.



Pedestrian-Friendly streets encourage more people to walk instead of drive

• Elevate Walking as the Preferred Way to Enjoy Downtown

Encouraging people to walk to work rather than drive to shopping centers, dining and entertainment reduces Pasadena's carbon footprint and global greenhouse emissions.

• Support 'Park Once'

The City of Pasadena's parking facilities are centrally located around Downtown Pasadena, allowing people to park once then walk to multiple downtown destinations before returning to their cars instead of moving their car a few blocks to their next destination. This reduces the number of car movements within Downtown Pasadena, reducing traffic and parking congestion.



Encourage "park once" strategy

• Build a Downtown Walking Constituency

Downtown residents, businesses, government and cultural entities, employees, and visitors share a common stake in lively pedestrian activity, pedestrian safety, attractive streetscapes, which work to build a sense of community in Downtown Pasadena. The 2007 Downtown Residential Survey results show that 30% of the persons who live in Downtown Pasadena walk to work in the city.

Introduction



Walkabout Team at the Memorial Park Metro Gold Line Station and the Holly Street Apartments

- **Promote Economic vitality to provide jobs, services, revenues and opportunities**

When people walk through Downtown Pasadena, they are more likely to shop, dine and use local services if their walk is pleasant and there is activity along their path. The economic spin off generated by encouraging more pedestrian benefits local businesses and the Pasadena economy.

- **Promote Pasadena as a healthy family community**

Walking to local shops, services and restaurants encourage an active lifestyle and bring health benefits to local residents. As stated by the County of Los Angeles Department of Public Health: "The design and structure of our cities, communities, neighborhoods, work sites, schools, and streets can impact how much physical activity we get, what we eat, and the quality of the air we breathe. How we choose to design or improve various aspects of our environment plays an important role in preventing many chronic conditions, such as obesity, heart disease, diabetes and asthma—whose risk factors include physical inactivity, poor nutrition and exposure to air pollution."

- **Encourage a Sustainable Transportation System**

Walkable streets provide for sustainable transportation that reduces air pollution, relieves traffic congestion, and promotes use of land for more productive uses, including open space and parks.

1.3 Study Methodology

This report summarizes the study method as well as the observations and recommendations recorded by the walkers who took part in the Downtown Pasadena Walkabout.

On the Day of the Walkabout

120 people took part in the Downtown Pasadena Walkabout. Participants formed 25 individual teams comprised of between four to six people. Each team was assigned a Walkabout route that included a series of streets so that they would experience an origin and destination journey instead of walking along just one street. Therefore, many different Walkabout Teams might have walked portions of the same street. A majority of Walkabout routes covered more than one of the four Downtown districts, so that teams could experience the connectivity or lack of connectivity between the various downtown districts. Some teams were transported by bus to one of the three Metro Gold Line Stations so that they could evaluate the pedestrian access to and from the transit stations as well as the stations themselves.

To assist in evaluating the walkability of each route, each team was provided:

- A route map on an aerial photograph and detailed route description
- A Landmarks Map that highlighted the key buildings and places in Downtown Pasadena
- A Walkability Checklist (see Appendix A).
- A Photograph Index (see Appendix A) to list all photographs that are taken
- An Overall Rating and Additional Comments sheet to rate the overall pedestrian experience from 1 (poor), 2 (average) to 3 (excellent).

The results of each team's Walkability Checklist, Photograph Index and the Overall Rating and Additional Comments sheet were reviewed and summarized, and are shown in Appendix G by route team.



Mayor Bill Bogaard addressing the Walkabout Teams



Walkabout Team members during training session



Walkabout Team members report back a summary of their findings

Introduction



Team members measuring sidewalks



Team members completing checklist

Following this chapter there is a summary of walkability issues in all of Downtown Pasadena followed by chapters for each of the four Downtown Pasadena Districts:

- Playhouse
- Old Pasadena
- Civic Center/Mid-town
- South Lake

Within each district, the report includes:

A Map of the Walkabout Routes in that District

A Description of the District Character

A Summary of existing improvements observed by the Walkabout Teams as well as those that are recommended for Implementation

A map highlighting the recommended street improvements

Prioritizing Improvements

Identifying which improvements generate the most public benefit helps walkability promoters target their efforts and funding. This report summarizes the pedestrian and sidewalk improvements in order to identify those that were mentioned most frequently as follows:

The Next Step: Reporting Recommendations

The Playhouse District Association will invite Walkabout participants, business representatives, city officials and members of the community to attend an Ice Cream Social during August 2008. The event will provide a forum for announcing the survey results and gathering public input on the next steps and priorities for action. Comments and suggestions developed at this meeting will be included in the final Report.

Final Report recommendations will be presented to Pasadena's Mayor and City Council, the City's Transportation Advisory Commission, the general public, Metro and the members of the Playhouse District Association, South Lake Business Association and the Old Pasadena Management District.

Implementation of the Recommendations

It is recommended that the business district associations meet to discuss improvements for the downtown as a whole or “downtown-wide improvements.” It is further recommended that each district association review the recommendations contained in this report to set priorities and to identify funding to implement the needed pedestrian and street improvements within each district. Coordination among the individual districts is critical for the successful integration of the district improvements with downtown-wide improvements (i.e. wayfinding signage).

2. Downtown Pasadena

Downtown Pasadena is the retail, entertainment and cultural hub of the city and is the city’s living room. Downtown Pasadena has an estimated 40,000 residents and 80,000 jobs; businesses downtown generate over 25% of Pasadena’s sales tax base and are critical to the city’s economic vitality.

Downtown Pasadena has lower car ownership when compared with the nation as a whole. Approximately 7% of Downtown Pasadena households own no vehicles, 55% own one vehicle, and 33% own two and 3% own three vehicles. In the nation, just fewer than 8% of households own no vehicles, slightly less than 33% of households own one vehicle, just over 33% own two and slightly less than 25% owned three or more vehicles.

Of the residents who work in Pasadena, 44% take their car to and from work, 20% use a combination of car and public transit and 34% use a non-car combo. 30% of Downtown resident workers walk to work. Of those residents that work outside Pasadena, 76% take their car to work, while 11% use a car combo and 11% use a non-car combo to get to and from their workplace. Thirteen percent of residents employed outside Pasadena use light rail to get to and from work.

Development Trends in Downtown Pasadena

Downtown Pasadena has successfully promoted revitalization by protecting and promoting a range of land uses within downtown. Recent development has focused on multi-family and mixed-use projects that contain retail, office and residential uses.

The City's Central District Specific Plan (2004) encourages mixed-use developments along corridors and supports high density development around transit hubs - its policies seek to encourage trends towards walking more and driving less. Encouraging more housing into the Downtown area will continue to increase the city's walkability. As more people live centrally, they are able to walk, cycle or take public transit to work, shopping and entertainment destinations located conveniently within a short distance from where they live.



Downtown Pasadena aerial photo



Original Bennett Plan for Downtown Pasadena



Messina Mixed-use Project in Old Pasadena provides new housing and commercial space

Downtown Pasadena



Playhouse District



Pasadena City Hall

Pasadena's Four Downtown Districts

Downtown Pasadena is made up of four districts, each with its own unique urban character, destinations and landmark sites.

- Playhouse District
- Old Pasadena
- Civic Center/Mid-Town
- South Lake District

The Playhouse District is characterized as the city's cultural heart with the Playhouse, several museums, theatres as well as Vroman's bookstore and accommodates many of Pasadena's educational facilities and inner city housing. Old Pasadena is a retail center containing many of the city's historic buildings, two Metro stations (Memorial Park and Del Mar stations) as well as two major city parks, Central and Memorial. Old Pasadena has seen several new mixed-use housing projects and industrial loft conversions. The Civic Center/Mid-town district also contains several historic buildings including most of the city's civic buildings, such as city hall, the library and courthouse as well as many of the city's hotels and visitor facilities, such as the convention center. South Lake is downtown's modern shopping precinct that has recently seen major mixed-use developments that provide retail, offices and housing facilities. Business improvement district associations, whose charge is to promote economic vitality and sustainable development, manage three of the downtown districts – Old Pasadena, Playhouse and South Lake Avenue.

The Walkabout covered one square mile of Downtown Pasadena with over 30 linear miles in routes in the area bounded by the 210 Freeway to the north, Wilson Avenue to the east, Cordova Street on the south and Pasadena Avenue to the west. The Walkabout teams covered key street sections and connections, alleyways and plazas within each of the districts:

See Downtown Pasadena Walkabout Routes Map on the last page of this chapter.

2.1 Recommendations from the Downtown Pasadena Walkabout

Walkabout participants take Pasadena's pedestrian environment very seriously. Walkers took very detailed notes on maps and forms. Some of the walkers commented that they want:

- "To be able to walk and not have to drive to the store for a loaf of bread, to a restaurant for dinner, to their place of work if it is close by or to lunch from their jobsite"
- "Their children to be able to walk safely to school and their soccer games"
- "Grandparents to be able to get around when they have limited driving privileges"
- "To take the Gold Line if only they could get across Lake Avenue, Corson Street and Maple Street"

Many walkers also commented that they were "tired of traffic congestion, air pollution, disenfranchised communities and having to drive my kids everywhere." They want to "...shop close to home and to leave my car at home whenever I can."

Streets with poor walkability were highlighted in Walkabout comments for example, people crossing the street to the Lake Avenue Metro Gold Line Station experienced the noise and hostile environment where the Gold Line runs alongside the 210 Freeway - vehicles enter and exit the Freeway ramps at high speed endangering the people crossing Corson to the Metro station. Creating a safe and pedestrian friendly station approach is as important as building an efficient light rail network.

Walkers both loved and hated Green Street. One walkabout team leader commented that the walking experience along Green Street ranged from 'the sublime to the ridiculous.' Walkers liked the majestic ficus trees that shade and create street character but disliked the uplifted, 'dangerous' sidewalk, caused mainly by the roots of those same ficus trees. The Green Street walking experience characterized the mix of pedestrian experiences in Downtown Pasadena - pleasant walking routes give way to other places along the same street that are hostile pedestrian environments, dominated by vehicles. Vehicles travel at high speeds along this route and may not be watching for pedestrians crossing the street.



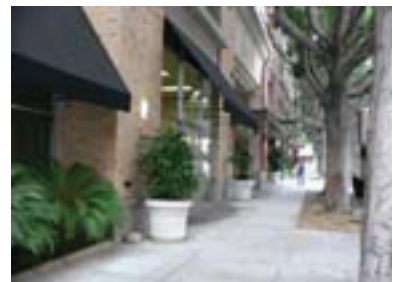
Walkabout teams disperse to walk to their routes



Traffic congestion on a Saturday on South Lake Avenue



Street with poor walkability



Green Street

Downtown Pasadena



Walnut Street is seen as "loud, scary and fast"

Walnut and Union Streets are also streets dominated by fast-moving vehicles but that lack the coverage of street trees, adequate sidewalk width and the buffer of on street parking, which exists on Green Street. Many groups considered these streets hostile with a team leader describing Walnut Street as "loud, scary and fast."

Table 2.1 lists all walkers' themes and the total number of comments on each theme across Downtown Pasadena's four districts. Those improvements that received the highest number of comments are listed first with those receiving the least comments listed last as follows:

Table 2.1 Downtown Pasadena						
No. of Pedestrian and Street Improvements Comments						
	Improvement	Playhouse	Old Pasadena	Civic Center Mid-town	South Lake	Total
1	Improve Storefronts / landscaping	66	12	26	8	112
2	Slow Down Speeding Vehicles	47	16	20	6	89
3	Install Bike racks	55	9	13	7	84
4	Plants Street Trees	48	7	13	5	73
5	Install Pedestrian Signs for Metro Gold Line	36	10	14	7	67
6	Provide More Trash Receptacles	31	8	16	8	63
7	Install Pedestrian Lighting	38	4	8	8	58
8	Level sidewalks	33	8	9	8	58
9	Provide enhanced Bus stops / ARTS Bus Info	20	10	13	6	49
10	Enhance Pedestrian Crossings	21	6	13	7	47
11	Widen Sidewalks	26	7	6	4	43
12	Install Tree Grates	24	7	7	3	43
13	Improve Alleyways	8	6	9	2	25
14	Provide Wayfinding and Directional signs	10	4	2	2	18

The top three street improvement recommendations for Downtown Pasadena as a whole are:

- Improve storefronts and landscaping
- Install speed limit signs and enforce traffic laws
- Install bike racks

2.2 Downtown-wide Improvements

This section recommends improvements that will be most successful if implemented Downtown-wide in Downtown Pasadena under a coordinated program rather than on a District by District basis. Those improvements that received the highest number of comments are listed first with those receiving the least comments listed last.

Suggestion: Slow Down Speeding Drivers:

Walkers noted the lack of speed limit signs most often on those streets that drivers speed along, namely Green, Walnut, Union, Cordova and parts of Colorado Blvd. Two of these are one-way streets that have been created to move traffic quickly from one side of Pasadena to the other. Simply installing speed limit signs is unlikely to cause a significant change in driver behavior; instead, a more targeted approach is needed.

Recommendations:

1. Traffic Calming: To benefit pedestrians walking along the street, the following traffic calming measures are recommended:

- Widen the sidewalks to create a better balance between pedestrian and vehicle facilities and to narrow the view corridor for the drivers
- Plant a buffer of trees along edge of the sidewalks
- Narrow vehicle travel lanes to slow down drivers
- Create bolder pedestrian crossings at non-signalized intersections
- More distinctive signage alerting drivers to pedestrian activity areas
- Adjustments to traffic signal timing that discourages speeding



Slow down speeding drivers



Need landscape buffer to roadway

Downtown Pasadena

2. Driver Educational Programs: Educational programs to alert drivers to drive the speed limit or slower in pedestrian activity areas and enforcement of traffic laws could assist in creating a safer pedestrian environment on these east-west streets.

3. Pedestrian Signal Prioritization: For pedestrians looking to cross these busy streets, signals that prioritize pedestrian crossing during midday, the evening and on the weekends could be installed. Signage or other devices reminding drivers of pedestrians crossing should also be installed along these busy streets.



Poorly marked pedestrian crossing at Lake Avenue and Corson Street

Suggestion: Improve Crosswalk Safety and Experience

Walkers felt unsafe crossing at the following signalized and un-signalized intersections:

Playhouse District

- El Molino / Corson
- Locust / Corson
- Lake / Walnut
- Oak Knoll / Union
- Lake / Union
- Lake / Colorado
- Oakland / Converse Alley
- Madison / Converse Alley
- Madison / Cordova
- Oak Knoll / Cordova

Old Pasadena

- Kendall Alley / Union

Civic Center/Mid-town

- Walnut / Euclid
- Ramona / Marengo

South Lake District

- Lake / Cordova

The lack of safe pedestrian crossings can greatly limit the mobility of pedestrians crossing very busy streets to get to and from their destinations. The most dramatic example experienced by many of the walkers was along Cordova Street, where the safely crossing four lanes of speeding vehicles at the un-signalized intersections at Madison Avenue and Oak Knoll Avenue is nearly impossible for all but the extremely-determined and able-bodied pedestrians. Streets like Cordova create a sharp dividing line between the residential districts in the south part of downtown and the retail and commercial areas to the north near Colorado Blvd. Efforts to provide strong and safe connections between the residential and retail/commercial areas are critical to the success of all the downtown districts. Without these important connections, residents will be more likely to get in their cars and park their cars in downtown or travel to other destinations beyond Downtown Pasadena.

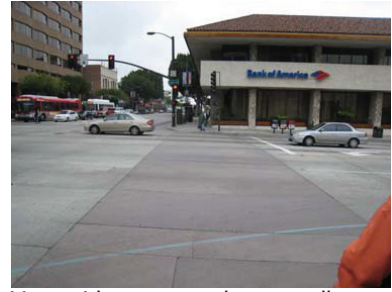
Recommendations:

Improve Pedestrian Crossings by:

- Creating a new marked pedestrian crossing with zebra striping or special paving
- Prioritizing traffic signals for pedestrian crossings at midday, after work and weekends
- Installing signs warning drivers of pedestrian crossings
- Extending the duration of the pedestrian walk phase
- Adding pedestrian demand signals
- Restricting right turn on red at certain intersections
- Installing differentiated paving in the street to create a variation of rough and smooth surfaces approaching intersections

Suggestion: Enhance Pedestrian Experience in and around Metro Gold Line Stations:

Walkers on all routes noted a lack of pedestrian signage to the Metro Gold Line Stations. Significant new signage directing pedestrians to the Gold Line Stations is needed throughout Downtown Pasadena. Without clear distinctive pedestrian-oriented wayfinding and directional signage to and from the transit stations, potential transit riders will not be able to find their way to the Gold Line Stations that are within walking distance.



Very wide street and crosswalk at Lake Ave. and Colorado Blvd.



Distinctive mid-block crosswalk

Downtown Pasadena

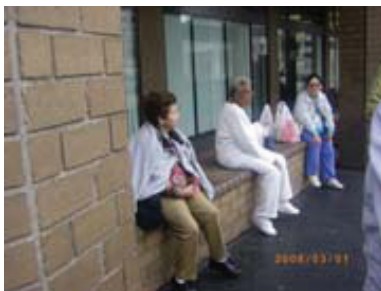
They may be confused or frustrated about where the stations are located and how far away they are. In addition, passengers alighting from the trains and exiting the stations are not provided with directional information about destinations near by. Directional signage with distances and time of travel can be very useful in providing helpful information that can encourage more people to walk to public transportation.

Recommendation:

Signage is best located at intersections and along popular pedestrian routes. Signs should be consistent in terms of branding, logos and color so that pedestrians can easily identify them. At strategic locations, signs could provide route and schedule information as well as list the Metro's telephone number and website details regarding additional route information.



ARTS bus informational signs needed in more areas



Lack of bus stop amenities requires riders to wait on building ledge

Suggestion: Provide Enhanced Bus Stops / ARTS Bus Information:

Many of the walkers were unfamiliar with the city's ARTS Bus and found that it was difficult to locate the bus stops as well as information regarding the routes and schedules for the various bus routes. Route #10 was particularly challenging for the walkers because the route travels west on Colorado Blvd but returns east along Green Street without explicitly making this clear to riders. Drivers are not likely to leave their car behind in a parking garage or downtown workers likely to leave their office and take the bus to their next downtown destination if they do not know where the bus will take them, how much it will cost and when and how they can return. Walkers also commented on the lack of shelters, benches and lighting at many transit stops.

Recommendations:

1. Install ARTS Bus Signage: Installing ARTS Bus signage with route and schedule information is critical to making this downtown transportation system more effective.
2. Install ARTS Bus and Gold Line Station Information in Downtown Parking Garages: Installing ARTS Bus and Metro Gold Line Station information at the downtown parking structures is recommended so pedestrians can access a wider variety of destinations within and outside the downtown area.

2.3 District – by – District Improvements

The following improvements are best implemented district by district:

Suggestion: Improve Storefronts / Landscaping:

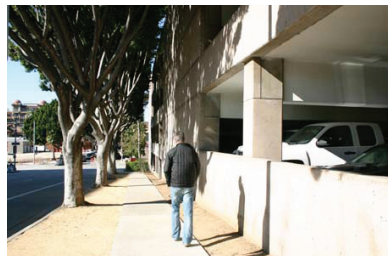
Walkers noted improvements to specific frontages or areas that lacked landscaping or had an inactive frontage. Specific improvement sites have been listed for each District in sections 3.4, 4.4, 5.3 and 6.4 of this report. The walkers felt that unattractive and inactive storefronts were a great deterrent to a positive pedestrian experience along a particular street or area. Walkers noted that both of these conditions might lead pedestrians to turn around and not continue on their path of travel or prevent them from taking this path again.

Recommendations:

1. Playhouse District Walkability Award: While public agencies have the authority to improve public areas, it is difficult to require private owners to do the same with their sites. To encourage private owners to create exceptional pedestrian environments, this report recommends establishing a Play house District Walkability Award. This Award would encourage businesses and local organizations to create pedestrian oriented destination and connections. Where appropriate, a Playhouse District Walkability Award plaque could be affixed at the location to highlight examples of good walkability to the wider Pasadena community.



Poor landscaping and trash at storefront



Need landscape buffer to parking garages



Blank walls and parking garages deter walkers

Downtown Pasadena



Need for bike racks



Need for more bike racks



Barren tree well

2. Funding Assistance: Matching grants are available for the City of Pasadena Planning and Development Department for certain sections of the city for storefront improvement and permanent landscaping. A detailed description of funding sources is located in the Funding Sources section at the end of this report.

Suggestion: Install Bike Racks:

Many walkers noted a lack of bike racks district-wide in the downtown. The addition of more bike racks may encourage bike riders to ride their bikes in the four districts more often. When riders recognize that comprehensive bike facilities are available in an area they are more likely to ride their bikes. Because each walkabout team covered only a small section of Pasadena's streets, installing bike racks only at the locations mentioned by walkers is unlikely to provide comprehensive bike rack coverage.

Recommendation:

It is recommended that the business district associations use the locations listed in the Appendix as an initial list for further detailed review. The City of Pasadena and the Metro have programs that support the installation of additional bike racks and a targeted program could include these entities. A program to install bike racks could be coordinated with programs to install trash receptacles, pedestrian lighting and other street furniture.

Suggestion: Plant Street Trees:

Walkers reported that the planting of new and infill street trees would greatly improve the pedestrian experience and would promote expansion of the city's urban forest. As mentioned above, street trees can be used to help provide a buffer between pedestrians and moving vehicles on adjacent roadways. A canopy of street trees creates a sense of enclosure for pedestrians as well as drivers and provides welcome relief from the summer sun. Street trees produce oxygen, help to reduce air pollution and therefore provide a healthier environment.

Recommendation:

A landscape architect, arborist or tree specialist is needed to identify the appropriate tree species for new tree planting as well as a root-trimming program for trees that have uprooted the sidewalk. This specialist should also examine the tree grates during the same program.

Suggestion: Provide More Trash Receptacles:

Members of the Walkabout Teams noted the lack of trash receptacles on many of the downtown streets. They pointed out that the lack of trash receptacles created litter and created unsightly areas.

Recommendation:

A coordinated district-wide trash receptacle program would achieve the most cost effective results. The City of Pasadena, the business district associations and/or their contractor(s) could take recommended locations from this report as a baseline list from which to design a wider and more comprehensive program.

Suggestion: Install Pedestrian Lighting:

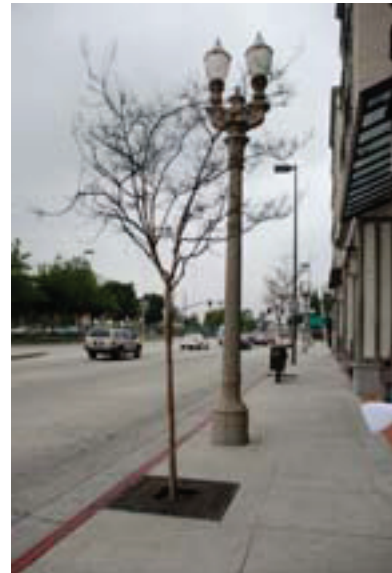
Walkabout Teams were concerned that only a few of downtown's streets had pedestrian-level lighting. The existing roadway lighting systems do not adequately light the sidewalks for a safe and comfortable pedestrian experience in many of downtown's nightlife districts such as Old Pasadena and the Playhouse District.

Recommendation:

A pedestrian lighting program coordinated across all four districts would achieve the most cost effective results. The City of Pasadena, the business district associations and/or their contractor(s) could take recommended locations from this report as a baseline list from which to design a pedestrian lighting program.



Example of needed trash receptacles



Pedestrian lighting improves pedestrian environment

Downtown Pasadena



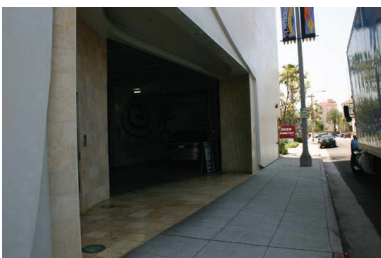
Tree roots uplifting sidewalks



Lack of Sidewalk on Pasadena Avenue



Wide sidewalks allow for public art



Narrow existing sidewalks need to be widened

Suggestion: Level Sidewalks:

Uplifted paving due to street tree roots mainly causes the issue of uneven sidewalks. The uneven sidewalks are a hazard for all pedestrians but are particularly dangerous for disabled persons, especially the visually impaired.

Recommendation:

A coordinated sidewalk repair and widening program would achieve more cost effective results, particularly if implemented in conjunction with the City of Pasadena. A surveyor / civil engineer could take recommended locations from this report as a baseline list for designing a program of improvements.

Suggestion: Widen Sidewalks:

Walkers were asked to record the width of sidewalks along their walkabout route. To identify those sidewalks that need widening to facilitate pedestrian movement, sidewalk widths are categorized as:

- Less than 7 feet: poor, requires significant widening
- 7 - 9 feet: average, requires some widening
- 10 - 14 feet: good, requires minor widening in some areas
- 15+ feet: excellent, widening not likely needed

Adequate width sidewalks are essential for creating a safe and positive pedestrian experience along the streets of Downtown Pasadena. Due to their narrow widths, sidewalks of less than 7 feet do not allow for the planting of street trees, the placement of street furniture such as bike racks, benches, trash receptacles, transit shelter and benches, etc. In addition, narrow width sidewalks, which often occur next to auto-oriented roadways like Union and Walnut Streets, do not allow for any buffer between walkers and moving vehicles. These streets often feel dangerous and un-friendly to pedestrians.

Sidewalks from 7 to 10 feet wide can accommodate some pedestrian amenities but do not provide for a comfortable pedestrian experience, as there is limited sidewalk area for pedestrians to be able to pass each other and for window shoppers to gaze in storefronts. There is very limited area for sidewalk café and other types of seating. Streetscape amenities and the area of the sidewalk for pedestrian movement are often inner-mixed and one unusually one loses out to the other.

Sidewalks from 10 – 14 feet wide feel reasonably comfortable and they can accommodate some more amenities than 7 -10 foot wide sidewalks, but are again limited in their ability to create positive pedestrian experience where people feel that they can stop and have a conversation or perhaps have a rest at a bench. Amenity and movement zones are more easily distinguished but are still very limited.

Sidewalks at 15 feet wide are considered the narrowest for successful pedestrian districts where sidewalk cafes are encouraged, enhanced transit stops can be provided with benches and lighting and bike racks and trash receptacles can be placed without cluttering up the sidewalk space needed for pedestrian movement.

Recommendation:

The map in Appendix J identifies existing sidewalks widths. Sidewalk widening programs should be initiated where sidewalks are currently the narrowest and where roadway widths can be adjusted to allow for the widenings.

Suggestion: Provide Way finding and Directional Signs:

While walkers did not often directly comment on the lack of way finding signs, this is an important way to achieve a sense of pedestrian community and helps visitors to Pasadena orient themselves. To encourage people to 'park once,' parking structures also could contain directional signage.

Recommendation:

A landmark location and way finding signage program should be developed and installed Downtown-wide to create a pedestrian route network and to create an identifiable sense of place. Walkers highlighted the landmark buildings and active shopping zones in each district and that more location signage for these sites and zones would improve the pedestrian experience. In Old Pasadena, walkers suggested that portions of Union Street could be turned into an historic architectural route with directional signage and descriptive storyboards.

Suggestion: Improve Alleyways and Plazas:

Certain alleyways and plazas could be improved in popular retail and entertainment areas and streets. Similar to the Paseo next to Vroman's Bookstore, these alleys and plazas could be improved by installing lighting, landscaping and public art to enhance the pedestrians retail and entertainment experience.



10-14 foot wide sidewalks



15 foot sidewalks

Recommendation:

Businesses should be encouraged to contribute to alleyway improvements, particular if these additional improvements complement other public improvements.

2.4 Additional Recommendations for Walkability

Suggestion: Downtown Parking Facilities as Gateways to Downtown Pasadena

There are 13 publicly parking facilities located with Downtown Pasadena. These parking facilities are centrally located, allowing people to park once and walk to multiple destinations before returning to their cars. A program to better link these garages to Downtown Pasadena as a whole and an educational campaign to help drivers understand how these parking facilities can be utilized to connect Downtown Pasadena as a whole would encourage more people to park once and walk to multiple destinations.

Recommendations:

1. **Pedestrian and Cyclist Information at Parking Garages:** Existing parking structures can provide pedestrian / cyclist information and facilities such as lockers and area maps showing destinations and local services. As a follow-up to this report, a study to identify additional improvements should be conducted by the business associations in conjunction with the City of Pasadena to review and update the pedestrian / cyclist signs and facilities within each parking structure.

2. **Provide More "Park Once" Opportunities:** Locating additional parking structures near and/or within Downtown Pasadena would encourage more residents and visitors to park once. Constructing new parking structures is a costly project and would require a detailed study of suitable sites, structure design and funding opportunities by the City of Pasadena and/or a parking operator/developer.



Public Parking Facilities can serve as gateways



Park and walk at public parking garages

Suggestion: Cycling and Walking in Pasadena

To encourage people to cycle, the City of Pasadena has installed more than 200 new bicycle racks since 2003 and has created designated bike lanes. Bike Lanes are provided on Corson Street and Pasadena Avenue, with Bike Routes on Marengo Avenue, Los Robles Avenue and Wilson Avenue. The City also is partnering with the Metro to provide cycle parking at Metro Gold Line stations.

Recommendation:

The Old Pasadena Management District, the Playhouse District Association and the South Lake Business Association should work with the City of Pasadena and Metro to install more bike rack facilities at these locations. (See report sections 3.4, 4.4, 5.3 and 6.4).

Suggestion: Other Pedestrian Improvements

As stated in the City of Pasadena's General Plan, the City of Pasadena's objectives are to:

- Install improved traffic signaling along major travel corridors to prioritize pedestrian crossing during midday, evening and weekend periods.
- Provide traffic signals with audible and tactile features to assist the visual and hearing impaired
- Install traffic calming measures to slow vehicle speeds and improve pedestrian safety

Recommendation:

The business district associations and the Paseo Colorado in the Civic Center/Mid-town should work with the City Pasadena to achieve these aims. (See report sections 3.4, 4.4, 5.3 and 6.4).

Summary of Walkabout Comments

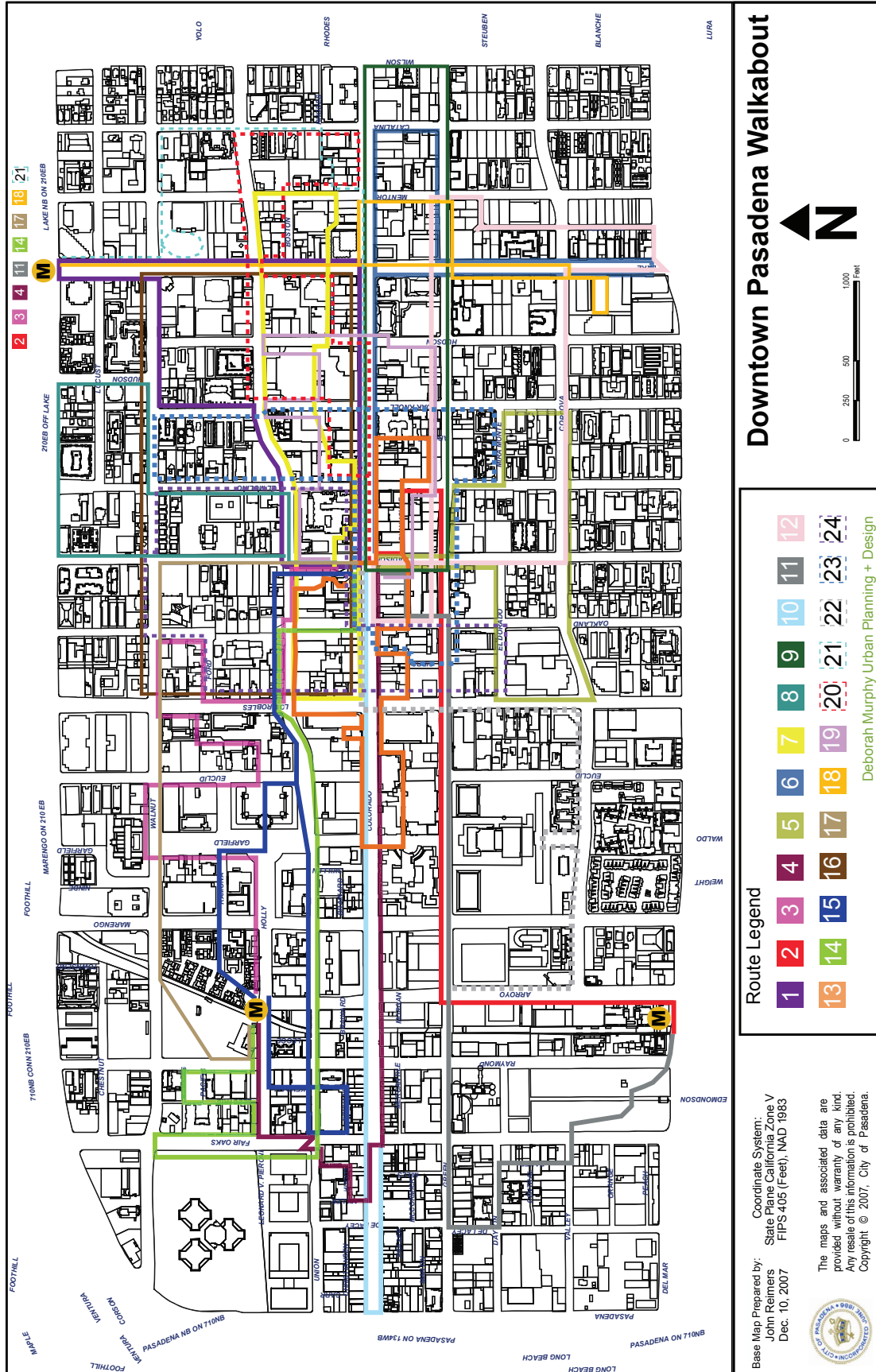
Detailed comments regarding specific issues by district are included in Appendices C - F.



Bicyclist on sidewalk



Example of bike Lane on Corson



3. Playhouse District

3.1 Walkabout Route Maps

The routes located in the Playhouse District are shown on the map at the end of this chapter.

3.2 District Character

The Playhouse District is bounded on the north by Locust and Walnut Streets, on the east by Catalina Avenue, El Dorado Street and Green Street on the south and Los Robles Avenue on the west. The Playhouse District takes its name from the Pasadena Playhouse Theatre, the historic state theatre of California, bringing a theatrical charm to the neighborhood and, together with the other live entertainment venues, museums, book stores and fine dining, creates a cultural and entertainment destination for both locals and visitors.

Since the eastward expansion of the business district along Colorado Boulevard in the 1920s, the Playhouse District has developed as Pasadena's town center with retail, business, professional and cultural activities. During the 1920s and 30s, residential, religious and cultural facilities were built, spurred on by a growing Pasadena tourist economy as well as the development of Pasadena's Civic Center and business area. The District retains many of the original buildings built during this period, and a significant portion of the District was listed on the National Register of Historic Places in 1994.

Key landmark sites in the district include the Pasadena Museum of California Art, the Pacific Asia Museum, the Pasadena Playhouse, Ice House Comedy Club, Vroman's Bookstore, Fuller Seminary, and the Theatre at Boston Court.



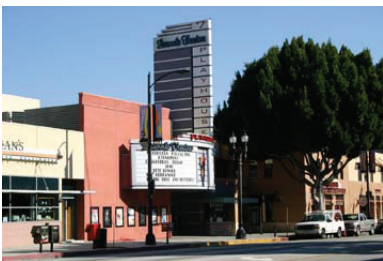
Pasadena Playhouse



Playhouse District identity program



Pacific Asia Museum mural



Vroman's Bookstore and Laemmle theatres



Ice House Comedy Club

Playhouse District



Pasadena District Association Map

3.3 Playhouse District Association

The Playhouse District Association (PDA) is a non-profit organization funded by a property-based business improvement district. Its primary role is to promote and enhance the economic vitality of the Playhouse District as Pasadena's center for culture, commerce and community. The PDA spearheaded the Downtown Pasadena Walkabout effort and has overseen the development of this report.

3.4 Walkabout Observations and Recommendations

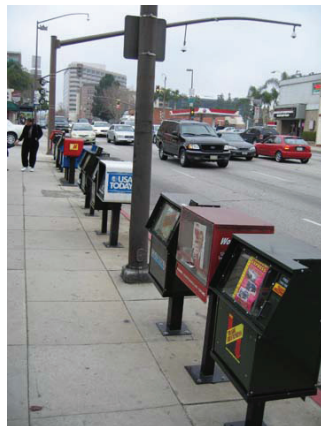
The Playhouse District is the largest district covered by the Walkabout. Table 3.1 below lists each recommended street improvement by the number of times walkers noted an issue:

Table 3.1: Playhouse District	
No. of Pedestrian and Street Improvements Comments	
Improvement	# of Comments
1 Improve Storefronts / landscaping	63
2 Slow Down Speeding Vehicles	53
3 Install Bike racks	46
4 Plants Street Trees	44
5 Install Pedestrian Signs for Metro Gold Line	37
6 Provide More Trash Receptacles	33
7 Install Pedestrian Lighting	32
8 Level sidewalks	29
9 Provide enhanced Bus stops / ARTS Bus Info	25
10 Enhance Pedestrian Crossings	22
11 Widen Sidewalks	19
12 Install Tree Grates	18
13 Improve Alleyways	8
14 Provide Wayfinding and Directional signs	7

Playhouse District



Utility boxes blocking narrow sidewalk



North Lake Ave. does not have street trees



Paseo at Vroman's Bookstore



Lack of pedestrian amenities in Market Alley

The top three walkers' comments in the Playhouse District are to:

Improve storefronts / landscaping
Install bike racks
Plant and restore street trees

General themes included:

- There are a number of sidewalk obstructions in this District, such as newspaper racks, and utility boxes.
- Alleyways in this District allow walkers access to attractive pedestrian areas that are separated from main roads and vehicular traffic. When walkers leave the alleys and come to a sidewalk, linkages across the street often do not exist, forcing pedestrians to the nearest intersection to safely cross the street.
- More street furniture, namely benches, bike racks and trash receptacles also are needed in this District, particularly on popular routes like Union Street and Madison Avenue.
- Installing more trees, especially on Lake Avenue between Colorado Boulevard and Maple Street, and along Walnut and Union Streets would improve the pedestrian experience. Repair to the district's tree grates would have a similar effect.
- Most walkers see the District's plazas as pleasant pedestrian environments; the Paseo next to Vroman's Bookstore has attractive public art and art tiles stairway and the Arcade Lane has active storefronts and an intimate, human-scale environment. The Trio Apartments Passage facing Colorado Boulevard was less favorably viewed as having blank frontages to the sidewalk, no landscaping or street furniture.
- Alleys off Green Street, Madison Avenue, and Oakland Ave are viewed as safe and clean. However, most other alleys in the District were viewed unfavorably. Hudson Avenue, Union Street and Walnut Street alleys are unsafe, unclean; Converse, Playhouse, Target, Market and Gibbs alleys are seen as unsafe and poorly maintained with little street furniture.

Playhouse District

- Union Street and Walnut Street were seen as having fast, noisy traffic that created an unpleasant pedestrian environment.
- There is virtually no pedestrian signage for the Metro Gold Line stations in the District. Route, schedule and fare signage for the ARTS Bus routes are also limited. The District has a number of landmark buildings that would benefit by the installation of pedestrian/cyclist way finding signs mounted on existing poles in the District.
- Walkers noted that more District signage is needed to create a sense of place. Walkers also noted an opportunity to place directional signage in the District's many alleyways to improve pedestrian connectivity.
- Union Street is a one-way street along which drivers travel at high speeds, creating a vehicle dominated environment. Union Street also has narrow sidewalks and lacks a shade canopy.
- Oakland and Mentor Avenues have good human-scale buildings with architectural character and have potential for pedestrian improvements. Mentor Avenue connects cultural landmarks like the Ice House and Boston Court Theatre.
- Walkers had mixed feelings about Green Street – they liked the shade canopy provided by the trees but disliked how tree roots uplift the sidewalk, making walking dangerous. This is a one-way street that drivers travel at high speeds, creating a noisy environment that is dominated by vehicles.
- Finally, walkers also had mixed feelings about Colorado Blvd, the District's main thoroughfare. While the wide sidewalks were favorably noted, the pedestrian experience is diminished by the lack of benches and news racks cluttering the sidewalk. In addition, the existing asphalt patches on the sidewalk installed to level uplifting caused by street tree roots and to patch open tree wells created problems for pedestrians. Walkers recommended that the sidewalks be removed and replaced with new paving and that open tree wells should be in-filled with metal tree grates and new street trees planted where they are missing.



Union Street is vehicle dominated and lacks street trees

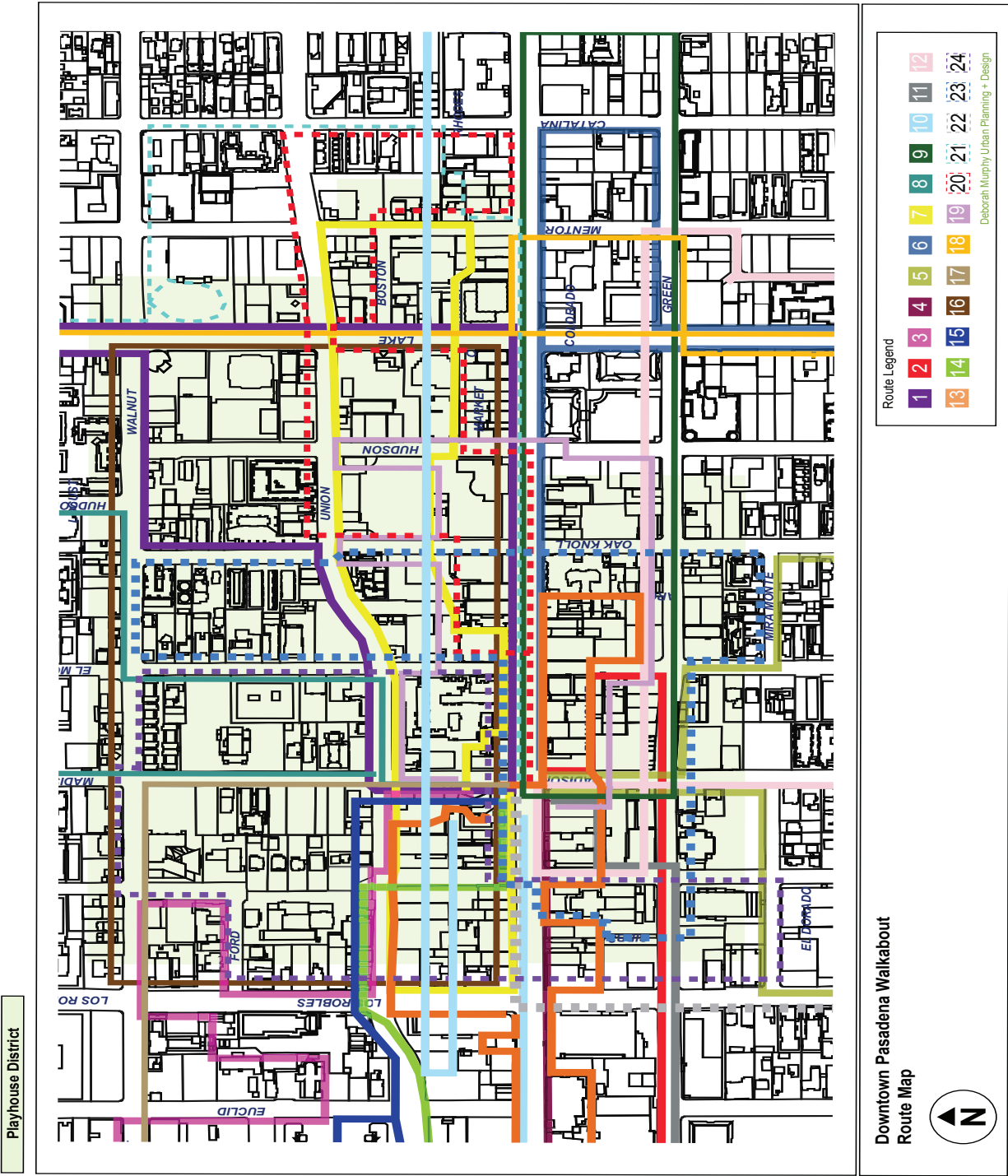


Human scale buildings on Mentor Ave.



Shady tree canopy on Green Street

Playhouse District



4. Old Pasadena District

4.1 Walkabout Route Map

The Walkabout routes located in the Old Pasadena District are shown on the map at the end of this chapter.

4.2 Old Pasadena Character

Old Pasadena is bounded to the north by Walnut Street, on the east by Pasadena Avenue, on the south by Del Mar Boulevard and on the east by Arroyo Parkway. The District has two Gold Line Stations – Memorial Park at Holly Street at Arroyo Parkway in the northern part of the District; and Del Mar Station at Del Mar Boulevard at Raymond and Arroyo Parkway in the southern part of the District. This 21-block District, which contains two historic public parks, is listed in the National Register of Historic Places.

The Old Pasadena District is nationally recognized for its vibrant Main Street and historic buildings that have been restored in accordance with design guidelines for historic districts. The District contains historic alleyways, restaurants with patio and sidewalk dining, specialty boutiques, art galleries, cinemas, major retail stores, and independent shops—a unique blend of old and new that recalls the heritage of Pasadena's early pedestrian and transit-based downtown.

4.3 Old Pasadena Management District

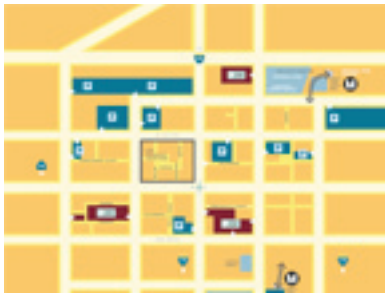
The Old Pasadena Management District (the “Management District”) is a non-profit business organization funded in part by a property-based business improvement district and Old Pasadena parking meter revenues from the District. The Management District plans, manages and markets Old Pasadena as a unique, authentic and vibrant downtown experience. The Management District currently contracts with the City of Pasadena to manage the Old Pasadena Business Improvement District that established in 2000 and the City-owned parking facilities in Old Pasadena – De Lacey, Schoolhouse Block and Marriott. The Management District was directly involved in the Downtown Pasadena Walkabout.



One Colorado shopping center



Colorado Blvd in Old Pasadena



Old Pasadena Map

Old Pasadena District

4.4 Walkabout Observation and Recommendations

Table 4.1 below lists each recommended street improvement by the number of times walkers noted an issue:

Table 4.1: Old Pasadena District No. of Pedestrian and Street Improvement Comments		
	Improvement	# of Comments
1	Improve Storefronts / landscaping	13
2	Slow Down Speeding Vehicles	9
3	Install Bike racks	7
4	Plants Street Trees	8
5	Install Pedestrian Signs for Metro Gold Line	7
6	Provide More Trash Receptacles	6
7	Install Pedestrian Lighting	7
8	Level sidewalks	6
9	Provide enhanced Bus stops / ARTS Bus Info	5
10	Enhance Pedestrian Crossings	5
11	Widen Sidewalks	4
12	Install Tree Grates	5
13	Improve Alleyways	3
14	Provide Wayfinding and Directional signs	2

Walkabout participants most often mentioned the following in their checklists:

- Install speed limit signs and enforce speed limit laws to slow drivers
- Improve storefronts and landscaping
- Install Metro Gold Line Station pedestrian directional signs
- Improve ARTS Bus stops by installing benches, lighting, route and fare information

General themes included:

- The alley walkways in Old Pasadena allow pedestrian access to commercial areas that are separated from main streets and sidewalks. When walkers emerge from the alleys linkages across the street often do not exist, forcing pedestrians to the nearest intersection to safely cross the street. Walkers suggested installing more bike racks and leveling / widening certain sections of sidewalk to improve walkability.
- Walkers noted more trees are needed along parts of De Lacey and Fair Oaks Avenues, Dayton and Union Streets and Arroyo Parkway. Tree grates are missing on Arroyo Pkwy, Raymond Avenue, Colorado Boulevard and Union Street. Landscaping of public plazas and alleys would improve the pedestrian experience.
- Installing more way finding and directional signage in Old Pasadena would help pedestrians find their way to local businesses and landmarks and better link Old Pasadena to other districts in Downtown Pasadena. Pedestrian signage to Metro Gold Line stations and bus route and fare information were also recommended.
- Parts of Kendall and Exchange Alleys are viewed as unsafe and dirty and should be improved by installing pedestrian lighting, trash receptacles and landscaping.
- Along the east side of Arroyo Parkway between Cordova Street & Del Mar Boulevard, walkers observed that although tree plantings are consistent, a number of tree wells are missing trees. Trash receptacles, bike racks, benches, and trash receptacles were noted in this area. Walkers found exposed garbage in park utility boxes in the adjoining Central Park.



Memorial Park Metro Gold Line Station



Good example of a transit stop



Exchange Alley needs pedestrian amenities

Old Pasadena District

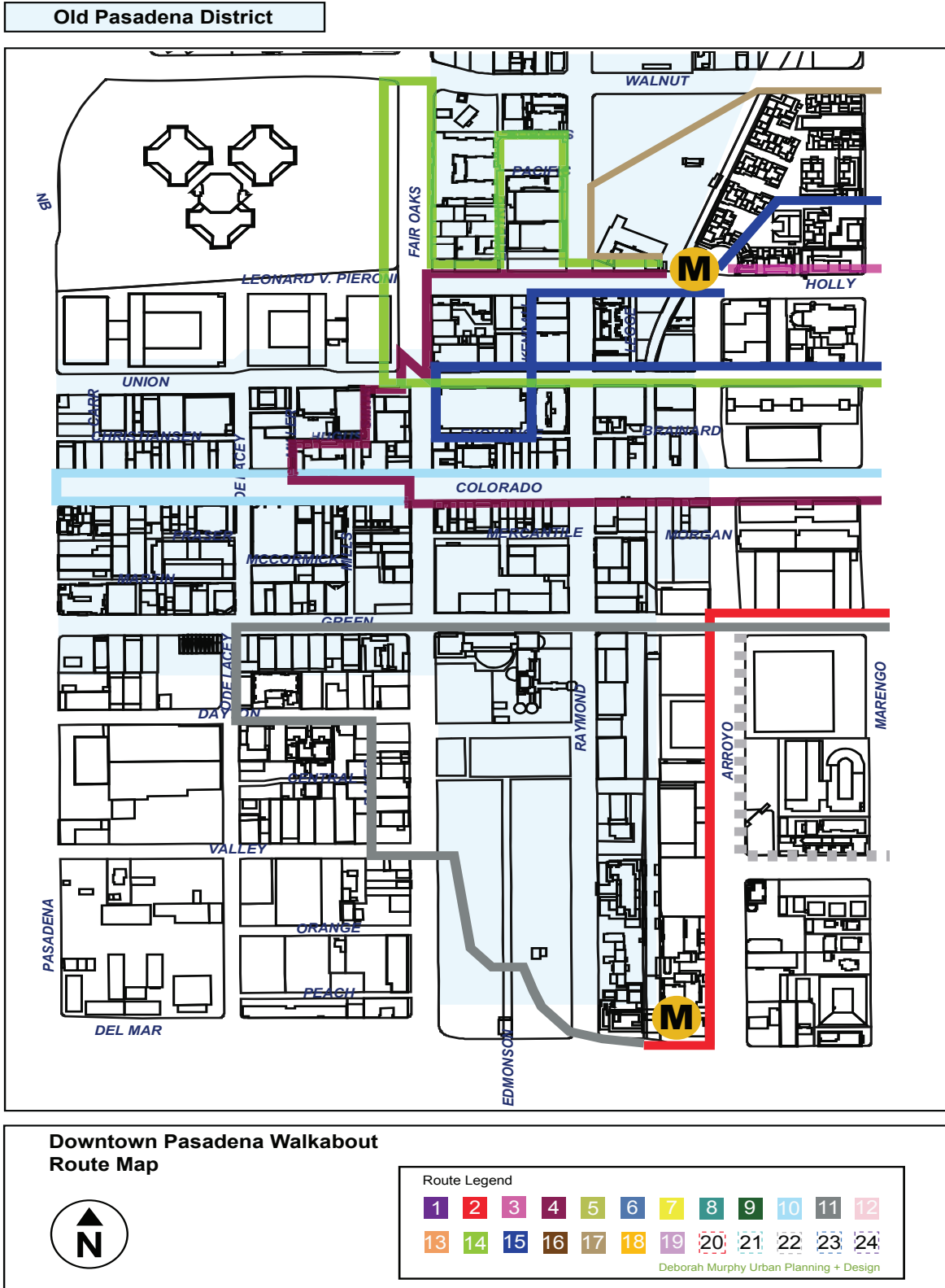
- Walkabout team members suggested parts of Union Street could be turned into a historic architectural route with directional signage and descriptive storyboards.
- Team members also suggested closing off part of Colorado Blvd to vehicular traffic for special events.



Fair Oaks Avenue in Old Pasadena

Other comments included:

- Some skateboarders observed on Colorado Boulevard
- Bike lane requested for Colorado Boulevard
- Part of Colorado Boulevard could be closed for traffic
- Crossing at Kendall Alley / Union Street are unsafe
- Restaurant seating on the south side of Green Street between De Lacey and Raymond Avenues blocks sidewalk
- Some pedestrian crosswalks on Colorado Boulevard need re-stripping
- Leavitt Pavilion needs landscaping



5. Civic Center/Mid-town District

5.1 Walkabout Route Map

The routes located in the Civic Center/Mid-town District are shown on the map at the end of this chapter.

5.2 District Character

The borders of the Civic Center/Mid-town District are Walnut Street to the north, Los Robles Avenue to the east, Cordova Street to the south and Arroyo Parkway to the west. The Memorial Park Gold Line Station is located on the Civic Center/Mid-town's northwestern boundary.

This district contains many of Pasadena's civic landmark buildings sites and, overall, the district is pedestrian-oriented with attractive historic architecture, wide sidewalks and several public plazas. Walkers noted that several office buildings and retail buildings located in the Civic Center/Mid-town District create blank, inactive frontages to the sidewalk. The City of Pasadena has prepared and approved a Concept and Design Plan for improvements in the Civic Center/Mid-town District that includes the redesign of Centennial Square/Holly Street, Garfield Avenue, Holly Street and Colorado Boulevard. Key landmarks include the historic City Hall, Central Library and the Pasadena Civic Auditorium, the Pasadena Convention Center and Paseo Colorado.



Courtyard at City Hall



Pasadena Central Library

Civic Center/Mid-town District

5.3 Walkabout Observations and Recommendations

Table 5.1 below lists each recommended street improvement by the number of times walkers noted an issue:

Table 5.1: Civic Center/Mid-town	
No. of Pedestrian and Street Improvements Comments	
Improvement	No. of Comments
1 Improve Storefronts / landscaping	23
2 Slow Down Speeding Vehicles	17
3 Install Bike racks	14
4 Plants Street Trees	11
5 Install Pedestrian Signs for Metro Gold Line	11
6 Provide More Trash Receptacles	11
7 Install Pedestrian Lighting	11
8 Level sidewalks	11
9 Provide enhanced Bus stops / ARTS Bus Info	8
10 Enhance Pedestrian Crossings	8
11 Widen Sidewalks	7
12 Install Tree Grates	7
13 Improve Alleyways	5
14 Provide Wayfinding and Directional signs	0

Civic Center/Mid-town District

The District has some of the best streets in Downtown Pasadena because they have shade trees, wide sidewalks and landscaped parkways. Walkers noted these good examples:

Holly Street from the Memorial Park Gold Line Station to City Hall; Garfield Avenue from Colorado Blvd to the Central Library Euclid Ave between City Hall and All Saints' Episcopal Church.



Holly Street parkway and mature trees

Walkabout participants most often mentioned the following in their checklists:

Improve storefronts / landscaping adjacent to the sidewalk
Install speed limit signs to enforce traffic laws to reduce driver speed
Install trash receptacles

General themes included:

Walker survey results also showed that more pedestrian Metro Gold Line station signs and street furniture would improve walkability, including benches, bike racks, better pedestrian-marked crossings, pedestrian amenities for bus stops, such as installing benches and providing route / fare information.



Special sidewalk paving on Garfield Ave.

Walkers noted a lack of speed limit signs primarily on streets where vehicles were traveling at unsafe speeds. Installing additional speed limit signs and implementing traffic calming measures along Green Street and Walnut Street may help to slow drivers.

A detailed analysis of the District's main pedestrian thoroughfares, alleys and plazas is needed to further define pedestrian and landscaping improvements.

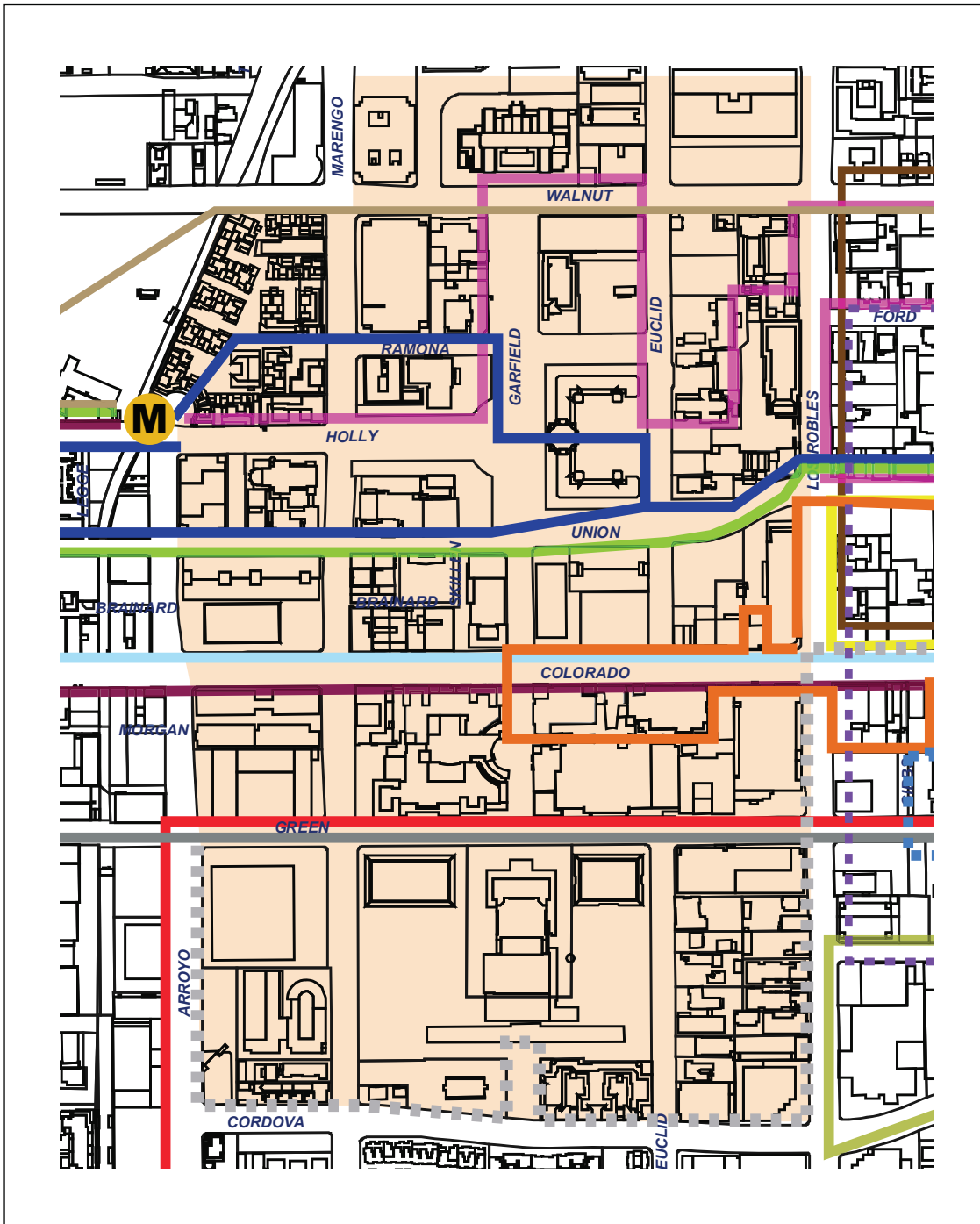
The section of Green Street near the Pasadena Convention Center and the south side of Paseo Colorado has inactive frontages to the sidewalk.



Loading dock for Paseo Colorado on Green Street

Civic Center/Mid-town District

Civic Center/ Mid-town District



Downtown Pasadena Walkabout Route Map



Route Legend

- | | | | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|----|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |

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6. South Lake District

6.1 Walkabout Route Map

The routes located in the South Lake District are shown on the map at the end of this chapter.

6.2 South Lake Character

South Lake is the smallest in area of the four districts. Its geographic boundaries are north to Colorado Boulevard and just south of California Boulevard; east to Mentor Avenue and west to Hudson Avenue. South Lake Avenue is evolving towards a mixed-use urban character with residential infill returning within and adjacent the District. New mixed-use developments include the Lofts at South Lake, the Pasadena Collection Luxury Condominiums, and the San Pasqual residential development. In 2003, The Shops on South Lake opened in 2003 and includes 136,000 square feet of new retail, restaurant and grocery space and Macy's Department Store (the former Bullock's built in 1947), currently closed and undergoing major renovation which will preserve its historic character.

6.3 South Lake Business Association

The South Lake Business Association is a non-profit property-based business improvement district whose mission is to maintain and enhance the economic vitality of South Lake Avenue as Pasadena's premier shopping and office destination. The South Lake Business Association was a supporting organization for the Downtown Pasadena Walkabout.



South Lake landscaping



The Commons on South Lake Avenue



South Lake Avenue Shops & Restaurants

South Lake District

6.4 Walkabout Observations and Recommendations

Table 6.1 below lists each recommended street improvement by the number of times walkers noted an issue:

Table 6.1: South Lake District	
No. of Pedestrian and Street Improvements	Comments
Improvement	No. of Comments
1 Improve Storefronts / landscaping	5
2 Slow Down Speeding Vehicles	7
3 Install Bike racks	7
4 Plants Street Trees	6
5 Install Pedestrian Signs for Metro Gold Line	5
6 Provide More Trash Receptacles	4
7 Install Pedestrian Lighting	5
8 Level sidewalks	3
9 Provide enhanced Bus stops / ARTS Bus Info	4
10 Enhance Pedestrian Crossings	3
11 Widen Sidewalks	3
12 Install Tree Grates	1
13 Improve Alleyways	0
14 Provide Wayfinding and Directional signs	1

Walkabout participants most often mentioned the following in their checklists:

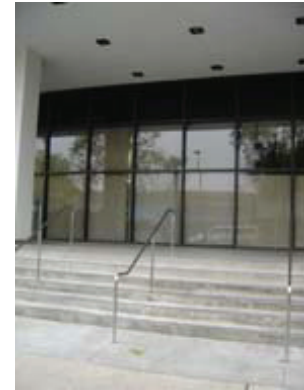
- Improve storefronts / landscaping
- Install pedestrian lighting
- Level the sidewalk
- Install trash receptacles

General themes included:

- Walkers highlighted Green Street as a busy traffic thoroughfare that generates high levels of traffic noise. Walkers also noted the significant number of trees that, in addition to the multilevel buildings create a sense of enclosure along Green Street.
- Installing bike racks would improve the pedestrian experience in this district.
- The section of Colorado Blvd between Oak Knoll and Catalina Avenues is seen as unsafe at night, possibly due to the office buildings that present an inactive frontage to the sidewalk. Walkers also note there are no trees or pedestrian lighting on Mentor near Colorado.

Other comments included:

- Lake Ave Corporate Plaza near Cordova Street was a well used, popular block
- Green Street has a canyon effect due to the tree canopy between Mentor and South Lake Avenues, homeless people and graffiti were noted on this section
- 908 Green Street has pipes that protrude into sidewalk, hazardous
- 928 Green Street is boarded up
- Entrance to Pasadena Towers, 800 E Colorado Blvd, is unsafe for pedestrians
- Skateboarders were observed on Del Mar Boulevard and on South Lake Avenue, where signs were posted stating a skateboarding prohibition
- Water ponding on Mentor Avenue between Green Street and Colorado Boulevard
- The driveway at Bistro 45 restaurant located at 45 S Mentor Ave, is unsafe for pedestrians because of conflicts between cars and pedestrians crossing the wide vehicle sidewalk driveway entrance



Barren store front

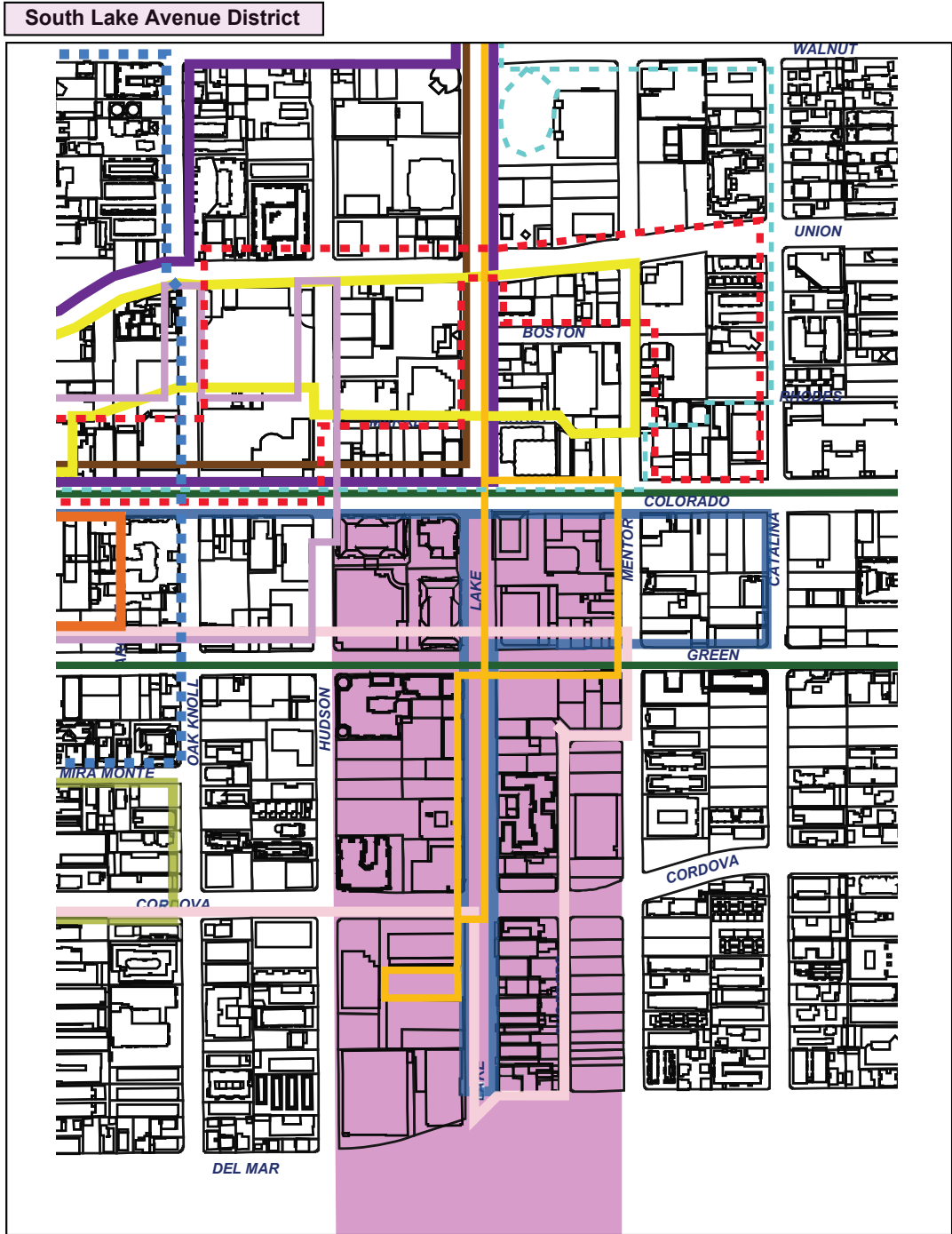


Corporate Plaza is a popular block



Although skateboarding and cycling on the sidewalk is not allowed it is often times observed

South Lake District



Downtown Pasadena Walkabout Route Map

Route Legend

1	2	3	4	5	6	7	8	9	10	11	12
13	14	15	16	17	18	19	20	21	22	23	24

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7 Metro Gold Line Stations

7.1 The Metro Gold Line

The Gold Line connects Downtown Pasadena in a south-westward direction to South Pasadena, Highland Park, Lincoln Heights and Downtown Los Angeles and eastward to Sierra Madre Villa Station in East Pasadena.

Three Downtown Pasadena Gold Line stations are located within the Walkabout zone:

- Del Mar Boulevard
- Memorial Park
- Lake Avenue

Seven walkabout routes included the Metro Gold Line stations. Walkers' comments and recommendations are summarized below:

7.2 Del Mar Gold Line Station

The Del Mar Station is located between South Raymond Avenue and South Arroyo Parkway at Del Mar Boulevard and serves Old Pasadena on the south. The station is situated within the Del Mar Village Apartments and is adjacent to the newly opened La Grande Orange Café. In addition, it is across South Raymond Avenue from the historic Central Park, a venue for the City's Annual Jazz and Blues Festival.

Walker Observations At the Station

Walkers found the station "dirty" and "noisy." They also found the station's orientation "unclear" with the ticket booth being difficult to locate and little fare or route information posted. Although they saw trash receptacles in the station, trash was strewn about.



Metro Gold Line Map

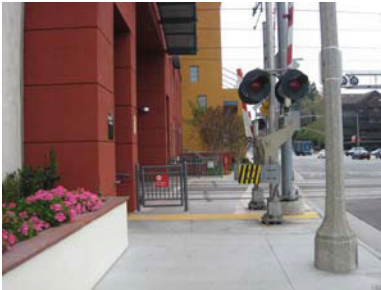


Del Mar Gold Line Station

Metro Gold Line Stations



Metro Gold Line Train
arriving at Del Mar Station



Pedestrian Access
around Del Mar station

Walker Observations Approaching the Station

Approaching the station from the east side of Arroyo Parkway, walkers found the environment scenic and quiet, with an attractive entrance court that enhanced pedestrian movement. Walkers noted that there were limited places to cross Arroyo Parkway to the station. There is auto-oriented signage to the station at this intersection.

Walkers observed that the vehicle speed limit is not posted; drivers are averaging “reasonable” speeds of 35mph. Parking signage near the station is clear.

Walkers noted the sidewalk along the east side of Arroyo Parkway is 10ft wide and clean; the sidewalk is uplifted near the Bank of America.

Improvements Recommended at the Station

Walkers recommended the following Del Mar Gold Line Station improvements:

- Install noise mitigation measures, for example a noise screen.
- Remove excessive station amenities that clutter the station
- Install trash receptacles with a more effective design
- Request Metro to review the station’s pedestrian access, which walkers found confusing
- Place signage at the station entrance directing passengers to the ticket booth
- Install additional fare and route information

Improvements Recommended along the Station Approach

Walkers recommended the following improvements adjacent to the Del Mar Gold Line Station:

- Install a pedestrian crossing at Arroyo Parkway convenient to the station
- Post signs for drivers along Del Mar Boulevard and Arroyo Parkway warning of pedestrians crossing to the station

7.3 Memorial Park Gold Line Station

Located in the northern section of Old Pasadena, Memorial Park Station serves Old Pasadena, the Pasadena Senior Center, Civic Center, City Hall, Leavitt Pavilion, Holly Street Village Apartments and nearby employment centers. The station is located at the southeastern corner of Memorial Park and is accessed via Memorial Park and from Holly Street; also it is integrated into the Holly Street Village Apartment mixed-use complex. This station is located midway between the Lake Avenue and Del Mar Gold Line stations.



Approach to Memorial Park Station

Walker Observations at the Station

Unlike the Del Mar and Lake Avenue Gold Line stations, walkers noted that the Memorial Park station has a friendly, quiet environment. However, walkers noted trash around the station planters, token box and newspaper racks. Walkers did not see any bike racks at the station, although the Metro states that it has installed bike racks on the station premises. This indicates that the bike racks may not be located and/or appropriately marked for ease of use.



Memorial Park Station

Walker Observation Approaching the Station

On the morning of the Walkabout, walkers noted many pedestrians on Holly Street near the Memorial Park station. Walkers found Holly Street noisy although not hostile to pedestrians. They saw directional signs on Holly Street to the Metro Gold Line and found the street crossing to the station safe and easy.



Memorial Park Station

They noted the bus stop outside the station was littered and no ARTS Bus fare or route information is posted. They also suggested installing a bench and more lighting at the transit stop.

Walking along the north side of Holly Street from the Station to Raymond Avenue, walkers noted an even sidewalk, between 6 – 10 feet wide with no pedestrian obstructions. There are missing tree grates but consistent tree species; no landscaping but a median strip is present. Trash receptacles, bike racks, benches and street lighting are located along this section of Holly Street.

Metro Gold Line Stations



Memorial Park Station Platform

Improvements Recommended at the Station

Walkers recommended the following Memorial Park Station improvements:

- Remove excessive station amenities that clutter the station
- Install trash receptacles with a more effective design
- Request Metro to provide more effective pedestrian orientation to the station, which walkers found confusing
- Place signage at the station entrance directing passengers to the bicycle racks
- Install additional fare and route information
- Install benches and more lighting

Improvements Recommended Along the Station Approach

Walkers recommended the following improvements adjacent to the Memorial Park Station:

- Install trash receptacles, pedestrian lighting and benches at the transit stop outside the station
- Install ARTS Bus route and fare information outside the station
- Infill missing tree grates along north side of Holly Street from the station to Raymond Avenue

7.4 Lake Avenue Gold Line Station



Lake Ave Station at freeway

The Lake Avenue Station, immediately adjacent to the Playhouse District also serves Pasadena's financial district and the South Lake Avenue corridor comprised of office buildings, residential complexes, shops and restaurants. The station is located below street level within the 210 Freeway right-of-way between Corson and Maple Streets and is accessed from above on the east and west sides of Lake Avenue.

Walker Observations At the Station

Walkers found the environment at Lake Ave Station unfriendly and hostile to pedestrians due to heavy traffic noise generated by the immediately adjoining 210 Freeway, trash adjacent to the station entrance, planter boxes with trash and no schedule information.



Lake Avenue Gold Line Station

Walker Observations Approaching the Station

At the North Lake Avenue / Corson Street intersection, walkers found the environment to be 'hostile' to pedestrians due to 'severe' freeway traffic noise and trash on the sidewalk. They saw few pedestrians walking to or from the station. Also noted were few active storefronts near the Lake Avenue / Corson Street intersection.



Walkabout Team experiences Lake Avenue Station Platform in the middle of the Freeway

There are auto-oriented directional signs to the Lake Avenue Station but limited and safe pedestrian connections to the station. Where connections are located, crossing the street to the station feels unsafe because of the many cars turning across the pedestrian crossing. Compounding this problem are the short walk signal and the poorly marked and faded crosswalk markings and the lack of directional signage to any of the Downtown Pasadena districts or key landmarks either in the station or outside. The vehicle speed limit is not posted and walkers note that drivers travel at high speed along the sections of Lake Avenue and Corson Street near the station. There are no clear parking or drop-off signs.



Trash in Planters at Lake Avenue Gold Line Station

At the transit stops outside the station, benches, adequate lighting, and route and fare information are provided.

The sidewalk at Lake Avenue and Corson Street is 20 feet wide and even. There is no tree planting or parkway along this section due to its location on a bridge over the 210 Freeway. In terms pedestrian amenities, there are no pedestrian lighting, benches, trash receptacles or bike racks at this intersection. Walkers report noted that the median in not landscaped creates a barren feeling.



Pedestrian Crossing near Lake Ave Gold Line Station

Metro Gold Line Stations



Excessive news racks clutter the sidewalk at Lake Ave.\



Need to emphasize pedestrian crossing at Corson Street near the station

Improvements Recommended at the Station

Walkers recommended the following Lake Avenue Gold Line Station improvements:

- Install noise mitigation measures; for example, a noise screen.
- Remove excessive station amenities that clutter the station
- Install trash receptacles with a more effective design
- Install additional fare and route information

Improvements Recommended along the Station Approach

Walkers recommended the following improvements adjacent to the Lake Avenue Gold Line Station:

- Formalize or emphasize the pedestrian crossing at the Lake Avenue / Corson Street intersection next to the station
- Increase length of pedestrian walk signal at this intersection
- Post signs for drivers along Lake Avenue and Corson Street warning of pedestrians crossing to the station
- Install signs directing Gold Line users to convenient parking
- Add landscaping and street trees on the sidewalk and in the median on Lake Avenue
- Install street lighting, benches, trash receptacles and bike racks on the approach to the station

7.5 Recommended Improvements at All Three Downtown Pasadena Metro Gold Line Stations

The Los Angeles Metropolitan Transportation Authority (Metro) is responsible for station improvements and recommended improvements would require Metro's approval.

Improvements at all three Downtown Pasadena Metro Gold Line Stations

Remove excessive station amenities that clutter the station. Walkers found litter stuffed into many of the station amenities, like the planters and newspaper racks instead of in the trash receptacles. Lack of maintenance of these items in the stations is of concern and needs to be addressed.

- Trash receptacles need to be installed and/or re-designed because walkers found litter at all three stations. Station trash receptacle design should be compared to other designs and the most appropriate design incorporated at these stations.
- Install ancillary station furnishings that are easy to clean and maintain: station art and furnishings should be durable.
- More Gold Line signage, including route and fare information, is needed at all three stations as well as information regarding public transportation route connections from each Metro Gold Line stop, other Metro lines and bus routes, particularly the ARTS Bus.

Review Metro Gold Line Signage

Walkers on all routes noted a lack of Metro Gold Line Station pedestrian directional signage. Significant new signage directing pedestrians to the Gold Line Stations is needed throughout Downtown Pasadena.

Signage is best located at intersections and along popular pedestrian routes. Signs should be consistent in the use of branding, logos and color so pedestrians can easily identify them. Signs also should list route, fare and schedule information, as well as Metro's telephone number and website details so passengers can easily access additional route information.

8 Organizational Collaboration for Next Steps and Potential Sources of Funding for Street Improvements

8.1 Organizational Collaboration for Next Steps

A coordinated program of pedestrian improvements throughout Downtown Pasadena is expected to achieve better and more efficient program to fund, design and install improvements. A joint coordinating body could be created to oversee improvement programs that would include representatives from the four downtown business districts, the City of Pasadena, and other appropriate stakeholders as may be identified.

8.2 Parking Meter Revenue

Parking meter revenue (net of expenses) is a source of funds that has been used successfully in Old Pasadena to fund streetscape and alley walkway improvements and operate and maintain the improvements. Also, parking meter revenue from parking meters in the Civic Center/Mid-town District can be pledged for streetscape improvements in that District. If parking meters are installed in the Playhouse and South Lake Avenue Districts, parking meter revenues (net of expenses) from parking meters in those districts should be pledged for streetscapes improvements.

8.3 Metro Call for Projects Funding

Metro is responsible for allocating discretionary federal, state and local transportation funds to improve all modes of surface transportation. Metro also prepares the Los Angeles County Transportation Improvement Program (TIP). A key component of TIP is the Call for Projects program, a competitive process that distributes discretionary capital transportation funds to regionally significant projects.

Every other year, Metro accepts Call for Projects applications in eight modal categories, including non-motorized transportation (pedestrian and bike improvements) and transit improvements. Local jurisdictions like the City of Pasadena can submit applications proposing pedestrian,

Organizational Collaboration

bike, and transit and transportation enhancement projects for funding. Projects to assist in implementing the recommendations in this report would fall into three modal categories: Regional Bikeways and Pedestrian Improvements, Transit Capital and Transportation Enhancements.

- Regional Bikeways and Pedestrian Improvements Modal Category includes: design, right-of-way acquisition and construction of bicycle lanes and paths, related project amenities such as bike racks, pedestrian access improvement projects and landscaping, signage, lighting and street furniture for bicycle and pedestrian facilities, and preservation of abandoned railway corridors.
- Transit Capital modal category the following are eligible: bus capital projects, improvements or construction of transit stations, transit centers and park and ride lots, commuter rail projects, bus stop improvements and transit vehicle or transit equipment purchases.
- Transportation Enhancements Modal Category includes: Acquisition of scenic or historic sites, scenic or historic highway programs, landscaping and scenic beautification, historic preservation, rehabilitation of historic transportation buildings, control and removal of outdoor advertising, archeological planning and research, environmental mitigation to address water pollution due to highway runoff, safety and educational activities for pedestrian and bicyclists, reduction of vehicle caused wildlife mortality and establishment of transportation museums.

The City of Pasadena can apply for grants in any of the above listed categories to implement the recommendations in this report.

8.4 Caltrans Planning Grants

Caltrans provides the following one-time transportation planning grants in the following categories:

- Partnership Planning
- Transit Technical Planning Assistance
- Environmental Justice: Context-Sensitive Planning
- Community-Based Transportation Planning

Using the recommendations of this report, the City of Pasadena can apply for one of these planning grants to coordinate the planning and design necessary to implement the recommendations.

8.5 State of California and Federal-Funded Safe Routes to School Grants

Streets requiring improvements near schools can qualify for funding under the Safe Routes to School programs administered by Caltrans. The City of Pasadena can join the local school district in applying for the state and federally funded grants.

Safe Routes to School is an international movement that has taken hold in communities throughout the United States. The concept is to increase the number of children who walk or bicycle to school by funding projects that remove the barriers that currently prevent them from doing so. Those barriers include lack of infrastructure, unsafe infrastructure, lack of programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community. Thirty years ago, 60% of children living within a 2-mile radius of a school walked or bicycled to school. Today, that number has dropped to less than 15%. Roughly 25% commute by school bus, and well over half are driven to/from school in vehicles. And back then, 5% of children between the ages of 6 and 11 were considered to be overweight or obese. Today, that number has climbed to 20%. These statistics point to a rise in preventable childhood diseases, worsening air quality and congestion around schools, and missed opportunities for children to grow into self-reliant, independent adults.

Safe Routes to School Programs are intended to reverse these trends by funding projects that improve safety and efforts that promote walking and bicycling within a collaborative community framework. It is through local champions working with a coalition of parents, schools, professionals in transportation, engineering, health, law enforcement, that the most sustainable projects are expected to emerge.

Caltrans administers funding for Safe Routes to School projects through two separate and distinct programs: the state-legislated Program (SR2S) and the federally legislated Program (SRTS). Both are competitive reimbursement programs that seek the same goal of increasing the number of children who walk or bicycle to school but differ in some important respects. The state program funds only infrastructure projects and requires a 10% local match, whereas the federal program funds infrastructure and non-infrastructure (educational and outreach programs, etc) and does not require a local match.

8.6 State of California Housing and Community Development - TOD Housing Program

In 2008, the California Department of Housing and Community Development has available approximately \$95 million in funding for the Transit Oriented Development (TOD) Housing Program (the "Program"). Funding is provided under the Housing and Emergency Shelter Trust Fund Act of 2006 (Proposition 1C) pursuant to the TOD Implementation Program established by Part 13 of Division 31 of the Health & Safety Code, commencing with Section 53560.

Program funds are available as permanent financing for the development and construction of mixed use and rental housing development projects, for homeownership mortgage assistance, and for grants for infrastructure necessary for the development of housing near transit stations, or to facilitate connections between housing and transit stations.

The maximum Program loan or grant, or combination of the two, for a single housing development shall be \$17 million. The total maximum amount of Program assistance for applications based on a single Qualifying Transit Station and all awards of Program funds over the life of the Program shall be \$50 million.

Under this program the City of Pasadena could join with a developer of a transit oriented development near one of the three Metro Gold Line stations for funding of pedestrian, transit and bicycle infrastructure facilities like those recommended in this report.

8.7 State of California Housing and Community Development – Infill Infrastructure Grant Program

In 2008, approximately \$240 million in funding is available from the California Department of Housing and Community Development for the Infill Infrastructure Grant ("IIG") Program. Funding is provided under the Housing and Emergency Shelter Trust Fund Act of 2006 (Proposition 1C) pursuant to Chapter 2 of Part 12 of Division 31 of the Health & Safety Code, Sections 53545.12 and 53545.13.

IIG Program Funds are available as grant funds for the gap funding of infrastructure improvements necessary to facilitate new infill housing development for specific residential or mixed-use infill development projects and areas.

A **Qualifying Infill Area** is an area that meets all the criteria as set forth in Sections 303 and 307 of the Program's published Guidelines. The minimum Program grant for a **Qualifying Infill Area** is \$2 million in urban areas and \$1 million in rural areas. The maximum Program grant for a Qualifying Infill Area is \$30 million for this NOFA with a maximum of \$50 million over the life of the Program.

Under this program, the City of Pasadena could join with one of the business improvement districts for funding of pedestrian, transit and bicycle infrastructure facilities that support new housing in Downtown Pasadena, like those recommended in this report.

8.8 Storefront Improvement Funds: City of Pasadena Planning and Development Department

Created in 1992, Pasadena's Storefront Improvement Program assists commercial business and property owners in the City's Redevelopment Project Areas and "Neighborhood Target Areas" within the business districts in Pasadena.

This matching grant storefront improvement program has been implemented to stimulate efforts to improve the street appearance of Pasadena's commercial and business facades and renovation, restoration and preservation of the Pasadena's many historic buildings.

The City will fund eligible project costs for approved storefront improvements, up to a maximum rebate of \$20,000 per building, a maximum rebate of \$25,000 for historic buildings, and multi-tenant structure participation may receive up to \$10,000 per storefront. Typical improvements include: awnings, doors, lighting, painting, signs, tile, windows and permanent landscaping.

Eligibility is limited to those buildings located within portions of select Redevelopment Project Areas, which includes: Downtown (which includes portions of the Playhouse District), Fair Oaks Avenue-Orange Grove Boulevard. Eligible areas also include approved Neighborhood Target Areas on South Lake Avenue (between the 210 Freeway on the north and California Blvd on the south; and on East Colorado Boulevard (between Lake Avenue on the west and the Pasadena city limit on the east).

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8.9 Los Angeles County Bicycle Coalition (LACBC)

The City of Pasadena and the districts should coordinate with the LACBC on installation of bike racks and other bike related issues.

Founded in 1998, Los Angeles County Bicycle Coalition (LACBC) works to build a better, more bike-able Los Angeles County. LACBC is the only nonprofit, membership-based organization working exclusively for the millions of bicyclists in Los Angeles County. Through advocacy, education and outreach, Los Angeles County Bicycle Coalition brings together the diverse bicycling community in a united mission to make the entire L.A. region a safe and enjoyable place to ride.

LACBC envisions a new Los Angeles that is a great place for everyday, year-round cycling; a Los Angeles with healthier, more vibrant communities, where the air is cleaner, streets are safer and quieter; a Los Angeles where people can live, work and thrive.

Los Angeles County Bicycle Coalition develops campaigns, programs, resources and events to support bicycling-related advocacy, education, outreach and fun all around Los Angeles County. LACBC works with the 88 civic jurisdictions of Los Angeles County, as well as with Caltrans, LADOT, METRO and other agencies. LACBC also acts as “bike central” - a resource for individuals and organizations from all reaches of the County, California and the nation.

8.10 Cyclists Inciting Change through Live Exchange (C.I.C.L.E.)

Another resource for the city and the districts regarding bicycle-related issues and programs is C.I.C.L.E.

C.I.C.L.E. (Cyclists Inciting Change thru Live Exchange) is Los Angeles-based, not-for-profit group that seeks to promote the bicycle as a viable and sustainable transportation choice. Their primary objective is to get people thinking about transporting themselves responsibly — making positive choices for ourselves, others and especially the planet. Their website offers progressive bicycle news, culture and advocacy resources. C.I.C.L.E. also offers educational workshops and events for those in the Los Angeles area.

8.11 Historic Properties Incentives and Special Provision

Since 1969 the City has formally recognized the benefits of preserving its historic sites and structures. It has a cultural heritage ordinance, two commissions entrusted with protecting historic resources, and a program within its Planning and Development Department to support historic preservation. The City has also designated forty-seven sites and structures as landmarks and six areas as historic districts. In addition, over 1,000 properties in Pasadena are listed in the (either individually or as part of districts).

The City offers several incentives and special provisions to promote the preservation of historic sites and structures. In many cases, these incentives are available only if a building has been designated as a landmark or if it is listed in the National Register of Historic Places (either individually or as part of a district). Some incentives, however, are available to all historic properties, designated or eligible for designation. Planning staff in the Design & Historic Preservation Section can identify which incentives, if any, may apply to individual properties. They can also explain the process of designating a building as a landmark or of nominating it to the National Register.

The following programs are available for historic properties:

Mills Act Program

The City of Pasadena Historic Property Contract Program was established in October 2002 under the authority of a State program known as the Mills Act. This program allows owners of designated historic properties to enter into a contract with the City to reduce their property taxes in exchange for agreeing to maintain the historic character of their property in accordance with established guidelines. Eligible properties are officially designated landmarks, historic monuments, buildings designed by architects Greene and Greene, properties listed in the National Register of Historic Places, and contributing properties in a landmark or National Register district. Past participants have saved between 20% and 75% on their property taxes, with an average savings around 50%.

Organizational Collaboration

Rehabilitation Tax Credit

A 20% credit on federal income taxes is available for the cost to rehabilitate a property listed in the National Register of Historic Places. To qualify for the tax credit, the property must be income-producing, and the rehabilitation work must be certified by the National Park Service as complying with historic preservation standards. The State of California Office of Historic Preservation preliminarily reviews applications for the rehabilitation tax credit. The credit is usually not available to owners of buildings eligible for the National Register but not actually listed in the Register (but the credit may be applied to work that occurred prior to listing of a building in the Register).

Facade Easements

A charitable tax deduction for donating a facade easement to a nonprofit, publicly supported organization (such as Pasadena Heritage) is available only to owners of buildings listed in the National Register of Historic Places. In exchange for a charitable deduction on federal income taxes, the property owner authorizes the nonprofit organization to review exterior alterations to the building. The nonprofit entity thereby assumes responsibility for protecting the historic and architectural integrity of the property.

Appendix A: Walkabout Team's Walkability Checklist, Photo Assignment and Walkability Rating Forms

Pasadena Playhouse District Association
Downtown Pasadena Walkabout
Walkability Checklist

Saturday, January 26, 2008
Page 1 of 4
prepared by Deborah Murphy updated 8/1/08

Route #	Street Name/Side of Street		
Cross Street	Cross Street		
along the street	yes	no	comments
general			
1 Is the sidewalk comfortable to walk along? (explain response) What is the width of the sidewalk (back of curb to property line)?			
2 Are there locations with broken, uplifted or uneven sidewalks?			
3 Are there obstructions (signage/poles/utilities, etc) within the pedestrian path? pedestrian path = walking area of sidewalk not area next to curb w/trees, etc			
alley walkways/driveways/parking			
4 Do driveways impede pedestrian movement (too many, too steep, etc)?			
5 Are there alley walkways? If so, do they enhance or detract from pedestrian movement? Do vehicles block the fire lane?			
6 Is the alley walkway safe and clean? Are there improvements that are needed?			
7 Do drivers yield to pedestrians at the driveways? If not, where?			
8 Are there clear signs on where to park and the parking restrictions?			
9 Is there signage for public parking at private buildings?			
10 If there are parking lots next to the sidewalk, how do they relate to the pedestrian environment?			
11 Can vehicles obstruct the sidewalk?			
12 If there is metered parking, are the instructions/time limits easily understood?			

Appendix A

Route #	Street Name/Side of Street		
Cross Street	Cross Street		
along the street	yes	no	comments
ambience/character			
13 Is there a consistent species of street trees and pattern? Identify if possible			
14 Are any tree wells missing street trees? (identify locations) Are there any missing or broken tree well grates? (identify locations)			
15 Is there landscaped area between the curb and the sidewalk (parkway)? If so, what is it's width?			
16 Is there a median in the middle of the street? If so, is it landscaped?			
17 Are there trash cans, benches and other pedestrian amenities?			
18 Are there active businesses fronting the sidewalk? Do they have engaging storefronts (window displays/no blank walls) & amenities?			
19 Are there pedestrian-unfriendly properties or public spaces (unpleasant smells/ auto-related bus./junk yards/blank walls/fences/vacant lots/un-used spaces)?			
20 Are other people out walking? If so, a few, a lot?			
21 Are there pedestrian-level street lights?			
22 What is the posted speed limit? Are the signs placed often enough so that drivers know the speed limit? Are motorists driving at reasonable speeds for pedestrians to cross? Estimate average speed			

Route #	Street Name/Side of Street		
Cross Street	Cross Street		
along the street	yes	no	comments
transit/bike facilities			
23 Are there transit benches/shelters at the transit stops?			
24 If applicable, was your experience with transit pleasurable? (Please describe)			
25 Is there posted fare and route information?			
26 Are there pedestrian-level directional signs to the Gold Line stations?			
27 Is there adequate lighting at the transit stop?			
28 Are there bike racks? Are they being utilized? Are there locations where bike racks are needed?			
29 If cyclists/skateboarders are on the sidewalk, are they moving at a safe speed?			

Appendix A

Route #	Street Name/Side of Street		
Cross Street	Cross Street		
crossing the street	yes	no	comments
general			
30 Are there obstructions that block pedestrian's view of moving vehicles or motorist's view of peds? What kind (utility boxes/parked cars/blind corner/etc)?			
31 Are there curb ramps/cuts at all crossings?			
32 Are the crosswalks well marked? marked by standard two lines/zebra/ladder striping/special paving?			
33 Are there safe places to cross at every intersection (signalized or not)?			
35 Is crossing the street difficult? (Please describe)			
signalized intersections			
36 Was the wait at the signal reasonably short?			
37 Is the pedestrian walk phase (white walking figure) long enough to cross the street?			
38 Do drivers yield to pedestrians when appropriate (right turn on red, left turns)?			
unsignalized intersections			
39 Is there a marked crosswalk? How is it marked - standard two lines/zebra/ladder, special paving? Is there signage to warn motorists of pedestrian crossing?			
40 Do drivers yield to pedestrians when appropriate (when on your side of the street)? Did you have a long wait for a driver to yield? How long?			

route #	photographer:	phone #
✓	photo assignments	
1	typical street lights or other lighting	
2	typical types of street trees	
3	typical street tree wells/parkways	
4	typical transit stops	
5	poorly-marked crosswalks	
6	typical sidewalk, alleyway or walkway conditions	
7	obstructions on pedestrian path	
8	blighted conditions (litter, overgrown/unkept landscape, fences, inactive storefronts, et	
9	good examples of private property landscaping	
10	good examples of pedestrian-friendly businesses(active store fronts) and/or residential properties	
11	unique characteristics/landmarks	
12	any other attributes that you would like to document	
photo #	attribute/issue	precise location - address/block/side of street
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
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17		
18		
19		
20		

Appendix A

Pasadena Playhouse District Association
Downtown Pasadena Walkabout
Overall Rating and Additional Comments

Saturday, January 26, 2008
Page 1 of 1
prepared by Deborah Murphy updated 1/17/08

Route #	rate your street section	names of walkers, identify photographer
	1 = awful 2 = many problems 3 = some problems 4 = good 5 = very good 6 = excellent	
<input type="checkbox"/>	overall rating of your experience walking along the street (was it comfortable?)	
<input type="checkbox"/>	overall rating of your experience crossing the street (Did you feel safe?)	
<input type="checkbox"/>	overall rating of driver behavior	
<input type="checkbox"/>	overall rating of street amenities: lights, benches, trash receptacles, bike racks, etc.	
<input type="checkbox"/>	overall rating of public transportation	
<input type="checkbox"/>	overall rating of area maintenance	
<input type="checkbox"/>	if you lived or worked within walking distance, how often would you walk any portion of this route? daily/weekly/monthly/rarely? (circle one)	
<input type="checkbox"/>	how many destinations on this route would you expect a local person to visit more than once a month?	
special characteristics		
What are the interesting characteristics of this route or portions of the route?		
.....		
.....		
.....		
.....		
.....		
additional comments (key issues to address) other side too		
.....		
.....		
.....		
.....		
.....		

Appendix B: Media Coverage

The Walkabout received substantial media coverage between January 21 and March 4, 2008. This coverage included eight print publications (newspapers and journals) and thirteen websites and weblogs. While the majority of media coverage was focused in and around Pasadena and Los Angeles, the websites and weblogs reached an international audience.

The media articles based on a “key word analysis” identified the following main themes:

- Playhouse District wants to increase the amount of people who walk to work, shopping, dining and entertainment in Pasadena
- The benefits of improving walkability include improved health, environmental sustainability, less traffic and parking requirements, and an enriched pedestrian experience
- Walkers are asked to rate how safe and pedestrian friendly, streetscape aesthetics, including sidewalk width, missing trees, litter, access to the Gold Line stations, the ARTS buses, etc.
- Volunteer walkers include city officials, environmentalists, architects and members of the public
- Overall, Pasadena has very pedestrian-friendly neighborhoods and the Walkabout will help build on this; the next step is to put the Walkabout recommendations together for a list of action points

Newspapers

Emerald City, January 26, 2008. Metro to go solar, 101 might get green roofed

Emerald City, January 24, 2008. Walkabout Pasadena this Saturday with fellow pedestrians

Just the Fax, January 25, 2008. Events: Downtown Pasadena Walkabout

Los Angeles Times, March 2, 2008. Group hits streets to make Pasadena nicer for walkers

Neighborhood Connections, January 17, 2008. Downtown Pasadena Walkabout

Pacific Asia Museum Newsletter, January 24, 2008. Walkabout Downtown Pasadena

Pasadena Journal, January 24, 2008. Let’s Get Moving Pasadena

Pasadena Star News, January 21, 2008. Volunteers to test city’s walkability

Pasadena Star News, January 30, 2008. Walkabout reset for March 1.

Pasadena Star News, March 2, 2008. Volunteers roam city to gauge ‘walkability’

Pasadena Star News, March 2, 2008. Walking our way to understanding.

Appendix B

Pasadena Weekly, January 24, 2008. Buzz-word of the week: 'walkability'

Pasadena Weekly, February 28, 2008. Do A Walkabout This Saturday

San Gabriel Valley Tribune, March 2, 2008. Volunteers roam city to gauge 'walkability'

West Pasadena Residents' Association Neighborhood Update, January 12, 2008. Walkabout Downtown Pasadena

Websites and Weblogs

<http://blog.redfin.com>, January 23, 2008. Pasadena Proves 'Nobody Walks' Axiom Wrong

www.kent360.com January 29, 2008. Passing the Walk Around Test

<http://laist.com> January 24, 2008. Pasadena's Going to Walk More, Here's How

<http://streetheatla.blogspot.com> February 22, 2008. Making Pasadena a Pedestrian Haven

www.streetsblog.org March 4, 2008. Taking Back Los Angeles, One Street at a Time

<http://thefcblog.com> January 25, 2008. Walkability Schmalkability

Appendix C: Playhouse District Summary of Walkabout Comments

Alleyways

- Several alleyways off Hudson Ave and Union and Walnut St alleys viewed as unsafe, unclean
- Green St, Madison Ave, Oakland Ave alleys safe, clean
- Converse Alley poorly maintained between Los Robles Ave and Oakland Ave, not lit, uneven sidewalk
- Playhouse Alley no sidewalk, unclean, no landscaping, street furniture or lighting or bike racks
- Target Alley has no sidewalk along side nearest the Target car parking building, sidewalk nearest Target shop is narrow; general lighting installed but no lighting specifically for the pedestrian sidewalk; no bike racks, active storefront, curb cuts and crossings are missing
- Market Alley blank walls unattractive, unsafe, no trees, landscaping, benches lighting or bike racks
- Gibbs Alley sidewalk on half of alley only, needs directional signage to Colorado St shopping
- The parking lot behind the Presbyterian Church, which is partially owned by the Pasadena Medical Center, could accommodate bike racks and a dedicated pedestrian path through the car park to the Church's rear entrance.
- Linden Plaza sign damaged

Bike Racks

- Lack of Bike racks:
 - Arcade Lane
 - Catalina Ave E side: Walnut St to Market Alley
 - Catalina Ave W side: Union St to Colorado Blvd
 - Converse Alley
 - Colorado Blvd N side: Los Robles Ave to Madison Ave
 - Cordova St S side: Lake Ave to Madison Ave
 - El Molino Ave E side: Colorado Blvd to Walnut St
 - El Molino Ave W side: Walnut St - Union St
 - Gibbs Alley Both sides: Green St to Colorado Blvd
 - Green St S side: El Molino Ave to Gibbs Alley
 - Hudson Ave Part E & Part W side: Colorado Blvd to Green St
 - Hudson Ave E side: Union St to Colorado Blvd
 - Lake Ave E side: Colorado Blvd - Maple St
 - Los Robles Ave E side: Union St to Ford Pl
 - Madison Ave E side / East Ave E side: Colorado Blvd to Corson St
 - Madison Ave W side: Cordova St to Walnut St
 - Market Alley Both sides: Catalina Ave to Mentor Ave
 - Mentor Ave E side: Union St - N of Colorado Blvd
 - Oakland Ave E side: Colorado Blvd to Green St
 - Oak Knoll Ave E side: Vroman's Alley to Union St
 - Oak Knoll Ave W side: Mira Monte Pl to Walnut St
 - Playhouse Alley: El Molino Ave to Madison Ave
 - Target Alley Both sides: El Molino Ave to Oak Knoll Ave
 - Union St N side: El Molino Ave - Madison Ave
 - Union St S side: Los Robles Ave – Mentor Ave

Appendix C

- Walnut St N side: Hudson Ave - El Molino Ave
- Walnut St N side: Los Robles Ave to Oakland Ave
- Walnut St S side: Euclid Ave to Madison Ave

Driver Behavior

- Vehicle speed 10-40mph
- Drivers speed 40mph+ down Colorado Blvd, Union St and Los Robles Ave near Colorado Blvd, Walnut St, Lake Ave between Walnut St and Colorado Blvd, and Cordova between Hudson and Los Robles
- Union St and Walnut St have fast, busy traffic (40+mph) not pedestrian oriented, inactive storefronts, crossings feel unsafe

Landmarks

- Cliff Books, 630 E Colorado Blvd has a leaking air cooler
- Pacific Asia Museum site needs landscaping and signage
- Target has attractive landscaped frontage and could use bike racks in this area
- Attractive heritage building at corner of Walnut St and Madison Ave
- Office Max and Atrium on Colorado Blvd near El Molino Ave have attractive storefronts
- Canterbury Printing, Kinko's and Mattress store on Colorado Blvd near Hudson Ave present unattractive storefronts
- Pacific Asia Museum attractive site
- Fuller Campus site has attractive landscaped frontage
- Greyhound Bus Station on Walnut St unattractive, no pedestrian lighting
- Del Taco on Lake Ave needs landscaping
- Famima! is an attractive frontage
- Gateway at Locust St has an attractive seating area
- Ralph's on Lake Ave unattractive, no trees or landscaping, lighting or street furniture or bike racks

Parking Signage

- Clear public parking signage
- Some private parking lot signs unclear

Plazas

- Arcade Lane has attractive, active storefronts, attractive parking lots link Green St to Arcade Lane, more bike racks at Arcade Lane, dumpsters in parking lot, Arcade sign needs repair, El Portal has inactive frontage, Book Ally has attractive planting
- Plaza in front of 199 S Los Robles Ave a trip hazard
- Trio Apartments passageway off Colorado Blvd. has nice pavers; but also have stark, blank walls to sidewalk
- Vroman's Art Paseo is pedestrian friendly, including public art

Existing Sidewalk Conditions

- Wide sidewalk on Colorado Blvd is good for pedestrian access
- Lighting poles, utility box cause sidewalk obstructions at these intersections:
 - Green St / El Molino Ave
 - Madison Ave / Walnut St
 - Medical Center on Union St near Madison Ave
 - Oak Knoll Ave / Union St, outside Rick's Diner
 - Oakland Ave / Colorado Blvd
 - Walnut St / Los Robles Ave
 - Union St / Los Robles Ave
- Uneven sidewalks at:
 - Colorado Blvd N side: corner with Madison Ave
 - Colorado Blvd N side: Catalina Ave – Lake Ave then Hudson Ave – Madison Ave
 - Colorado Blvd S side: Madison Ave – Oak Knoll Ave
 - Converse Alley
 - El Dorado St N side: Madison Ave – Los Robles Ave
 - El Molino Ave E side: Colorado Blvd – Walnut St
 - El Molino Ave W side: Cordova St – Mira Monte Pl
 - Green St N side: Hudson Ave – El Molino Ave
 - Green St S side: El Molino Ave – Madison Ave
 - Lake Ave E side: Locust St – Union St
 - Los Robles Ave E side: Converse Alley – Walnut St
 - Madison Ave W side: Green St – Colorado Blvd
 - Market Alley Both sides: Catalina Ave – Mentor Ave
 - Oak Knoll Ave E side: Vroman's Alley – Union St
 - Target Alley Both sides: Oak Knoll Ave – Hudson Ave
 - Union St N side: Oak Knoll Ave – Catalina Ave
 - Union St S side: Los Robles Ave – Mentor Ave
 - Walnut St N side: Los Robles Ave – Madison Ave
 - Walnut St N side: El Molino Ave - Hudson Ave
 - Walnut St S side: Euclid Ave – Madison Ave
 - Walnut St S side: El Molino Ave – Oak Knoll Ave

Appendix C

Sidewalk Widening Needed (the following street sections are six feet wide or less)

- Cordova St S side: Lake Ave to Madison Ave (located to south of Playhouse District)
- El Molino Ave E side: Colorado Blvd – Walnut St
- Ford Pl
- Green St N side: Hudson Ave – El Molino Ave
- Green St S side: El Molino Ave – Madison Avenue
- Gibbs Alley Both sides: Green St – Colorado Blvd
- Hudson Ave E side: Union St – Colorado Blvd
- Hudson Ave W side: Corson St – Walnut St
- Lake Ave E side: Colorado Blvd – Maple St
- Lake Ave W side: Corson St – Union St
- Los Robles Ave E side: Ford Pl – Walnut St
- Madison Ave W side: Walnut St – Colorado Blvd
- Mira Monte Pl S side
- Oak Knoll Ave W side: Green St – Mira Monte Pl – El Molino Ave E side – Green St
- Oak Knoll Ave W side: Walnut St – Union St
- Oakland Ave W side / Converse Alley – El Molino Ave
- Union St S side: Los Robles Ave – Mentor Ave
- Walnut St N side: Hudson Ave – El Molino Ave
- Walnut St N side: Madison Ave – Oakland Ave
- Walnut St S side: Euclid Ave – Oak Knoll Ave

Street Furniture

- Benches needed at bus transit stops throughout the district
- Trash receptacles needed at:
 - Catalina Ave E side: Walnut St to Market Alley
 - Catalina Ave W side: Union St to Colorado Blvd
 - Converse Alley
 - Cordova St S side: Lake Ave to Madison Ave
 - El Molino Ave: Mira Monte Pl - Green St
 - El Molino Ave W side: Colorado Blvd to Walnut St
 - Ford Pl N side: Oakland Ave - Los Robles Ave
 - Hudson Ave Part E & Part W side: Colorado Blvd to Green St
 - Lake Ave E side: Lake Avenue Gold Line Station to Walnut St
 - Los Robles Ave E side: Union St to Ford Pl
 - Madison Ave W side: Walnut St to Colorado Blvd
 - Market Alley Both sides: Catalina Ave to Mentor Ave
 - Mentor Ave E side: Colorado Blvd to Boston Court
 - Oak Knoll Ave W side: Walnut St to Union St
 - Playhouse Alley: El Molino Ave to Madison Ave
 - Target Alley Both sides: El Molino Ave to Oak Knoll Ave
 - Union St S side: Los Robles Ave - El Molino Ave
 - Walnut St S side: Euclid Ave - Madison Ave
 - Walnut St S side: El Molino Ave to Oak Knoll Ave

- No pedestrian lighting on:
 - Catalina Ave W side: Union St to Colorado Blvd
 - Colorado Blvd N side: Madison Ave - Mentor Ave
 - Converse Alley
 - Cordova St S side: Lake Ave to Madison Ave
 - El Dorado St N side: Madison Ave - Los Robles Ave
 - El Molino Ave: Mira Monte Pl - Green St
 - Gibbs Alley Both sides: Green St to Colorado Blvd
 - Lake Ave E side: Corson St to Colorado Blvd
 - Los Robles Ave E side: El Dorado St to Walnut St
 - Los Robles Ave W side: Union St – Walnut St
 - Madison Ave W side: Walnut St to Colorado Blvd
 - Market Alley Both sides: Catalina Ave to Mentor Ave
 - Mentor Ave E side: Colorado Blvd to Boston Court
 - Oak Knoll Ave W side: Walnut St to Union St
 - Playhouse Alley: El Molino Ave to Madison Ave
 - Union St S side: Los Robles Ave – Mentor Ave
 - Union St S side: Los Robles Ave - Madison Ave
 - Walnut St N side: Oakland Ave - Lake Ave
 - Walnut St S side: Euclid Ave to Madison Ave
 - Walnut St S side: El Molino Ave - Oak Knoll Ave

- Street lighting poles on Colorado Blvd are peeling; need repainting
- Newspaper racks and FedEx boxes clutter streetscape

Street Trees & Landscaping

- Dead gingko in front of 599E Colorado Blvd

- No / missing trees on:
 - Alley / parking lot behind Presbyterian Church, Madison Ave
 - Converse Alley
 - El Dorado St N side: Los Robles Ave to Oakland Ave
 - Green St S side: El Molino Ave - Madison Ave
 - Green St S side: Hudson Ave - Oak Knoll Ave
 - Lake Ave E side: Colorado Blvd - Maple St
 - Los Robles Ave E side: Union St to Ford Pl
 - Market Alley Both sides: Catalina Ave to Mentor Ave
 - Oak Knoll Ave E side: Vroman's Alley to Union St
 - Oakland Ave E side: Colorado Blvd to Green St
 - Playhouse Alley & Oakland Ave E side: Colorado Blvd to Converse Alley to El Molino Ave
 - Union St S side: Los Robles Ave – Mentor Ave
 - Walnut St N side: Los Robles Ave - Lake Ave
 - Walnut St S side: Euclid Ave - Madison Ave

Appendix C

- Missing tree grates on:
 - 122 El Molino Ave
 - Colorado Blvd N side: Catalina Ave to Lake Ave
 - Colorado Blvd N side: Los Robles Ave to Hudson Ave
 - Colorado Blvd S side: Arcade Lane to Los Robles Ave
 - El Molino Ave W side: Walnut St - Union St
 - Green St S side: El Molino Ave - Madison Ave
 - Hudson Ave E side: Union St - Colorado Blvd
 - Ice House, Mentor Ave
 - Los Robles Ave E side: Colorado Blvd to Ford Pl
 - Madison Ave W side: Colorado Blvd - El Dorado St
 - Mentor Ave E side: Union St - Colorado Blvd
 - Oakland Ave E side: Colorado Blvd to Green St
 - Union St S side: Madison Ave to El Molino Ave
 - Western Court, Los Robles Ave

Traffic Control Signage

- Speed limit signs not posted along parts of Colorado Blvd, Green St, Walnut St, Union St, Lake Ave, Madison Ave, El Molino Ave, Oak Knoll Ave and Hudson Ave

Transit Signage

- No Gold Line signage for pedestrians
- Arts Bus signage unclear, bus stop not clearly marked

Way finding Signage

- Playhouse District signage on Colorado Blvd near Hudson Ave is damaged
- More way finding signage in alleyways is needed

Other comments included:

- Unsafe feeling at night on Colorado Blvd near Oak Knoll Ave
- Inactive storefronts on El Molino Ave near Walnut St
- AT&T building on Green St near Madison Ave has inactive frontage to sidewalk
- Skateboarders on Colorado Blvd / Madison Ave, Catalina Ave near Colorado Blvd
- Curb cut at Green St / Oak Knoll Ave and / Oakland Ave unsuitable for wheelchair users
- Drivers on Cordova St from Lake Ave to Madison Ave go 35+mph, unsafe to cross street
- No signal at Union St and Oakland Ave, unsafe crossing
- Crosswalk could be added at Oakland Ave from Converse Alley E to Converse Alley W
- Lake Ave noisy near Metro Gold Line Station from 210 freeway, crossings only marked at major intersections
- Need unique crossing between Converse and Playhouse Alleys
- Vacant lot at Hudson Ave / Walnut St
- Street light poles need repainting at Colorado Blvd N side: Oak Knoll Ave - Hudson Ave
- Barcelona Apartments (corner of Madison Ave / Union St) could use better landscaping to accent this corner
- Public parking lot on the corner of Union St / El Molino Ave contains private building relocated from Fuller Campus; the building should be relocated as soon as possible as it is taking up 36 much needed public car parking spaces
- Missing street name sign at Ford Pl and Oakland Ave

Appendix D: Old Pasadena Summary of Walkabout Comments

Alleyways

- Alleys safe and clean; homeless congregate in an alley off Colorado Blvd near Miller Alley
- Public art in Electric Drive attractive
- Parts of Kendall and Exchange Alleys are unclean and feel unsafe

Bike Racks

- Bike racks not seen at Memorial Park Metro Gold Line Station
- Insufficient / no bike racks at:
 - Baker Alley
 - Colorado Blvd N side: Arroyo Parkway – Raymond Ave
 - De Lacey Ave W side: Dayton St – Green St
 - Green St S side: De Lacey Ave - Raymond Ave

Driver Behavior

- Average speed 20 - 35mph
- Drivers travel at high speeds along Colorado Blvd between Raymond and Madison Avenues

Site Specific Comments

- Parsons frontage is attractive
- Sidewalk broken at 37 and 115 Union St

Parking Signage

- Unclear near Del Mar Metro Gold Line Station

Plazas

- No comments made

Sidewalk Condition

- 5 – 11ft sidewalk, some uplifting on Colorado, Union St near Arroyo Pkwy
- Active, attractive storefronts especially restaurants on Green St and Union St
- Obsolete power pole obstructs Hopkins Alley
- Uneven sidewalk at:
 - Baker Alley: Valley St – Dayton St
 - Colorado Blvd S side: De Lacey Ave – Madison Ave
 - Exchange Alley
 - Fair Oaks Ave E side: To Union St N side – Arroyo Pkwy
 - Kendall Alley

Sidewalk Widening Needed (the following street sections are six feet wide or less)

- Baker Alley: Valley St – Dayton St
- Colorado Blvd N side: Fair Oaks Ave – De Lacey Ave
- Colorado Blvd S side: De Lacey Ave – Madison Ave
- Exchange Alley – no sidewalk

Appendix D

- Kendall Alley- no sidewalk
- Walnut St S side: Raymond Ave – Arroyo Pkwy

Street Furniture

- Trash receptacles not used at Gold Line stations, litter placed in planters
- More lighting and benches are needed at Gold Line and bus transit stops throughout the District
- Trash receptacles needed at:
 - Fair Oaks Ave both sides: Walnut St to Colorado Blvd
- No pedestrian lighting:
 - De Lacey Ave W side: Dayton St – Green St

Street Trees & Landscaping

- Missing / inconsistent trees:
 - De Lacey Ave W side: Dayton St – Green St
 - Fair Oaks Ave E side: To Union St N side – Arroyo Pkwy
 - Union St S side: Fair Oaks Ave – Marengo Ave
 - Colorado Blvd N side: Arroyo Pkwy - Raymond Ave
 - Holly St S side: Kendall Alley - Union St N side - Exchange Alley / Fair Oaks Ave
- Missing tree grates:
 - Arroyo Pkwy E side: Cordova St – Del Mar Blvd
 - Colorado Blvd N side: Raymond Ave – Fair Oaks Ave
 - Union St S side: Fair Oaks Ave – Marengo Ave

Traffic Control Signage

- Speed limit signs often not posted

Transit Signage

- Few signs for bus routes and fare info
- Few Metro Gold Line signs, signs posted near stations, not further a field

Way-finding Signage

- Overall, there is little way finding signage in the Old Pasadena District; more signage needed to highlight local landmarks and connections to other active areas in Downtown Pasadena, such as Colorado Blvd

Appendix E: Civic Center/Mid-town District Summary of Walkabout Comments

Alleyways

- Overall, public alleyways are clean and safe, except a few off Colorado Blvd and Garfield Avenue

Bike Racks

- The bike rack on Green St between Marengo Ave and Euclid Ave is hidden behind a wall
- Additional bike racks are needed at:
 - Arroyo Pkwy East side: Cordova St – Green St
 - Colorado Blvd N side: Los Robles Ave - Garfield Ave
 - Colorado Blvd S side: Arroyo Pkwy – Los Robles Ave
 - Cordova St N side: Los Robles Ave – Marengo Ave
 - Los Robles Ave W side: Union St – Colorado Blvd
 - Paseo Colorado along the eastern edge on Los Robles Ave
 - Union St N side: Arroyo Pkwy – Madison Ave

Driver Behavior

- Average vehicle speed within the Civic Center District/Mid-town is 25 - 35mph
 - Except on Walnut St where drivers go 40+ mph
 - Except on Green St where drivers go 30+ mph

Specific Location Issues

- Drivers often obstruct sidewalk at Bank of America and at Gelson's
- Bank of America lacks engaging frontage
- Paseo Colorado Shopping Center is attractive but the paving is slippery when wet; there is an opportunity here for public art; vehicles can obstruct sidewalk at Paseo driveway
- City Hall frontage attractive and wheelchair accessible
- Improvements needed to open space behind YMCA
- Pasadena Civic Auditorium is attractive
- Pasadena Central Library is attractive
- Vehicles at the Sheraton Hotel driveway can obstruct pedestrians
- All Saint's Church's Children's Center, 132 N Euclid Ave needs landscaping
- Plaza Las Fuentes is well presented
- Macy's side elevation facing east onto Los Robles Ave is a large blank wall; the vines on the building could be allowed to grow up the wall to soften its appearance
- Police Department on Garfield Ave W side between Holly St – Walnut St needs landscaping
- Probation Office on Walnut St N side between Garfield Ave – Euclid Ave needs landscaping

Appendix E

Parking Signage

- Overall, parking signage is clean in Civic Center/Mid-town District.

Existing Sidewalk Condition

- Sidewalks in the Civic Center/Mid-town District are between eight and twenty feet wide
- A utility box at Green St / Euclid Ave blocks sidewalk
- Sidewalk very narrow on Los Robles Ave W side between Colorado Blvd and Green St to accommodate transit stop
- Uneven sidewalks at:
 - Colorado Blvd N side: Euclid Ave – Garfield Ave
 - Cordova St N side: Los Robles Ave – Marengo Ave
 - Euclid Ave W side: Walnut St - Holly St, curb cuts do not align with crosswalk
 - Garfield Ave W side: Holly St – Walnut St
 - Los Robles Ave E side: Colorado – Converse Alley

Sidewalk Widening needed (the following street sections are six feet wide or less)

- Cordova St N side: Marengo Ave – Arroyo Pkwy
- Green St N side: Marengo Ave – Euclid Ave
- Walnut S side: Garfield Ave - Marengo Ave

Street Furniture

- Benches needed at transit stops on Green St between Euclid Ave and Los Robles Ave, Holly St by Metro Station, Colorado Blvd by Los Robles Ave and Euclid Ave near City Hall
- Trash receptacles needed on:
 - Arroyo Pkwy E side: Cordova St – Green St
 - Colorado Blvd N side: Los Robles Ave – Euclid Ave
 - Converse Alley
 - Cordova St N side: Los Robles Ave – Arroyo Pkwy
 - Los Robles Ave W side: Union St – Colorado Blvd
- Pedestrian lighting is needed at:
 - Arroyo Pkwy E side: Cordova St – Green St
 - Colorado Blvd S side: Arroyo Pkwy – Marengo Ave
 - Converse Alley
 - Cordova St N side: Los Robles Ave – Marengo Ave
 - Walnut St S side: Garfield Ave – Euclid Ave

Street Trees & Landscaping

- Overall, street trees in the District are consistent and well-maintained
- More tree planting and landscaping of public alleyways is needed on:
 - Paseo Colorado
- There are missing / no trees on:
 - Colorado Blvd N side: Los Robles Ave - Garfield Ave
 - Colorado Blvd N side: Marengo Ave - Arroyo Pkwy
 - Garfield Ave W side: Holly St - Walnut St
 - Green St S side: Arroyo Pkwy - Marengo Ave
 - Union St / Euclid Ave intersection
 - Walnut St N side: Garfield Ave - Euclid Ave
 - Walnut St S side Marengo Ave to Garfield Ave
- There are broken and / or missing tree wells on:
 - Union St S side: Arroyo parkway – Marengo Ave
 - Euclid Ave / Union St intersection
 - Walnut St S side: Garfield Ave – Euclid Ave

Traffic Control Signage

- Speed limit signs not posted along Walnut St or Los Robles Ave

Transit Signage

- More Metro Gold Line signage is needed throughout the Civic Center/Mid-town District
- Route and fare information is posted at some stops only
- Arts Bus route not clearly sign posted
- Parking signage at Pasadena Convention Center unclear

Way finding Signage

- Poor signage for Holly St parking garage

Appendix F

Appendix F: South Lake Avenue District Summary of Walkabout Comments

Alleyways

- Shoppers Lane signage obstructs sidewalk, no benches, pedestrian lighting or bike racks; Shoppers Lane parking lot requires cars to back out over the sidewalk, creating a dangerous situation

Bike Racks

Bike racks needed:

- - Catalina Ave W side: Colorado Blvd - Green St
 - Cordova St S side: Lake Ave to Madison Ave
 - Green St / Oakland Ave intersection
 - Lake Ave E side: Colorado Blvd to Green St
 - Shoppers Lane

Driver Behavior

- Drivers travel at high speeds (35mph+) along Green St and Lake Ave

Landmark Sites

- No comments on landmark sites were made

Parking Signage

- Unclear signage on Colorado Blvd near Catalina Ave

Plazas

- The Plaza near the Lake Ave / Cordova St intersection is well used

Existing Sidewalk Condition:

- Utility box obstructs sidewalk at Colorado / Lake intersection
- Steep driveways on Green St, obstruct pedestrian movement
- Uneven sidewalk on:
 - Catalina Ave W side: Colorado Blvd – Green St
 - Lake Ave E side: Colorado Blvd – Green St
 - Mentor Ave W side: Green St – Shoppers Lane
 - Shoppers Lane

Sidewalk Widening Needed (the following street sections are six feet wide or less):

- Green St S side: Mentor Ave –Lake Ave
- Shoppers Lane

Street Furniture

- Visually interesting street lighting on Green St
- No shelter / benches at transit stops
- Trash receptacles needed:
 - Catalina Ave W side: Colorado Blvd - Green St
 - Cordova St S side: Lake Ave to Madison Ave
 - Del Mar Blvd S side: Shoppers Lane to Lake Ave
 - Lake Ave W side: Cordova St to Mentor Ave
 - Mentor Ave N side: Green St to Colorado Blvd
- Pedestrian lighting needed:
 - Cordova St S side: Lake Ave to Madison Ave
 - Del Mar Blvd S side: Shoppers Lane to Lake Ave
 - Lake Ave E side: Colorado Blvd to Green St
 - Lake Ave W side: Del Mar Blvd to Cordova St
 - Mentor Ave W side: Green St to Colorado Blvd
 - Shoppers Lane

Street Trees & Landscaping

- No landscaping and missing street tree grates on Green St between Oakland Ave and Mentor Ave
- Only one tree on Del Mar Blvd between Shoppers Lane and Lake Ave
- Missing / no trees:
 - Del Mar Blvd S side: Shoppers Lane to Lake Ave
 - Lake Ave E side: Colorado Blvd to Green St
 - Shoppers Lane
- Missing tree grates:
 - Green St / Oakland Ave intersection

Traffic Control Signage

- Speed limit signs not posted along Lake Ave, Catalina Ave and Green St

Transit Signage

- No Metro Gold Line signs

Way finding Signage

- Limited number of way finding signage throughout the District

Appendix G: Walkabout Route Summaries

Prepared By Deborah Murphy
Saturday March 1, 2008
updated 8/30/08

Pasadena Playhouse District Association
Downtown Pasadena Walkabout
Street Segment Issues

#	Street Segment	walkability checklist issues/concerns	rating along/cross /drivers
Route #1			
1.1 Colorado Blvd N Side -	Lake Avenue - Madison	Tree uplifted concrete in front of church; between Lake & Hudson is seedy; newspaper kiosks impede access to parked cars; dead gingko in front of 599E Colorado; benches only sited at bus stops, only one covered bustop; storefronts not engaging; Average vehicle speed 30mph; Need more bike racks	4/3/4
1.2 Lake Ave E Side -	Maple Ave - Colorado Blvd	Sidewalk narrows to accommodate bustop; bustops do not have seating; No trees or parking between Colorado & Walnut; No landscaped areas; Ugly, unsafe median strip; 60 N Lake has bars in store front; 250 N Lake is an unsightly storage building; broken trash can at 232 N Lake; No pedestrian-friendly signage; bike racks needed	2/2/4
1.3 Maple Ave W Side -	Lake Ave - Walnut Street	Some sections for Route 1 are missing	
Route # 2			
2.1 Arroyo Parkway E Side -	Metro Station Gold Line - Del Mar Blvd	Streetscape character is scenic, quiet; sidewalk is 10ft wide; Sidewalk uplifted near Bank of America (BoA); alleyways enhance pedestrian movement; improved signage needed; parking signage unclear; vehicles can obstruct sidewalk at BoA; missing tree wells between Cordon & Del Mar; trash cans in station but not sidewalk; public storage storefront does not engage; speed limit no clear; average vehicle speed 35mph; station orientation unclear	6/4/3
2.2 Del Mar Blvd N Side	Green St - Arroyo Parkway	Sidewalk, 10ft wide; construction has uplifted sidewalk; parking lots are enclosed; good parking signage; pedestrian-friendly properties & street lighting; no speed limit signage; average vehicle speed 35 mph; crosswalks signalized	6/4/3
2.3 Green St N Side	Marengo Ave - Arroyo Pkwy	Sidewalk even 7 to 10 ft; drivers can obstruct sidewalk at BoA; BoA lacks an engaging storefront; sewage smell unpleasant; good pedestrian lighting; average vehicle speed 30mph; speed limit signage 30 mph; crossing safe & well marked;	6/4/3
2.4 Green St N Side	Euclid Ave - Marengo Ave	even sidewalk 4 - 10ft wide; drivers impede pedestrians at Geison's entrance; clear parking signage; bike racks available but hidden behind a wall; many people out walking; average vehicle speed 30mph, speed signposted at 30mph; vehicles do not yield to pedestrians when turning into parking lot	6/4/3
2.5 Green St N Side	Los Robles - Euclid Ave	even sidewalk 10ft wide; vehicles obstruct pedestrian movement at Paseo turn in; two tree species; no active storefronts facing street; many people walking; good pedestrian-level street lights; posted vehicle speed 30mph; no benches at bustops	6/4/3
2.6 Green St N Side	Oakland Ave - Los Robles	even sidewalk, some trees lifting through sidewalk; sidewalk 11ft wide; parking lots set back & landscaped; metered parking, well signposted; missing street trees at west end of church; one trash can at corner; church planters need maintenance; average vehicle speed 30mph; posted speed limit 30mph; no bike racks; crossing street easy as one-way traffic	6/4/3
2.7 Green St N Side	Madison Ave - Oakland Ave	even sidewalk 18ft wide; minor difference in grade with trees uplifting sidewalk in places; signal poles need repainting; 6' gravel tree wells; Culinary Academy awning over sidewalk is good; pedestrian level street lights; posted speed limit 30mph; average vehicle speed 30-35mph; no benches or shelters at transit stop; crosswalks well marked & safe	6/4/3

Route #1	Street Segment	Issues/concerns	along/cross /drivers
2.8 Green St N Side	Madison Ave - El Molino Ave	Some uplifted sidewalks; drivers impede pedestrian movement at Marne; no signage for parking lots; two trees missing; no landscaping; some storefronts vacant; no benches or pedestrian lighting	6/4/3
2.9 Playhouse Alley	Thru to Madison Avenue	Sidewalk 12ft wide, no uplifting; no signage for parking; no metered parking	6/4/3
Route # 3			
3.1 Holly St N Side	Holly St Station - Garfield Ave	Even sidewalk, 6-10' wide; no pedestrian obstructions; clear parking signage; trees need trimming; trash cans need upgrade; speed limit no signposted; no benches at transit stops; crossings well marked & safe; no signage to warn motorists that pedestrians are crossing;	5/5/6
3.2 Garfield Ave W Side	Holly St - Walnut St	Even, wide sidewalk; some uplifting, becomes more damaged as approaching Walnut; alleyways unclear; metered parking well signed; more trash cans needed; Police Dept not landscaped; few people walking; no signage to Metro station	5/5/6
3.3 Walnut Ave N Side	Garfield Ave - Euclid Ave	Sidewalk abuts street, 8-12' wide; no consistent pattern of street trees; trash cans & street furniture need improving; Probation Office storefront needs improving; speed limit not posted; average vehicle speed 35mph; no pedestrian signage to Metro station; walk light too short at Euclid	5/5/6
3.4 Euclid Ave W Side	Walnut Ave - Holly Ave	Uplifted sidewalk south of Walnut; curb cuts do not match crosswalk; water main gates broken; daycare facility unattractive, no landscaping; good historical street lights; Playa Fuentes well presented; pedestrian walk light too short	5/5/6
3.5 Walnut Ave S Side	Los Robles Ave - Oakland Ave	Uneven sidewalk, 7' wide; utility box at Los Robles obstructs pedestrians; alleyway unsafe & unclear; no clear parking signs; no metered parking or parking signs; Church is inactive storefront; no people out walking; crossing the street easy	5/5/6
3.6 Oakland Ave W Side	Walnut Ave - Ford St	Even sidewalk; alleyway safe & clean; clear parking signs; no pedestrian level street lighting; no street sign at Ford; speed limit not posted; no benches / shelters at transit stops	5/5/6
3.7 Ford St N Side	Oakland Ave - Los Robles	Even sidewalk, 14' wide including 6' sidewalk; no parking signs; no trash cans or other street furniture; speed limit not posted; street crossing easy & safe;	5/5/6
3.8 Los Robles E Side	Ford St - Union Ave	Uplifted sidewalk; pedestrian obstructions, utilities, poles, etc; trash cans need improving; no benches/shelter at transit stops	5/5/6
3.9 Union Ave S Side	Los Robles Ave - Madison Ave	Even sidewalk, 8' wide; signal boxes at corner are pedestrian obstruction; wall of parking lot is broken; driveways impede pedestrian movement; alleyway unsafe & unclear; no trash cans or street furniture; many people out walking; no speed limit posted; average vehicle speed 40mph; no pedestrian street lighting; street crossing easy & safe; drivers do not yield to pedestrians	5/5/6
Route # 4			
4.1 Lake Ave Gold Line Station	South to Holly St	At Station, trash around planter, token box, news box, etc; no bike racks at Station; bustop is littered; no fare, route info posted; Along Holly St, missing tree grates; many people walking; pedestrian street lights; speed limit not posted; average vehicle speed under 25mph; uneven sidewalk; more lighting at transit stop needed	4/6/4

Route #1	Street Segment	Issues/concerns	along/cross /drivers
4.2	Fair Oaks Ave E Side Holly Ave to Union St	Even sidewalk; alleyway safe & clean; clear parking signs; pedestrian level street lighting, street furniture; speed limit posted at 30mph, average vehicle speed 30mph; street crossing easy & safe	4/6/4
4.3	Union St N Side Smith Alley - Miller Alley	Even sidewalk, various widths; alley safe & clean; trash can & street furniture; many people walking; pedestrian street lighting;	4/6/4
4.4	Colorado Blvd Part N, Part S Side Miller Alley - Arroyo Parkway	Even sidewalk, 15' wide; alley safe & clean; homeless people congregate on this section; good use of diagonal crossing; good street furniture, lighting & engaging storefronts; many people out walking; speed limit not posted; average vehicle speed 35mph; crossing easy & safe; drivers yield to pedestrians	4/6/4
4.5	Colorado Blvd S Side Arroyo Parkway - Marengo Ave	Sidewalk even, 15' wide; no obstructions; alley unclear; clear parking signage; good public furniture & trash cans; no active street fronts, mainly offices; many people out walking; no pedestrian lighting; no speed limit posted; average vehicle speed 35mph; no bike racks	4/6/4
4.6	Colorado Blvd S Side Marengo Ave - Los Robles Ave	Even sidewalk; alleyway safe & clean; parking signage unclear; good trash cans & street furniture; engaging storefronts; many people out walking; speed limit not posted; average vehicle speed 35mph; no bike racks; street crossing easy & safe; pedestrian cross signal wait was long;	4/6/4
4.7	Colorado Blvd S Side Los Robles Ave - Madison Ave	Sidewalk even; street lamps need refinishing; inconsistent style; tree planting mixed; sidewalk unclear; trees have uplifted sidewalk; lampposts need repair; curb missing; engaging storefronts; many people out walking; speed limit not posted; average vehicle speed 35mph; tree blocks pedestrian view of vehicles; street crossing easy & safe;	4/6/4
Route # 5			
5.1	Madison Ave W Side Colorado Blvd - El Dorado Ave	Sidewalk uplifted, 12' wide; no obstructions; alleyways are safe & clean; clear parking locational signs, not clear if private or public parking; poor landscaping; church parking full of litter; mixed tree species; no tree grates; speed limit not posted; no bike racks; street crossing safe & easy;	4/5/5
5.2	El Dorado Ave N Side Madison Ave - Los Robles Ave	Uneven sidewalk, 8' wide; church hedge impedes sidewalk; tree planting not thriving; good street furniture, trash cans; no engaging storefronts; no street lighting between Madison & Los Robles; no benches/shelters at transit stops;	4/5/5
5.3	El Dorado Ave N Side Los Robles - Cordova St	Even sidewalk, some uplifting; street light transfer at corner a hazard; inconsistent tree species; some trees not in grates; good street furniture; plaza in front of 199 S Los Robles a trip hazard; pedestrian street lighting; no pedestrian signage for Gold Line Station; street crossing easy & safe;	4/5/5
5.4	Cordova St S Side Los Robles - El Molino Ave	Sidewalk even, 5' parkway; no obstructions; alleyway safe & clean; parking not clearly signposted; no trees from 199 S Los Robles to Oakland; some trees missing between Madison & El Molino; inconsistent landscaping; no pedestrian lighting; no speed limit signage; blind corner at Oakland & Madison; street crossing needed at Madison & Cordova; cars drive fast around this blind corner	4/5/5
5.5	Cordova St S Side El Molino Ave - Oak Knoll, up Oak Knoll to Mira Monte Pl	Uneven sidewalk, trees & parking obstruct pedestrian movement; no crossing at Oak Knoll; no signage for private parking; inconsistent tree species, one tree dead; dentist has active storefront; no speed limit signage; average vehicle speed 40-45mph, too fast for conditions;	4/5/5

Route #1	Street Segment	Issues/concerns	along/cross /drivers
5.6	Mira Monte Pl S Side To El Molino Ave	Even sidewalk, 5' wide; pleasant ambience; driveways too close together; no signage for private parking; inconsistent tree species; no active storefronts; pedestrian lighting; speed limit not signposted;	4/5/5
5.7	El Molino Ave W Side Mira Monte Ave - Green St	Even sidewalk, 7' wide; no obstructions; no trash cans & other street furniture; active storefronts; people out walking; no pedestrian lighting at Green; curb cuts at Green & El Molino confusing; street crossing safe & easy;	4/5/5
5.8	Green St S Side El Molino Ave - Madison Avenue	Uneven sidewalk 5.5' wide; uplifted sidewalk, poles, utilities obstruct pedestrian movement; driveways impede pedestrians; alleyway needs landscaping, street furniture; trees missing on Madison; no landscaping near parking lot; no tree grates; no active storefronts; unattractive signage, large blank walls, no speed limit signposted;	4/5/5
Route # 6			
6.1	Colorado Blvd S Side Madison - El Molino	Uneven sidewalk, 13' wide; change in sidewalk surface; cluttered, unengaging storefronts; lack of bike racks; missing tree grates; leaking air cooler at Cliff Books; no shelter at transit stop; sufficient trash cans & street furniture; some vacant storefronts	4.5/2/4
6.2	Colorado Blvd S Side El Molino - Oak Knoll Ave	Uneven sidewalk; trash cans & street furniture sufficient; pleasant sitting area in front of community bank; irregular tree grates; newsracks junky & vacant, not consolidated in one section; no gateway to Playhouse District;	4.5/2/4
6.3	Colorado Blvd S Side Oak Knoll Ave - Catalina Ave	newsracks are not consolidated in one section; no clear parking signage; pedestrian walk sign too short - potential 4-way crossing signal; transit stop lacks shelter; BoA driveway unsafe for pedestrians; at Colorado & Lake, pedestrian line of sight obstructed by utility boxes; trash cans & street furniture lacking; unsafe feeling at night along this part of Colorado	4.5/2/4
6.4	Catalina Ave W Side Colorado Blvd - Green St	Uneven sidewalk, 13' wide; active skateboarders in area; untidy, littered sidewalk; good shade from trees; no bike racks; no trash cans; eclectic mix of storefronts; poor transition to Lake Blvd; absent street numbers; pedestrian cross signal at Cordova is too short	4.5/2/4
6.5	Lake Blvd W Side Cordova Blvd - Cordova Blvd	Even sidewalk, 15' wide; plaza is well used; bustop difficult to find; good signage; attractive median strip; needs pedestrian lighting; storefronts cross building line onto sidewalk; popular block, functions well; sufficient trash cans & street furniture	4.5/2/4
Route # 7			
7.1	Colorado Blvd S Side Madison Ave - Los Robles Ave	Slightly uneven sidewalk, 15" wide; cyclists not parking at bike racks, more bike racks needed & cyclist education to use racks; inconsistent tree species; missing tree grates; additional trash cans & street furniture needed; some front entrances are set back, could cause safety issue at night; no shelter at transit stop;	4/5/5
7.2	Los Robles E Side Colorado Blvd - Union St	Even sidewalk, 10' wide; vehicles speed on this street section; bustop near Colorado obstructs pedestrian flow; uplifted sidewalk from Colorado; vehicles pulling out of driveways obstruct pedestrian flow; missing tree grates; mix of unengaging storefronts; speed limit not posted; average vehicle speed 40mph; some blank walls to sidewalk; PAM site needs landscaping & pedestrian signage	4/5/5

Street Segment	issues/concerns	along/cross /drivers
Route #1		
7.3 Union St S Side Los Robles - Mentor	Uneven, narrow sidewalk, 8' wide; utility boxes obstruct sidewalk; option to widen sidewalk? Many curb cuts; driveway to Target dangerous for pedestrians, signage blocks line of sight; no trees; little landscaping; unengaging storefronts; more pedestrian street lighting needed; 30mph speed limit posted; average vehicle speed 30+mph; no Metro signage for pedestrians; no bike racks	4/5/5
7.4 Mentor St E Side Union St - N of Colorado Blvd	Even sidewalk, 10' - 15' wide; missing tree grates by Ice House; engaging storefronts; good street furniture; speed limit not posted, average vehicle speed 25mph; no bike racks; no Metro signage for pedestrians;	4/5/5
7.5 Market Alley Center Mentor St	btw Mentor & Lake: very car oriented, safe but unclean/littered; btw Lake & Hudson: wide so encourages cars to speed; rear of Colorado are unattractive; car oriented; btw Hudson & Oak Knoll: a parking lot, car oriented; Yroman's Paseo: pedestrian oriented, street art, planters, street furniture, etc; Trio Passage: good pavers, looks stark, many blank walls to sidewalk, garage driveway obstructs pedestrians	4/5/5
Route # 8		
8.1 Madison Ave E Side Union St - Curzon St	Even sidewalk, 15' wide; public parking well signposted but private parking not; parkways missing trees along east side of Madison, south of Walnut; unengaging storefronts, offices mainly; speed limit not posted, average vehicle speed 20-25mph; no benches/shelter at transit stops; no Metro signage for pedestrians; no bike racks; utility at s/e corner of Madison & Walnut obstructs pedestrians;	4/5/5
8.2 Curzon St S Side Madison St - Hudson St	Not a pedestrian oriented environment; noise from street at Fwy, cars speeding; sidewalk uplifted; no parking available; private parking fenced off & unattractive; blank walls to sidewalk; speed limit not posted, average vehicle speed 40-45mph; bike route crosses over pedestrian sidewalk, potential for accidents; crossing El Molino is difficult as pedestrian walk light is too short; no Metro signage for pedestrians	5/5/4
8.3 Hudson St W Side Curzon St - Walnut Ave	Even sidewalk, 4-4.5' wide, parkway 9'; clear parking signage; tree planting & parkway missing in parts; no trash cans or other street furniture; unengaging storefronts; vacant lot at Hudson & Walnut; no pedestrian street lighting; speed limit not posted, average speed 10-15mph, as short block; no bike racks; street crossing unsafe, drivers do not yield to pedestrians; no marked crossing; no Metro signage for pedestrians	5/5/4
8.4 Walnut N Side Hudson St - El Molino	Not pedestrian oriented; uneven sidewalk, narrow, fast traffic, no trees, traffic noise, hidden driveways, vehicles can obstruct sidewalk; unengaging storefronts; blank walls to sidewalk; speed limit not posted, average vehicle speed 40+mph; no bike racks; no Metro signage for pedestrians; street crossing unsafe, walk signal changes too fast	5/5/4
8.5 El Molino Ave W Side Walnut St - Union St	Uplifted sidewalk; driveways impede pedestrians, steep slope; parking is signposted; missing tree grates on El Molino north of Walnut; unengaging storefronts to sidewalk; speed limit not signposted, average vehicle speed 15-20mph; no bike racks; only street furniture is mail boxes; no Metro signage for pedestrians	5/5/4
8.6 Union St N Side El Molino St - Madison Ave	Not pedestrian oriented, cars travel fast; unattractive lot on n/e corner of Union & Madison; trees need trimming; blank walls onto sidewalk; unengaging storefronts; no pedestrian level street lights; speed limit not posted, average vehicle speed 30+mph; no bike racks; no Metro signage for pedestrians	5/5/4

Street Segment Route #1	Issues/concerns	along/cross /drivers
8.7 Madison Ave W Side Union St - Colorado Blvd	Pedestrian oriented environment; minor uplifting of sidewalk; attractive heritage building at corner of Walnut & Madison; speed limit not signposted, average vehicle speed 10-20mph; no pedestrian street lighting; no bike racks or other street furniture; no Metro signage for pedestrians	5/5/4
Route # 9		
9.1 Colorado Blvd N Side Madison Ave - El Molino Ave	Even sidewalk, 15' wide; good trash cans & street furniture; inconsistent tree species; engaging storefronts; no pedestrian lighting; no shelter at transit stop; no bike racks;	2-5/4/4
9.2 Colorado Blvd N Side El Molino Ave - Oak Knoll Ave	Uplifted sidewalk; some litter; good trash cans & street furniture; shade from trees; Office Max & Atrium present unattractive storefronts to sidewalk; homeless people on sidewalk;	2-5/4/4
9.3 Colorado Blvd N Side Oak Knoll Ave - Hudson St	Uplifted sidewalk; treeless sidewalk, no shading; streetlight poles need repainting; Target needs street furniture; restored historic building covered with excess, poorly designed signage; no signage for Playhouse District	2-5/4/4
9.4 Colorado Blvd N Side Hudson St - Lake Blvd	Uplifted sidewalk, 15' wide; good tree shading; Playhouse District sign is damaged; Cantabury Printing, Kinkos and mattress store present unattractive storefronts to sidewalk; vehicles moving fast, wide intersection, vehicles encroach on pedestrian routes	2-5/4/4
9.5 Colorado Blvd N Side Lake Blvd - Mentor Blvd	Unfriendly pedestrian environment, heavy traffic noise; inconsistent tree species; building setback creates sense of space for pedestrians;	2-5/4/4
9.6 Colorado Blvd N Side Mentor Blvd - Catalina Blvd	Sidewalk 15' wide; small trees; FedEx boxes & newspaper racks clutter sidewalk in front of Post Office;	2-5/4/4
9.7 Colorado Blvd N Side Catalina Blvd - to Wilson St	Sidewalk 23' wide; young trees, limited shade; unattractive trash cans; good street furniture; commercial building takes up most of the block, has attractive entrance courtyard with water feature	2-5/4/4
9.8 Wilson St W Side Colorado Blvd - Green St	Amigo presents unattractive storefront to sidewalk; sidewalk 13' wide; sidewalk uplifted, dirty; driveways impede pedestrians; alleyway behind restaurant has unpleasant odor; residential project at 33 S Wilson has attractive entry; parking lot has unattractive chain fence	2-5/4/4
9.9 Green St S Side Wilson St - Catalina Blvd	Attractive historic building with landscaping in setback; planted tree wells; N side of Green blocked by construction works; streetlight poles need painting; Cheesewright Building visually attractive	2-5/4/4
9.10 Green St S Side Catalina Blvd - Mentor Blvd	Planters along sidewalk; tree shading; buildings architecturally attractive with landscaping; most businesses closed on Saturday;	2-5/4/4
9.11 Green St S Side Mentor Blvd - Lake Blvd	Street has 'canyon' character; uplifted sidewalk; long pedestrian walk light; homeless people on this street segment; 936 Green presents unattractive storefront; sidewalk narrows to 4.5' width; 928 Green boarded up, unattractive, construction work occurring, pipes stacked on sidewalk; 908 Green planter 7 pipes protruding into pedestrian route, hazardous; graffiti on news racks	2-5/4/4
9.12 Green St S Side Lake Blvd - Hudson St	Pedestrian unfriendly, heavy traffic noise; good crossing at Lake; visually interesting street lighting; even sidewalk, clean; generator generating significant noise; good planters & landscaping along block	2-5/4/4

Route #1	Street Segment	Issues/concerns	along/cross /drivers
9.13	Green St S Side Hudson St - Oak Knoll Blvd	Pedestrian unfriendly; uplifted sidewalk; missing trees; 790 Green E, lowrise, modern building, discordant mix of scale; presents unattractive wall to sidewalk; corner highrise is rundown; private parking lot, driveway encroaches on sidewalk	2-5/4/4
9.14	Green St S Side Oak Knoll Blvd - El Molino Blvd	Good trash cans; uplifted sidewalk; newsracks; industrial building creates sterile wall to sidewalk; 676 interesting storefront (bath & kitchens); parking lot at corner visually unengaging;	2-5/4/4
9.15	Green St S Side El Molino Blvd - Madison Ave	Tire store driveway encroaches on sidewalk; uplifted sidewalk, 5.5' wide; AT&T building presents unengaging storefront & driveway encroaches on sidewalk; missing trees; transit stop - no benches or trash cans; utility box obstructs pedestrian route;	2-5/4/4
9.16	Green St S Side Madison Ave - church	Cooking school presents attractive storefront; public art signage but no public art; bike racks; lack of trees & shading; uplifted sidewalk; odor from dumpsters inside garage	2-5/4/4
Route # 10			
10.1	Colorado Blvd N Side Madison Ave - Oakland Blvd	Uplifted sidewalk, 137" wide; parking signage needs improvement; treewells missing; unattractive storefronts to sidewalk; speed limit not posted, average vehicle speed 30mph; no pedestrian signage to Metro; bike racks needed at gymnasium; street crossing easy & safe; drivers may not yield to pedestrians	3.5/3.5/2
10.2	Colorado Blvd N Side Oakland Blvd to Los Robles Blvd	Even sidewalk, 15' wide; parking signage needs improvement; Sotheby's windows closed; speed limit posted 25mph, average vehicle speed 30mph; no shelter; map or fare info at transit stop; no pedestrian signage to Metro; more bike racks needed; street crossing safe & easy	3.5/3.5/2
10.3	Colorado Blvd N Side Los Robles Blvd - Euclid Ave	Even sidewalk, 15' wide; parking signage should be moved down block & is confusing; no trash cans on street; speed limit not posted, average vehicle speed 35mph; no bench or shelter at transit stop; no bike racks; street crossing safe & easy	3.5/3.5/2
10.4	Colorado Blvd N Side Euclid Ave - Garfield Ave	Uneven sidewalk under construction, 15'6" wide; large setback at Garfield, could be improved, e.g. landscaping; speed limit posted 25mph, average vehicle speed 35mph; no benches, shelter at transit stops; no pedestrian signage to Metro; no bike racks; crosswalk needs repainting; street crossing safe & easy;	3.5/3.5/2
10.5	Colorado Blvd N Side Garfield Ave - Marengo Blvd	Even sidewalk; streetscape could be improved with more landscaping; alleyways unclean, littered; parking signage unclear; lack of street furniture; speed limit posted, average vehicle speed 30mph; good pedestrian lighting; no map or fare info at transit stop; bike racks needed across from Paso Colorado; street crossing safe & easy;	3.5/3.5/2
10.6	Colorado Blvd N Side Marengo Blvd - Arroyo Parkway	Uplifted sidewalk; AT&T garden needs more landscaping & better connection to street; additional shade trees needed at corner; more benches needed; some litter present; vehicles moving too fast, average vehicle speed 35mph; store signage could be improved; more bike racks needed; street crossing safe & easy	3.5/3.5/2
10.7	Colorado Blvd N Side Arroyo Parkway - Raymond Ave	Busy street, not friendly pedestrian environment; no signage for Metro station; dead zone above Gold Line; clear parking signs; no consistent tree planting; more trash cans & street furniture needed; no engaging storefronts; AT&T has attractive landscaping but cut off from street; no speed limit posted; no shelter at transit stop; no bike racks; transit could be more engaging if AT&T space opened up; street crossing easy & safe;	3.5/3.5/2

Route #	Street Segment	issues/concerns	along/cross /drivers
10.8	Colorado Blvd N Side Raymond Ave - Fair Oaks Blvd	Even sidewalk; clearer parking signs needed; tree wells missing; engaging storefronts; posted speed limit 25mph, average vehicle speed 30-40mph; no shelter at transit stops; more bike racks needed mid-block; no pedestrian signs to Metro; transit moved quickly; street crossing safe & easy;	3.5/3.5/2
10.9	Colorado Blvd N Side Fair Oaks Blvd - Delacey Blvd	Narrow, even sidewalk; attractive alleyways; popular pedestrian area; some fast drivers, average vehicle speed 25mph; no shelter at transit stop; no pedestrian signage to Metro; street crossing safe & easy	3.5/3.5/2
10.10	Colorado Blvd S Side Delacey Blvd - church	Uplifted, narrow sidewalk, unpleasant pedestrian experience; skateboarders; alleyways unattractive, need signage; no pedestrian signage for Metro; fast cars along Colorado; pedestrian walk lights should default to 'walk' & not need to be pushed; need more temporary parking for pick up/drop off; missing/disturbed tree grates; damaged trees; lack of landscaping; more benches & street furniture needed; unengaging storefronts; speed limited posted 25mph, average vehicle speed 35-40mph; part of Colorado Blvd could be closed to traffic; bike lanes needed; disabled pads missing from some crossings; crossing markings need repainting	3.5/3.5/2
Route # 11			
11.1	Gold Line Del Mar Station to Central Park	Wait at Del Mar Station long, noisy & dirty station, poor visibility from ticket booth; no fare or route info; pedestrian-level signage to Gold Line stations; wide, clean sidewalk; car parking signage clear; consistent tree species, no trees missing; bike racks, park benches & trash cans; exposed garbage in park utility boxes; no posted speed limit but motorists driving at reasonable speed; no place to cross but traffic pattern is good, safe, easy crossing;	4/5/4
11.2	Baker Alley Valley St to Dayton St	Sidewalk uneven, 5ft - 7ft wide; industrial area; no pedestrian signage; car parking signage is clear; consistent tree species; landscaping but no median strip; Active storefronts along Dayton with low, well-designed grated windows; no speed limit posted; no pedestrian signage for Gold Line Station; no bike racks; no pedestrian crossing but traffic light so crossing safe & easy;	4/5/4
11.3	DeLacey Ave W Side Dayton St to Green St	Sidewalk 8ft wide, clear & even; car parking signs are confusing; consistent tree species, some trees missing; dog litter present; trash cans present; no pedestrian signs to Gold Line; no bike racks; some inactive storefronts/blank walls; medical smell from beauty shop; no pedestrians; no pedestrian level street lights; no speed limit posted;	4/5/4
11.4	Green St S Side DeLacey Ave to Raymond Ave	Restaurant seating partially obstructs sidewalk, sidewalk 10ft wide without seating, 6.5ft with; Sidewalk even; car parking signage confusing; consistent tree species; adequate trash cans; active storefronts; no speed limit posted; no pedestrians; no pedestrian signage to Gold Line; bike racks on DeLacey but bikes are parked at restaurant obstructing pedestrians; crosswalks well marked & safe;	4/5/4
11.5	Green St S Side Raymond Ave to Los Robles Ave	Sidewalk 10ft wide & even; construction work blocking sidewalk; parking signs for Pasadena Center unclear; consistent tree species, no trees from Arroyo Pkwy to Marengo; benches & trash cans adequate; no pedestrians; posted speed limit 30mph, drivers complying; no bike racks; pedestrian signage to Gold Line; utility box at Euclid blocks sidewalk; street very busy, drivers do not always yield to pedestrians;	4/5/4

Route #/1	Street Segment	Issues/concerns	along/cross /drivers
11.6	Green St S Side Los Robles Ave to Oakland Ave	Sidewalk even, 10ft - 12 ft wide; sidewalk broken at Los Robles; alley walkways 17ft - 18ft wide, not inviting; some exposed trash cans, parking lots set back with clear signage; consistent tree species; no trees missing; adequate trash cans & other street furniture; tall buildings but active storefronts; well landscaped; speed limit posted at 30mph, motorists complying; no bike racks, bikes tied to signposts	4/5/4
Route #12			
12.1	Colorado Blvd S Side Madison Ave to Oakland Ave	Sidewalk 15ft wide, even; trees uplifting in places; signal box at Oakland & Colorado blocks sidewalk; parking signs confusing; parking lot has blank street frontage; consistent tree species; few active storefronts, commercial buildings create blank walls; no speed limit posted, drivers going 30mph; no pedestrian signage to Gold Line; adequate pedestrian lighting, bike racks & benches; skateboarders moving too fast; street crossing safe & easy;	4/5/5
12.2	Oakland Ave E Side Colorado Blvd to Green St	Sidewalk 12ft wide, even; unshaded in summer; steep driveways obstruct sidewalk; clear parking signage; inconsistent tree species; missing tree wells; no landscaping; some inactive storefronts; no speed limit posted; no benches at transit stops; no route or fare info for Gold Line; no bike racks; curb cut at Green & Oak Knoll not suitable for wheelchairs;	4/5/5
12.3	Green St N Side Oakland Ave	Sidewalk 11.5ft, uneven; curbs cut at Green & Oak Knoll poorly maintained; service entrance at Pasadena Towers is unsafe; parking lots poorly maintained btw El Molino & Oak Knoll; missing tree wells; no landscaping; inactive storefronts btw Green & Madison; speed limit posted; no benches or lighting at transit stops; no pedestrian signage to Gold Line; no bike racks; street crossing safe & easy	4/5/5
12.4	Mentor St W Side Green St to Shoppers Alley	Sidewalk 10ft wide, very uneven; no parking; no street furniture; no Gold Line signage	4/5/5
12.5	Shoppers Lane To Del Mar	Sidewalk 5.5ft wide, uneven; signage obstructs pedestrians; parking signage clear; parking lot alignment requires cars to back across sidewalk; few trees; some inactive storefronts; adequate trash cans; no pedestrian street lighting; no speed limit posted; no benches, bike racks or Gold Line signage; difficult crossing at Cordova & Shoppers; drivers do not yield to pedestrians	4/5/5
12.6	Del Mar Blvd S Side Shoppers Lane to Lake Ave	Sidewalk 15ft, even; no alleyways or driveways; only 1 tree; no landscaping; no benches, trash cans or pedestrian lighting; bike racks present; no posted speed limit; skateboarders moving too fast; crosswalks well marked but difficult for wheelchairs; crossing safe & easy;	4/5/5
12.7	Lake Ave W Side Del Mar Blvd to Cordova St	Sidewalk 15ft; some inactive storefronts; wheelchair access difficult at Sullivan Courts Monroe; no pedestrian street lighting; bike racks adequate;	4/5/5
12.8	Cordova St S Side Lake St to Madison Ave	Sidewalk 5ft, 4ft parkway, even; alleys safe; clear parking signage; parking lots landscaped; consistent tree species; landscaping; no trash cans, benches, bike racks or pedestrian street lighting; speed limit posted but drivers going fast. 35mph; inactive storefronts; crossing safe at lights, unsafe everywhere else; not all drivers yield to pedestrians;	4/5/5

Route #1	Street Segment	Issues/concerns	along/cross /drivers
12.9	Madison Ave W Side Cordova St to Colorado Blvd	Sidewalk 6ft, parkway 6ft, btw Green & Colorado, 12ft wide, uneven S of Colorado; consistent tree species; landscaping; a few trash cans, benches & pedestrian street lights; speed limit not posted; no bike racks; crossing safe & easy;	4/5/5
Route # 13			
13.1	Madison Ave E Side Colorado Blvd to Union St	Sidewalk 10ft wide, parkway 10ft, even; no obstructions; attractive alley walkways; clear parking signs; great landscaping; vehicles can block sidewalk if queuing to enter medical building; inconsistent tree species; adequate trash cans, benches; active storefronts; many pedestrians; no speed limit posted, drivers going 20mph; no pedestrian signage to Gold Line; no bike racks; street crossing safe & easy;	6/5/4
13.2	Union Ave S Side Madison Ave to Los Robles Ave	Sidewalk 8ft; 4 lanes of traffic; pole in front of medical building blocks sidewalk; driveways tree wells missing; no trash cans, benches, bike racks or pedestrian lighting; inactive storefronts; smell of car exhaust; pedestrians walking nr 24hr Fitness; speed limit not posted, driving going fast 30-40mph; no Gold Line signage or route info; crossing safe & easy except at Oakland, no signal & fast cars;	6/5/4
13.3	Los Robles W Side Union St to Colorado Blvd	Sidewalk 10ft, even; clear parking signs; consistent tree species; tree wells missing north of Colorado; no trash cans, benches or bike racks; inactive storefronts; no speed limit posted, drivers going 30mph; ; no pedestrian signs to Gold Line; crossing safe & easy	6/5/4
13.4	Colorado Blvd N Side Los Robles Ave to Garfield Ave	Sidewalk 20ft, even; alley walkways enhance urban character; clear parking signs; no pay station for parking; consistent tree species; no landscaping; trash cans, benches; pedestrian lighting in Courtyard, limited on Colorado; many pedestrians; no speed limit posted, drivers going 20-25mph; no signs to Gold Line; transit stop lacks lighting; bike rack at Paseo is full; crossing safe & easy, except at Euclid N, pedestrian sign not defaulting to walk	6/5/4
13.5	Paseo Alley / Colorado Blvd S Side Garfield Ave to Los Robles Ave	Sidewalk 20ft, even; Paseo shopping courtyard is attractive, tiled sidewalk can be slick in rain; clear parking signs; consistent tree planting(palms); missing tree wells; landscaped area 20ft wide; no trash cans, benches or bike racks on street, present in Paseo; many pedestrians; pedestrian street lighting; no speed limit posted, drivers going 20-25mph; no signs to Gold Line; crossing at Paseo marked with attractive brick; pedestrian walk phase too short, drivers do not always yield.	6/5/4
13.6	Colorado Blvd S Side Los Robles Ave to Oakland Ave via Converse Alley	Sidewalk wide, uneven on Los Robles (E side) btw Colorado & Converse Alley; Converse Alley poorly maintained btw Los Robles & Oakland, not lit, uneven pavement; clear parking signs; consistent tree species; missing tree wells along Colorado; bike racks, trash cans, benches & street lighting adequate; active storefronts; many pedestrians; speed limit posted at 25mph, drivers going 30mph; lighting, bench, fare info at transit stop; no signs to Gold Line; crossing safe & easy	6/5/4

Street Segment Route #1	issues/concerns	along/cross /drivers
13.7 Oakland Ave W Side / Converse Alley To El Molino Ave	Sidewalk wide & even on Oakland, not on Converse / Playhouse Alley; alleys are narrow, dark, dirty with broken windows, water from restaurants flowing onto street; parking lots are unattractive; if parked in alley, vehicles obstruct pedestrians; clear parking signs; no trees, lighting or landscaping in alley; no trash cans, benches; active storefronts on E Oakland btw Colorado & Converse; bike racks at Playhouse only, not used; crosswalk could be added from Converse E to Converse W, police ticket students for illegally crossing	6/5/4
13.8 El Molino W Side via Green St N side & Arcade Lane to Colorado Blvd	Sidewalk wide & even on all routes; Arcade Lane is attractive courtyard; clear parking signs; attractive parking lots link Green St to Arcade Ln; consistent tree species; no landscaping or median; active storefronts on El Molino & Arcade, not on Green; palm trees at Playhouse used as street lights, attractive; speed limit not posted, drivers going fast 30+mph; no signs to Gold Line; bike racks at Playhouse; crosswalks well marked, crossing safe & easy;	6/5/4
13.9 Colorado Blvd S Side Arcade Lane to Madison St	Sidewalk wide, uneven in places; clear parking signs, no obstructing driveways, no alleyways; inconsistent tree species; missing tree wells; no landscaping; trash cans, benches adequate; active storefronts; many pedestrians; pedestrian street lighting; 25mps posted speed limit, drivers going 30+mph; no signs to Gold Line; bike racks over-utilised, suggested location for additional racks along Arcade Lane. crossing safe & easy	6/5/4
Route # 14		
14.1 Gold Line Holly St Station Holly St N side to Raymond Ave W side	Holly St Station friendly, quiet; sidewalk 8ft wide & even but littered; very noisy, needs sound walls; clear parking signs; consistent tree species, no missing tree wells; no landscaping; median strip present; trash cans, bike racks, benches, street lighting present no pedestrians; 35mph speed limit posted, drivers going 20mph; no benches but lighting at transit stops; fare & route info posted, street signs to Gold Line; crossing safe & easy; drivers yield to pedestrians	4/4/4
14.2 Hopkins Alley Via Electric Alley to Pacific Alley	Parking structure crosses alley; obsolete power pole obstructs Hopkins; public art attractive, alleys neat & clean; construction on Electric Alley obstructs sidewalk; clear parking signs; adequate parking lots;	4/4/4
14.3 Fair Oaks Ave E & W sides Holly St to Union via both sides of Fair Oak	Sidewalk on E side is narrow: 9ft wide, W side 10ft wide; sidewalk even; clear parking signs; consistent tree species; no missing treewells; sidewalk outside Parsons Building attractive & comfortable; no trash cans; benches, bike racks, pedestrian street lighting present; active storefronts; a few pedestrians; no speed limit posted, drivers going 30mph; no bench at transit stop, route & fare info posted, signs to Gold Line; crossing safe & easy; crosswalks well marked	4/4/4
14.4 Union St S Side Fair Oaks Ave to Marengo Ave	Sidewalk 9ft wide, even; minor uplifting btw Arroyo & E Oaks N side; attractive alley walkways; clear parking signs; consistent tree species, some trees & tree wells missing; no landscaping or median; trash cans, pedestrian street lighting, bike racks but no benches; active storefronts (restaurants); a few pedestrians; no speed limit posted; no bench at transit stop, route & fare info posted, street signs to Gold Line; crosswalks well marked, crossing safe & easy	4/4/4

Street Segment	Issues/concerns	along/cross /drivers
Route #1		
14.5 Union St S Side Marengo Ave to Euclid St	Sidewalk 7ft, parkway 10ft, even; At Old Yuca, pipe broken, water leak to sidewalk; alleys safe & clean; clear parking signs; consistent tree species; no landscaping or median; no trash cans, benches; bike racks & pedestrian street lighting installed; no active storefronts; no speed limit posted; drivers going at pedestrian safe speeds; no bench at transit stop; route & fare info posted, signs to Gold Line; crosswalks well marked, crossing safe & easy	4/4/4
14.6 Union St S Side From Los Robles Ave, via Oakland W side, Colorado Blvd N side to Madison St	Sidewalk 8ft wide, 9ft at Union & Oakland, even, clear; clear parking signs; curb cuts at all crossings, crossings well marked; crossing safe & easy	4/4/4
Route # 15		
15.1 Madison Ave W Side Colorado Blvd to Union St, Union St N side to Euclid Ave	Sidewalk 11ft wide, even; good landscaping; handicapped parking available; adequate private, off-street parking lots; clear street parking signs; vehicles exiting driveways can obstruct sidewalk; attractive public art at Pacific Asia parking lot; inconsistent tree species; some broken tree wells near Los Robles; minimal trash cans & benches provided; several inactive storefronts; construction work at Euclid is minor obstruction; no speed limit posted, drivers going 25mph; crosswalks well marked, crossing safe & easy	4/4/5
15.2 Euclid Ave N Side Via City Hall courtyard to Garfield Ave E side to Ramona St S side to Marengo Ave	Sidewalk wide & even, wheelchair accessible, especially by City Hall - courtyard here attractive; improvements needed to open space behind YMCA; unclear parking signage; too few trees, trash cans & benches; inconsistent tree plantings but attractive landscaping; tree wells missing near Euclid / Union; Ramona S side needs cleaning; comments from Phoenix & Albuquerque visitors 'Pasadena is really walkable,' bike racks & pedestrian street lighting adequate; no speed limit posted, drivers going too fast at 25mph; no bench at transit stop; no Gold Line signage; no crossing into Holly mid-block Euclid at City Hall; crossings well marked & safe	4/4/5
15.3 Ramona St S Side Marengo Ave to Raymond Ave via Memorial Park	Sidewalk 18ft wide, even at Marengo W side; some uplifting; alley walkways safe & clean; clear parking signs; street trees and wells missing; alleyways from Paseo thru Holly Apts, not clear how to get to main street, nice playground, graffiti, needs better landscaping behind Levitt Pavilion; Memorial Park pleasant, picnic benches need upgrade, more trash cans needed; unattractive storefronts; several pedestrians; some pedestrian lighting; speed limit not posted, drivers going safe speed; no bench at Memorial Park transit stop; no bike racks; crosswalks well marked, crossing unsafe at Ramona/Marengo	4/4/5
15.4 Memorial Park To Raymond Ave E side, Holly St S side, Kendall Alley to Union St N side to Exchange Alley / Fair Oaks Ave	Sidewalk uneven & narrow, especially thru alleys; vehicles can block sidewalk thru alleys; parts of the alleys are unsafe & unclear, ruining the nice parts; clear parking signs; consistent tree planting along Raymond only; no landscaping or median; trash cans insufficient; several inactive storefronts; Kendall & Exchange Alley have unpleasant smells; a few pedestrians; pedestrian lighting needs improving; no speed limit posted, drivers going safe speeds; crossings safe & easy except at Kendall / Union	4/4/5

Pasadena Playhouse District Association
 Downtown Pasadena Walkabout
 Street Segment Issues

Prepared By Deborah Murphy
 Saturday March 1, 2008
 updated 8/30/08

Street Segment	Issues/concerns	along/cross /drivers
Route #1		4/4/5
15.5 Fair Oaks Ave E Side To Union St N side to Arroyo Pkwy	Sidewalk 11ft on Fair Oaks; uplifted in places; 37 & 115 Union historic sidewalk broken; clear parking signs; Union St could be signposted as "historic walk"; inconsistent tree species; no landscaping or median; insufficient trash cans, benches; inactive storefronts; a few pedestrians; speed limit not posted; no bench at transit stop; bike racks well used; crosswalks well marked, crossing safe & easy;	
15.6 Union St N Side Arroyo Pkwy to Madison Ave, Madison Ave W side to church	Sidewalk wide & even; temporary cones at Marengo / Union obstruct sidewalk; clear parking signs; poor signage for Holly St parking garage; inconsistent tree species; attractive landscaping at Western Asset, Los Robles; parkway landscaped 9ft wide on Garfield; insufficient trash cans; mostly engaging storefronts; parking lot w/ wall behind old YWCA needs repair; speed limit not posted; littering from construction near Western Asset; no signs for Gold Line, no fare or route info posted; no bike racks; no bench at transit stop; crossings well marked; crossing safe & easy	4/4/5
Route # 16		
16.1 Colorado Blvd N Side Madison / Colorado cnr	Sidewalk 13.5ft wide, some uplift; inconsistent tree species; landscaped area in front of church 5ft wide; no median; trash cans, no benches or bike racks; active storefronts; crosswalks well marked; crossing safe & easy	
16.2 Colorado Blvd N Side Madison Ave to Los Robles Ave	Sidewalk 15ft wide, uneven but wheelchair accessible; trash cans, benches are widely available; newspaper racks unattractive; clear parking signs; no sign to inform overnight parking not permitted; inconsistent tree planting, missing tree wells; no landscaping or median; active storefronts; a few pedestrians; speed limit posted; no bike racks; crosswalks well marked but could be better laid out to improve appearance; crossing safe & easy	
16.3 Los Robles E Side Colorado Blvd to Walnut Ave	Sidewalk 9ft wide, uneven & noisy; sidewalk needs clean; fire hydrant blocks sidewalk; clear parking signs; parking lot accessible but lacks landscaping; consistent tree planting; attractive landscaping at parking lot entrance; trash cans, bike rack & benches available; Asian Museum presents active storefront; transit stop area is messy; few pedestrians; no signs or info for Gold Line;	
16.4 Los Robles E Side Union St to Ford Pl	Sidewalk 10ft wide, uneven; signposts block sidewalk; clear parking signs; missing street trees & wells; landscaped area outside Fuller property 5ft - 20ft; no median; no trash cans, benches, pedestrian lighting or bike racks; active storefronts;	
16.5 Los Robles E Side Ford Pl to Walnut Ave	Sidewalk 10.5ft wide, even; corner roadwidth wide, narrow pedestrian sidewalk, dangerous; parking lot at corner with no landscaping; no median; no trash cans, benches, pedestrian lighting; active storefronts, attractive church; parking lot is unattractive; crossings well marked; crossing safe & easy	
16.6 Walnut Ave N Side Los Robles Ave to Oakland Ave	Sidewalk 8.5ft wide; unpleasant next to gas station due to traffic; too many driveways create uneven sidewalk; no trees, landscaping or median strip; trash cans, benches provided; no bike racks; a few pedestrians;	
16.7 Walnut Ave N Side Oakland Ave to Lake Ave	Sidewalk 7ft wide, feels narrow; no trees, landscaping or median; inactive storefronts, closed on weekends, littered; autorepair shop & Greyhound bus depot are unattractive; no pedestrian street lighting; no posted speed limit; major traffic corridor; no transit stops	

Route #1	Street Segment	issues/concerns	along/cross /drivers
16.8	Lake Ave W Side Walnut Ave to Colorado Blvd	Sidewalk 12ft wide, widens at Judy Mac; clear parking signs; Del Taco parking lot is not landscaped; vehicles can obstruct the sidewalk; consistent tree planting; no landscaping or median; trash cans, benches bike racks provided; too many newspaper racks; no pedestrian lighting; wide driveway at Indy Mac, busy noisy street; a few pedestrians; speed limit not posted, drivers going 40mph; bench at transit stop; no Gold Line signs or route info posted; crossings well marked, crossing safe & easy	
16.9	Colorado Blvd N Side Lake Ave to El Molino Ave	Sidewalk 15ft wide, uplifted; parking signs unclear; inconsistent tree planting; no landscaping, median; trash cans, benches, pedestrian street lighting provided; some unengaging storefronts, littered in front; minimal signage at pedestrian level; unattractive businesses close to Lake Ave; a few pedestrians; speed limit posted 25mph, drivers going 25-30mph; target landscaping not pedestrian friendly; crossings are well marked, crossing safe & easy	
16.10	Colorado Blvd N Side El Molino Ave to Madison Ave	Sidewalk wide & even; new improvements are good; clear parking signs; consistent tree planting; no landscaping, median; trash cans, benches, pedestrian lighting provided; Faemima great attraction; a few pedestrians; no signs for Gold Line; benches at transit stop; crossings well marked, crossing safe & easy	
Route # 17			
17.1	Memorial Park Holly Ave Metro Station across Memorial Park to Walnut Ave	Sidewalk wide & even; no obstructions or alley walkways; no parking signage; sidewalk condition poor; attractive park with trash cans, benches, pedestrian lighting; play facilities for children but only homeless are using it; graffiti on station walls; Holly St. development is ungated during day, open to street on other side; no bike racks; no Gold Line signage or fare info; pleasant station environment	1/3/4
17.2	Walnut Ave S Side Raymond Ave to Arroyo Pkwy	Sidewalk 5.5ft wide + parkway, uneven in places; freeway noisy; driveways impede pedestrian movement near Holly Ave Station, vehicles can obstruct sidewalk; clear parking signs; parking lot tucked behind building; consistent tree planting; 10.5ft landscaped parkway; no median; trash cans, benches, bike racks provided; pedestrian lighting at Station only; active storefronts; no speed limit posted, drivers going 25-30mph, 2 stop signs at end of block slow traffic; signs to Gold Line; crossings well marked, crossing safe & easy	1/3/4
17.3	Walnut Ave S Side Arroyo Pkwy to Marengo Ave	Sidewalk 10ft wide, even; street trees obstruct pedestrian movement; no parking on street so no buffer for pedestrians against traffic noise; consistent tree planting; no landscaping or median; benches provided, no trash cans, pedestrian lighting or bike racks; no active storefronts; posted speed limit 30mph, drivers going 40mph; only homeless people walking; signs to Gold Line for drivers; skateboarders using sidewalk unsafely; crossing well marked, crossing safe & easy; unfriendly pedestrian environment, unattractive parking lot, corporate buildings;	1/3/4
17.4	Walnut Ave S Side Marengo Ave to Garfield Ave	Sidewalk 7ft wide, even; utility box obstructs sidewalk; sidewalk dirty; minimal landscaping, no trees or median; clear parking signs; bench at transit stop; unattractive parking structure; no trash cans or street lighting; benches in unfriendly pedestrian environment; posted speed limit 30mph, drivers going 40mph;	1/3/4

Pasadena Playhouse District Association
 DOWNTOWN PASADENA WALKABOUT
 Street Segment Issues

Prepared By Deborah Murphy
 Saturday March 1, 2008
 updated 8/3/08

Street Segment Route #1	Issues/concerns	along/cross /drivers
17.5 Walnut Ave S Side Garfield Ave to Euclid Ave	Sidewalk 15ft wide, even but unclear in parts; unattractive streetscape, traffic noise predominates; court & library are attractive, well landscaped; clear parking signs; consistent tree planting, missing tree wells; no landscaping or median; trash cans, benches, bike racks provided; no pedestrian lighting; inactive storefronts; speed limit posted 30mph, drivers going 40+mph; bench at transit stop, fare info posted; no Gold Line signs; crossings well marked, crossing feels unsafe as traffic is busy	1/3/4
17.6 Walnut Ave S Side Euclid Ave to Madison Ave	Sidewalk 7ft - 10ft, narrow uneven & noisy with traffic; no street parking to buffer traffic noise; unattractive architecture, sidewalks dirty, no trees, landscaping or median; tree wells bricked; driveways impede pedestrian movement; blind driveway to underground parking structure at Westin; no trash cans, benches, pedestrian lighting or bike racks; some active storefronts; Hold & Hutch's BBQ attractive; Westin is blank storefront; posted speed limit 30mph, drivers going 40mph; no bench at transit stop; curb cuts misaligned	1/3/4
17.7 Madison Ave W Side Walnut Ave to Colorado Blvd	Sidewalk 6ft, narrow, even; driveways & vehicles impede pedestrian movement; clear parking signs; landscaping btw parking lots & sidewalk; inconsistent tree species but mostly palms; landscaped parkway; no median; no trash cans, benches, pedestrian lighting or bike racks; inactive storefronts; few pedestrians; posted speed limit 25mph, drivers going 35+mph; no bench at transit stop; crossings well marked, crossing safe & easy	1/3/4

Street Segment Route #1 Route # 18	Issues/concerns	along/cross /drivers
18.1 Maple Ave Metro Station Corson St junction	Sidewalk 20ft wide, even; pedestrian unfriendly due to freeway traffic noise, hostile station environment; no clear parking signs; no consistent tree planting; planter boxes used as trash cans; no active storefronts; few pedestrians; no pedestrian lighting, benches, trash cans or bike racks; benches but inadequate lighting at transit stops; speed limit not posted, drivers going fast; pedestrian signs to Gold Line Station; raised planter boxes block pedestrian view; limited no. of crosswalks, crossing unsafe due to too much traffic; walk signal too short, wait for signal too long	1(N of Colorado) 4-5 (S of Colorado)/3/3
18.2 Lake Ave E Side Corson St to Locust St	Sidewalk 10ft, narrow, even; bollards obstruct pedestrian movement; clear parking signs; consistent tree plantings, tree wells missing, uplifted; no landscaping, median, unlandscaped; unactive storefronts; no speed limit posted, drivers going too fast; no benches at transit stop; crosswalk not marked, drivers view of pedestrians obstructed	1(N of Colorado) 4-5 (S of Colorado)/3/3
18.3 Lake St E Side Locust St to Walnut Ave	Sidewalk 10ft, narrow, littered; construction work obstructing pedestrian movement; part of sidewalk missing; drivers do not always yield to pedestrians; no parking; unattractive parking lots; inconsistent tree planting, tree wells broken, missing; no landscaping or median; unattractive trash cans, benches; inactive storefronts, set back, blank walls; few pedestrians; no speed limit posted, drivers going too fast; no bench at transit stop; obstructions block pedestrian view of traffic; curb cuts lead into traffic lane; ponding water; unsafe crossing due to traffic speed & lack of signalized / marked crossings	1(N of Colorado) 4-5 (S of Colorado)/3/3
18.4 Lake St E Side Walnut Ave to Union St	Sidewalk 10ft, narrow, uneven; driveways impede pedestrian movement - supermarket parking lot, gas station; no trees, landscaping or median; active storefronts; few pedestrians; no pedestrian street lighting, benches, trash cans or bike racks; no bench or lighting at transit stop near gas station; no signs for Gold Line; two crosswalks only; crossings unsafe due to traffic & cross lanes not well marked; walk signal too short to cross street	1(N of Colorado) 4-5 (S of Colorado)/3/3
18.5 Lake St E Side Union St to Colorado Blvd	Sidewalk 10ft - 20ft wide, even; unpleasant as traffic lanes too close; alley walkways are safe & clean; clear parking signs; parking lots well landscaped; inconsistent tree planting; no landscaping or median; active & inactive storefronts; few pedestrians; no trash cans, benches; pedestrian lighting; bike racks provided; speed limit not posted; no bench or lighting at transit stop; curb cuts misaligned; no marked crosswalk; unsafe crossing	1(N of Colorado) 4-5 (S of Colorado)/3/3
18.6 Lake St W Side Colorado Blvd to Green St	Sidewalk 15ft wide, uneven; underutilized area at Union Bank plaza; drivers do not yield to pedestrians at Union Bank intersection; parking lots screened from sidewalk; clear parking signage; inconsistent tree planting; no median; trash cans, benches unattractive; no pedestrian lighting or bike racks; no signs to Gold Line; no lighting or bench at transit stop; crossings well marked, crossing signal too short;	1(N of Colorado) 4-5 (S of Colorado)/3/3
18.7 Cordova St S Side Green St to Mentor St	Sidewalk 15ft wide, uneven; no clear parking signs; consistent tree planting; landscaped median; active storefronts; many pedestrians; no pedestrian lighting, trash cans or benches; bike racks provided; signs prohibiting skateboarders on sidewalk; curb cuts missing; crosswalks marked; crossing safe & easy	1(N of Colorado) 4-5 (S of Colorado)/3/3

Route #1	Street Segment	Issues/concerns	along/cross /drivers
18.8 Mentor St E Side	Green St to Colorado Blvd	Sidewalk comfortable, tree planting & parkway; uneven areas with ponding; driveways obstruct pedestrian movement at Bistro 45, drivers sometime fail to yield to pedestrians; no clear parking signs; parking lots covered with weeds; consistent tree planting; landscaped parkway 10ft wide; no median; no trash cans, benches; some pedestrian lighting; inactive storefronts; speed limit not posted; no benches at transit stops; curb cuts missing; crosswalks not well marked; lack of safe crossings; drivers do not yield to pedestrians	1(N of Colorado) 4-5 (S of Colorado)/3/3
Route # 19			
19.1 Union St S Side	Madison Ave to El Molino Ave	Sidewalk 5ft wide, even; useful safety light for driveway installed; unclear parking signage; consistent tree species; no street wells; landscaped area 4.5ft wide; no median, trash cans, benches or bike racks; pedestrian lighting installed; inactive storefronts; no pedestrians; speed limit not posted, drivers going 35mph; no Gold Line signs; crossings marked, walk signal long enough to cross street	4/5/4
19.2 Target Alley Both Sides	El Molino Ave to Oak Knoll Ave	No sidewalk, driveway only, impedes pedestrian movement; drivers yield to pedestrians; clear parking signs; inconsistent tree planting; no trash cans, benches, pedestrian lighting or bike racks; active storefronts; a few pedestrians; no posted speed limit; curb cuts missing at crossings; no marked crossings	4/5/4
19.3 Oak Knoll Ave Both Sides	Union St to Colorado Blvd	No written comments on Walkability Checklist	4/5/4
19.4 Target Alley Both Sides	Oak Knoll Ave to Hudson Ave	Sidewalk up to 4ft wide, uneven, many pedestrian obstructions that block view of moving vehicles; driveways impede pedestrian movement; alley walkways present, unsafe & unclear; clear parking signage; inconsistent tree planting; no landscaping, no median; trash cans, benches, pedestrian lighting & bike racks installed; active businesses but unattractive storefronts; a few pedestrians; speed limit not posted, drivers going reasonable speed for pedestrians to cross; crossings well marked, drivers yield to pedestrians	4/5/4
19.5 Hudson Ave E Side	Union Street to Colorado Blvd	Sidewalk 5ft wide, even; no obstructions; driveways obstruct pedestrian movement; alley walkways are unsafe & unclear; clear parking signs; private parking lots accessible; consistent tree planting; missing tree wells; landscaped parkway 6.5ft wide; no median; trash cans, benches installed; no bike racks; limited pedestrian lighting; no active storefronts; no pedestrians; no posted speed limit; crossings not well marked but safe, signalized places to cross street; walk signal long enough to cross safely, drivers yield to pedestrians	4/5/4
19.6 Hudson Ave Part E & Part W Side	Colorado Blvd to Green St	Sidewalk 10ft wide, even; driveways obstruct pedestrian movement; no alleyways; clear parking signage; parking lots next to sidewalk; a few pedestrians; consistent tree planting; no missing tree wells; no landscaping, no median; no trash cans, benches or bike racks; limited pedestrian lighting; no active storefronts; no posted speed limit; crossings well marked, crossing safe & easy	4/5/4

Route #1	Street Segment	Issues/concerns	along/cross /drivers
19.7 Green St N Side	Hudson Ave to El Molino Ave	Sidewalk up to 5.5ft wide, uneven; driveways obstruct pedestrian movement; alley walkway safe & clean; clear parking signage; consistent tree planting; no missing tree wells; parkway 5ft wide, no median; trash cans, benches, pedestrian lighting & bike racks installed; a few pedestrians; no posted speed limit; active storefronts; no Gold Line signs; curb cuts & crossings well marked; walk signal long enough to cross	4/5/4
19.8 Playhouse Alley E	Molino Ave to Madison Ave	No sidewalk; driveways obstruct pedestrian movement; alley walkway unsafe & unclear; clear parking signage; inconsistent tree planting; no landscaping, no median; no trash cans, benches, pedestrian lighting or bike racks; no pedestrians; no posted speed limit; crosswalks marked, crossing safe & easy	4/5/4
19.9 Madison Ave W Side	Playhouse Alley to Colorado Blvd	Sidewalk 12ft wide, uneven; driveways obstruct pedestrian movement; alley walkways unsafe & unclear; clear parking signage; inconsistent tree planting, missing tree well; no landscaping, no median; trash cans, benches, pedestrian street lighting installed, no bike racks; active storefronts; a few pedestrians; no posted speed limit; no Gold Line signs; curb cuts & crossings well marked; crossing safe & easy	4/5/4
Route # 20			
20.1 El Molino Ave E Side	Colorado Blvd to Oak Knoll Ave via Vroman's Alley	Sidewalk 9ft. wide, uneven; clear parking signage; parking lots next to sidewalk with good landscaping; consistent tree planting; no missing tree wells; no landscaping, no median; trash cans & pedestrian lighting installed, no benches or bike racks; no active storefronts; a few pedestrians; no speed limit posted, drivers going 25-30 mph; no signs to Gold Line; crossings well marked, crossing safe & easy	4/4/3
20.2 Oak Knoll Ave E Side	Vroman's Alley to Union St	Sidewalk 10 ft. wide, uneven; driveways impede pedestrian movement; clear parking signs; parking lots with good landscaping; inconsistent tree planting; no landscaping, no median; trash cans & pedestrian lighting installed, no benches or bike racks; no active storefronts; a few pedestrians; no speed limit posted; crossings not well marked, wait for walk signal long	4/4/3
20.3 Union Ave N Side	Oak Knoll Ave to Catalina Ave	Sidewalk 9ft. wide, uneven; section behind Target difficult for wheelchair; traffic box at Oak Knoll / Union obstructs pedestrian movement & view of traffic; clear parking signage; some landscaping on private parking lots, e.g. Target & Del Taco; vehicles can obstruct sidewalk; consistent tree planting; some landscaping E of Lake; no median; active storefronts; HVAC equipment next to sidewalk unpleasant; a few pedestrians; no pedestrian lighting; trash cans, benches & bike racks installed W of Lake, none E of Lake; speed limit posted: 30mph; transit stops have benches, no route info; no Gold Line signage; crossings marked, crossing safe & easy	4/4/3
20.4 Catalina W Side	Union St to Colorado Blvd	Sidewalk 9ft. wide with railway, even; parking signage unclear; utility poles unattractive; consistent tree planting; landscaping 2ft wide; no median; no trash cans, benches, pedestrian lighting or bike racks installed; a few pedestrians near Colorado; active storefronts except near Colorado; speed limit not posted; no Gold Line signs; crossings marked, crossing difficult as narrow street	4/4/3

Route #1	Street Segment	Issues/ concerns	along/cross /drivers
20.5	Mentor Ave E side Colorado Blvd to Boston Court	Sidewalk wide & even; alley walkways enhance, safe & clean; clear parking signs; parking for private lots too close; consistent tree planting, missing tree wells; landscaping, no median; no trash cans, benches, pedestrian lighting; bike racks installed; active storefronts; a few pedestrians; speed limit not posted; crossings marked except at Boston Cr; crossing safe & easy	4/4/3
20.6	Boston Court From Lake Ave to Hudsons Ave via Market Alley	No sidewalk; driveways impede pedestrian movement; parking signage unclear; no street trees, landscaping or median; no trash cans, benches, pedestrian lighting or bike racks; no active storefronts; Market Alley littered; a few pedestrians; crossing difficult, crossing not marked	4/4/3
20.7	Colorado Blvd N Side Catalina Ave to Lake Ave then Hudson Ave to Madison Ave	Sidewalk wide & uneven; alley walkways enhance, are safe & clean; clear parking signs; parking lot presents blank wall to street; consistent tree planting; missing tree wells; no landscaping, no median; trash cans, benches, pedestrian lighting, bike racks installed; active storefronts; many pedestrians; speed limit posted 25mph; benches missing at some transit stops, no route info posted; no Gold Line signage; curb cuts & crossings well marked; crossing safe & easy	4/4/3
Route # 21			
21.1	Lake Ave E Side Gold Line Station to 210 Fwy	Street wide & even; severe noise from 210 Fwy; no trees, no parkway; no parking lots, no parking signs; median strip, not landscaped; a few pedestrians; benches, lighting & route info at transit stop; no directional signage to downtown area; Gold Line signage; no bike racks or trash cans; crossings need repainting; many left & right turning cars; walk signal too short to cross street	3/3/3
21.2	Lake Ave E Side Corson St. to Locust St	Sidewalk 10ft wide, even; heavy, noisy traffic; water ponding in gutters; no parking; consistent tree planting; no landscaping; landscaped median; no trash cans, benches, pedestrian lighting or bike racks; no active storefronts, large blank office bldg & Lighthouse Christian Store present unattractive face to sidewalk; a few pedestrians; no speed limit posted, drivers going too fast to cross safely; no bench at transit stop; no Gold Line signage; Gateway at Locust St has pleasant seating area; pothole with water ponding; crossings only marked at major intersections, crossing unsafe & difficult	3/3/3
21.3	Lake Ave E Side Locust St to Walnut St	Sidewalk 12 ft wide, uneven esp. at Walnut cnr; heavy traffic; minor graffiti; consistent tree planting; no landscaping, median; no trash cans or bike racks; benches & pedestrian lighting installed; no active storefronts; no speed limit posted; no pedestrians; no bench at transit stop, route info posted but no lighting;	3/3/3
21.4	Lake Ave E Side Walnut St to Catalina Ave via Ralph's Supermarket frontage	Sidewalk 7ft wide, uneven; no shade in Ralph's lot; no trees after Mentor; retaining wall in Ralph's carpark missing wood caps; no landscaping, no median; no trash cans, benches, pedestrian lighting or bike racks; no active storefronts; a few pedestrians; no speed limit posted; crossings poorly marked;	3/3/3
21.5	Catalina Ave W Side Walnut St to Market Alley	Sidewalk 10ft wide on cnr, 5ft wide along block, even; Union to Colorado is pedestrian-friendly; attractive tree canopy; clear parking signage; consistent tree planting; 5ft wide landscaping, no median; no trash cans, benches or bike racks; pedestrian lighting installed; no active storefronts but attractive residential area; crossing markings are worn; crossing safe & easy	3/3/3

Route #1	Street Segment	Issues/concerns	along/cross /drivers
21.6	Market Alley Both Sides Catalina Ave to Mentor Ave	No sidewalk, walkway uneven; blank walls to sidewalk create security issues; no tree planting, landscaping; trash cans installed, no benches, pedestrian lighting or bike racks; no active storefronts; a few pedestrians;	3/3/3
21.7	Mentor Ave E Side Market Alley to Colorado Blvd	Sidewalk 10ft wide, even; pleasant pedestrian area; consistent tree planting, missing tree wells; no landscaping or median; no trash cans, benches, pedestrian lighting or bike racks; no active storefronts; no pedestrians	3/3/3
21.8	Colorado Blvd N Side Mentor Ave to Madison Ave	Sidewalk 14.5ft - 15.5ft wide, uneven due to repair work; no clear parking signage; many trees but inconsistent planting; no landscaping, no median; trash cans, benches installed; no pedestrian lighting or bike racks; active storefronts; Hudson / Colorado: Canterbury Record Shop looks rundown, graffiti, broken windows; no speed limit posted; no pedestrians; bench & lighting at transit stop, route info posted; Gold Line signage; crosswalks poorly marked, safe places to cross; walk signal too short at Lake	3/3/3
Route # 22			
22.1	Colorado Blvd N Side Madison Ave to Los Robles Ave	Sidewalk 14.5ft - 15.5ft wide, uneven; parking lots lack easy, direct access; inconsistent tree planting; no landscaping or median; trash cans, benches, bike racks installed; no pedestrian lighting; active storefronts; a few pedestrians; no bench at transit stop, route info posted, lighting; no Gold Line signage; curb cuts aligned to center of the intersection; crossings well marked; walk signal too short; drivers do not yield to pedestrians	4/6/4
22.2	Los Robles Ave W Side Colorado Blvd to Green St	Sidewalk narrowed to accommodate transit stop, offset sidewalk, uneven; blank wall faces sidewalk; clear parking signage; consistent tree planting; no landscaping, no median; trash cans, benches & bike racks installed; no active storefronts; NW cnr Green / Los Robles unused space, bad outlook; sidewalk littered; speed limit posted 30 mph; no pedestrians; bench, route info, lighting at transit stop; no Gold Line signage; skateboarders on sidewalk; curb cuts offset; wait for signal long; drivers do not yield	4/6/4
22.3	Los Robles Ave W Side Green St to Cordova St	Sidewalk 11ft - 20ft wide at cnr Los Robles / Cordova; alley walkways detract as building frontages 'dead'; clear parking signage; parking lots have wide accessways; consistent tree planting; trash cans, benches installed; no speed limit posted, drivers going ~30mph;	4/6/4
22.4	Cordova St N Side Los Robles Ave to Marengo Ave	Sidewalk 11ft wide, parkway 5ft wide, uneven; streetscape is office buildings, open M-F; driveways obstruct pedestrians as oriented to carpark, vehicles can obstruct sidewalk, e.g. Sheraton; clear parking signage; consistent tree planting but not well maintained; no landscaping, no median; no trash cans, benches, pedestrian lighting or bike racks; no active storefronts; a few pedestrians; no speed limit posted; crossings well marked; drivers do not yield	4/6/4
22.5	Cordova St N Side Marengo Ave to Arroyo Pkwy	Sidewalk 4ft - 4.5ft, narrow; driveways obstruct pedestrian movement, vehicles park/cross driveways; consistent tree planting; no landscaping; benches installed; no trash cans; very few pedestrians; no posted speed limit, drivers going ~25mph; crossings well marked; crossing safe & easy	4/6/4
22.6	Arroyo Pkwy East Side Cordova St to Green St	Sidewalk 5ft - 10ft wide, even; parking lots adjacent to sidewalk; inconsistent tree planting; landscaped median; no trash cans, benches, pedestrian lighting or bike racks; no active storefronts, self storage & office frontages; a few pedestrians;	4/6/4
Route # 23			

Street Segment Route #1	Issues/concerns	along/cross /drivers
23.1 El Molino Ave E Side Colorado Blvd to Walnut St	Sidewalk 6ft. + 4ft. parkway, narrow, poor repair; nw sidewalk but uneven bricks S of Union St in parkway; clear parking signs; parking behind Yroman's exposed to sidewalk; consistent tree planting; mature magnolias; missing tree wells by 122 El Molino; landscaping by 140 - 190 El Molino; no median; no benches or bike racks; trash cans, pedestrian lighting installed; active storefronts, graffiti on Laemmle Theater; Theater dumpster not screened; a few pedestrians; no speed limit posted, drivers going 30mph; no Gold Line signs; crossings well marked; Union St. signal too short	4/4/4
23.2 Walnut St S Side El Molino Ave to Oak Knoll Ave	Sidewalk 6.5ft. - 7.5ft, narrow, uneven, unattractive; street light poles obstruct sidewalk outside Ricks Diner & Dental Lab; driveway at Rick's merged with sidewalk; clear parking signage; parking lots are not separated from sidewalk; no shading, saplings still growing; no landscaping, median; no trash cans, benches or pedestrian lighting; one bike rack installed; bike rack needed 712 Walnut St; active storefronts; Laser Medical is unattractive frontage; 6-8 pedestrians; posted speed limit 25mph, drivers going 25mph; no Gold Line signs; crossings well marked; crossing safe & easy	4/4/4
23.3 Oak Knoll Ave W Side Walnut St to Union St	Sidewalk 5ft, parkway 5ft; pleasant pedestrian environment, quiet; clear parking signs; parking lots buffered by low wall & landscaping; consistent tree planting; landscaping, no median; no trash cans, benches, pedestrian lighting or bike racks; no active storefronts; 2-3 pedestrians; speed limit not posted, drivers going 25mph; crossings well marked; no crossing at Union / Oak Knoll W side, pedestrians have to cross opp.	4/4/4
23.4 Oak Knoll Ave W Side Union St to Colorado Blvd	Sidewalk 10.5ft wide, even; driveways impede pedestrians, too many, clear parking signs; block is parking dominated, unpleasant for pedestrians; consistent tree planting but very few trees, no shade; no landscaping, median; trash cans, pedestrian lighting installed; no benches or bike racks; no active storefronts, Office Max unengaging frontage; speed limit not posted, drivers going 10-15 mph; crossings marked, crossing safe & easy	4/4/4
23.5 Oak Knoll W Side Green St to Mira Monte Pl to El Molino Ave E side to Green St	Sidewalk 5ft, parkway 5ft; pedestrian environment, green, attractive; sidewalk in good repair; alley walkway safe & clean; clear parking signs; consistent tree planting; landscaping (lawn). 5ft wide median; trash cans, benches, pedestrian lighting installed, no bike racks; 6-7 pedestrians; speed limit posted, drivers going 10-15mph; active storefronts; no Gold Line signs; no handy crossing at Mira Monte, large pothold in crosswalk on Oak Knoll W side; crosswalks poorly marked except on small streets; crossing safe & easy;	4/4/4
23.6 Green St S Side El Molino Ave to Gibbs Alley	Sidewalk 10ft (Madison) to 13.5 ft. (near Gibbs Alley), average repair; clear parking signs; vehicles can obstruct sidewalk; consistent tree planting, provide good shade; no landscaping, median; trash cans, benches, pedestrian lighting installed, no bike racks; active storefronts; 6-7 pedestrians; posted speed limit 25mph, drivers going 25-30mph; crossings well marked; crossing safe & easy	4/4/4

Street Segment	Issues / concerns	along / cross / drivers
Route #1		4/4/4
23.7 Gibbs Alley Both Sides Green St to Colorado Blvd	Sidewalk covers only half of one side of alley, 5.5ft wide; colored concrete; alley walkway enhances pedestrian movement, directional signage to Colorado St shopping would improve; driveways, trash can, vehicles obstruct pedestrian movement; pedestrians walk thru parking lot, disorienting, unattractive; no clear parking signs; consistent tree planting, attractive landscaping in plaza adj. to Methodist Church; no median; trash cans, benches installed; no bike racks or pedestrian lighting; active storefronts, e.g. Church; stormdrain odor where sidewalk ends; no pedestrians;	
23.8 Colorado N Side Alley to El Molino Ave	Gibbs Sidewalk 13.5ft - 15.5ft wide, uneven in front of Presbyterian Church; no driveways or parking lots; clear parking signs; consistent tree planting; damaged tree in front of Church 595 E Colorado; no landscaping or median; trash cans, benches, bike racks installed; bike rack needed at bus stop; some closed storefronts; 20+ pedestrians; posted speed limit 25mph; bench, lighting route info at transit stop; no Gold Line signage; crossing well marked, easy & safe	4/4/4
Route # 24		5/5/5
24.1 Colorado Blvd Ave to El Molino Ave	Madison Sidewalk 14.5ft, even; alley walkways, safe & clean, enhance pedestrian environment; clear parking signage; inconsistent tree planting, one tree missing; no landscaping, no median; trash cans, benches, pedestrian lighting installed; active storefronts; parking area fountain & benches poorly maintained; few pedestrians; speed limit posted 25mph; transit stop has bench, fare info but no lighting;	
24.2 El Molino Ave W Side Colorado Blvd to Walnut St	El Sidewalk 11ft wide S of Union, 6ft wide N of Union; clear parking signs; parking lots N of Union; consistent tree planting N of Union; trees missing at Shaw Laboratory; median landscaped, attractive grass; no trash cans, benches; pedestrian lighting installed; no active storefronts; no speed limit posted; no transit stops;	5/5/5
24.3 Walnut St S Side El Molino Ave to Madison Ave	El Sidewalk 7ft, narrow, unappealing; 'canyon' effect with adj. building 2-4 story height; light poles obstruct sidewalk;	5/5/5
24.4 Walnut St N Side Madison Ave to Oakland Ave	Madison Sidewalk 7ft, narrow, uneven at cnr; light poles & vents obstruct sidewalk;	5/5/5
24.5 Oakland Ave W Side Walnut St to Ford Pl then along Ford Pl to Los Robles Ave	Oakland sidewalk 6ft; parkway 13ft (very wide); Ford Pl sidewalk 5ft parkway 7ft;	5/5/5
24.6 Los Robles Ave E Side Ford Pl to El Dorado St	Los Sidewalk 10ft, 5ft to tree well; tree uplifted sidewalk at 130 Los Robles; no landscaping, no median; trash cans, benches installed; no pedestrian lighting; no active storefronts except btw Union to Colorado; no pedestrians; unattractive transit stop at Los Robles / Colorado NE cnr; no Gold Line signs; crossings well marked, safe & easy	5/5/5
24.7 El Dorado St N Side Los Robles Ave to Oakland Ave	El Sidewalk 10ft wide, even; attractive landscaped area, buildings setback, tree planting; some trees missing; Section missing	5/5/5

Street Segment Route # 1 Route # 25	issues/concerns	along/cross /drivers
25.1 Alley Behind Church to Union St S Side Madison Ave to Los Robles Ave	Sidewalk 8ft. wide; parking lot access blocked by bollards & chains; overhead guide wire should be removed as public art too high; no street trees; unattractive blank wall at YMCA; no clear parking signs; parking lot signage inadequate for drivers; damaged Linden Plaza sign impedes pedestrians; no landscaping, no median; no active storefronts; litter; Pac Asia is littered; few pedestrians; no bike racks;	3-4/3/5
25.2 Los Robles Ave W Side Union St to Colorado Blvd	Consistent tree planting; tree well broken adj. to Western Court; no trash cans, benches installed; 2 parallel walkways not pedestrian friendly, does not complement Pac Asia; speed limit not posted	3-4/3/5
25.3 Colorado Blvd N Side Los Robles Ave to Garfield Ave	Sidewalk 14.5ft; West Coast not inviting, needs signage or public art; walk signal too short; Arts Bus parking not defined enough; landscaping & tree planting insufficient; parking signage unclear;	3-4/3/5
25.4 Garfield Ave E Side The Paseo to Los Robles Ave	Pleasant pedestrian environment; sidewalk slippery; opportunity for public art or landscaping;	3-4/3/5
25.5 Los Robles E Side Colorado Blvd to Converse Alley to Colorado Blvd	Sidewalk uplifted; alleyway uneven; parking could be relocated to improve pedestrian environment; area btw Church & Bookstore pedestrian friendly; consistent tree planting; pedestrian lighting installed;	3-4/3/5
25.6 Playhouse Alley & Oakland Ave E Side Colorado Blvd to Converse Alley to El Molino Ave	Sidewalk to Green pedestrian friendly; Playhouse Alley littered; no trees; rear of buildings unattractive; curbs too high for mobility impaired; need unique crossing mid-street btw Converse & Playhouse Alley;	3-4/3/5
25.7 Green St N Side El Molino Ave to Arcade Ln	Sidewalk uplifted; driveways are steep & impede pedestrians; attractive planting; tree roots need trimming; parking signs unclear; no direct access to Arcade from Green St that is pedestrian friendly; dumpsters in parking lot; Arcade sign needs maintenance; El Portal unattractive; Book Ally has attractive planting; more directional signs needs to Arcade;	3-4/3/5
25.8 Colorado Blvd S Side Arcade Alley to Madison	Sidewalk uplifted; Cliff's Books is littered; walk signals do not countdown; more bike racks needed; consistent tree planting; no landscaping; unattractive utility box; many pedestrians;	3-4/3/5
END		

Appendix H: Adopted City Pedestrian Plan

The City of Pasadena Pedestrian Plan (“the Plan”) was approved in 2006 and aims to promote public health through walking by improving the pedestrian experience in Downtown Pasadena and increasing usage of public transportation. Information gathered from the Walkabout will enhance the Plan by providing additional information regarding the actual experience of pedestrians. The Plan contains the following sections that are relevant to this Walkabout Report:

Pasadena’s Public Transit Network

Pedestrian travel and public transport reinforce each other as every public transportation trip begins and ends with a pedestrian trip. If people do not feel safe or comfortable walking to a transit stop, they are more likely to use their vehicle. To ensure that all pedestrians can use it, public transportation should be designed to accommodate mobility impaired persons.

Transit Oriented Districts

The City of Pasadena has created pedestrian-friendly transit-oriented districts (“TODs”) around Metro Gold Line stations in Downtown Pasadena, known as the “Central District TOD”.¹ TODs contain mixed-use development and aim to be diverse, economically viable zones that meet the housing, retail and service needs of local residents within a five-to-ten minute walk of the transit station. Buildings, sidewalk lighting and landscaping in each TOD are designed to encourage walking and enliven public places.

As shown on the TOD Map, the Central District TOD overlaps all of the four Downtown Pasadena districts and all of the walkabout routes. Where TODs occur, pedestrian improvements should be installed by the City of Pasadena. These improvements include pedestrian and sidewalk improvements along Walkabout routes that fall within the Central District TOD.

Parking Facilities: Park Once

The City of Pasadena owns and operates thirteen parking structures and several parking lots providing approximately 6,500 spaces centrally located near retail, restaurant and office uses that are open 24 hours per day, seven days per week. Several parking structures are located near the ARTS Bus routes and include bicycle racks and lockers. These parking structures and lots encourage people to park once and walk to multiple destinations within Downtown Pasadena.

In Old Pasadena there are three public owned parking structures providing approximately 1,600 parking spaces:

- Schoolhouse Block Parking Facility, 33 East Green Street (between Raymond and Fair Oaks)
- Delacey Avenue Parking Facility, 45 S. De Lacey Avenue (between Colorado and Green).

¹ City of Pasadena, November 8, 2004. *Central District Specific Plan*. Section 5 District Wide Mobility Concept and City of Pasadena *Municipal Code*, Section 17.50.340

Appendix H

- Marriot Parking Structure, 171 North Raymond Avenue (between Holly and Walnut)

Civic Center/Mid-town District

- Holly Street Parking Structure, 150 East Holly Street, (between Arroyo Parkway and Marengo)
- Los Robles Parking Structure, 400 East Green Street (on the southwest corner of Los Robles and Green)
- Marengo Parking Structure, 155 East Green Street (on the northwest corner of Marengo and Green)
- Paseo Colorado Subterranean Structure, 300 East Colorado Boulevard (between Marengo and Los Robles)

Playhouse District

- Plaza Las Fuentes Parking Structure, 135 North Los Robles Avenue (between Union and Walnut).
- Playhouse Parking Lot, 44 South Madison Avenue (between Colorado and Green)
- Union/ El Molino Parking Lot, 100 North El Molino Avenue (between Union and Walnut)

South Lake Avenue

- Parking lots owned and operated by the City are located behind the businesses on the east side of Lake Avenue between Shoppers Lane, Mentor Avenue, Cordova Street, and San Pasqual Street.

Appendix I: Walkabout Participants List

Last Name	First Name
Balvin	Christle
Armbruster	Jean
Azuma	Andrea
Barrett	Carol
Baxter	Teresa
Bell	Barbara
Bennett	Brandon
Bennett	Rose
Bennett	Rhonda
Bogaard (Mayor)	Bill
Brooke	Cathy
Buchanan	Marilyn
Burnworth	Sarah
Caley	David
Cameron	Angie
Chuang	Christine
Clayton	Andrew
Copeland	Ruth
Cullen	Al
Cullen	Yvonne
Dahl	Laura
Dale	John
De La Cuba	Millie
De Leon	Michael
DeLaTorre	Teresa
Delgado	Juliana
Dilhoefer	Matt
DiPirro	Alice
Dock	Fred
Echavarria	Luz
Farhat	Vince
Feinberg	Victoria
Felchlin	Tim
Flynn	Patricia
Foudy	Patrick
Franks	Dianne
Frye	Charles
Fuller	Margo
Geissinger	Lambert
Gennawey	Sam
Gerhardt	Steve
Gray	Roger
Gray	Hannah
Gray	Spencer
Greenstein	Sandy

Appendix I

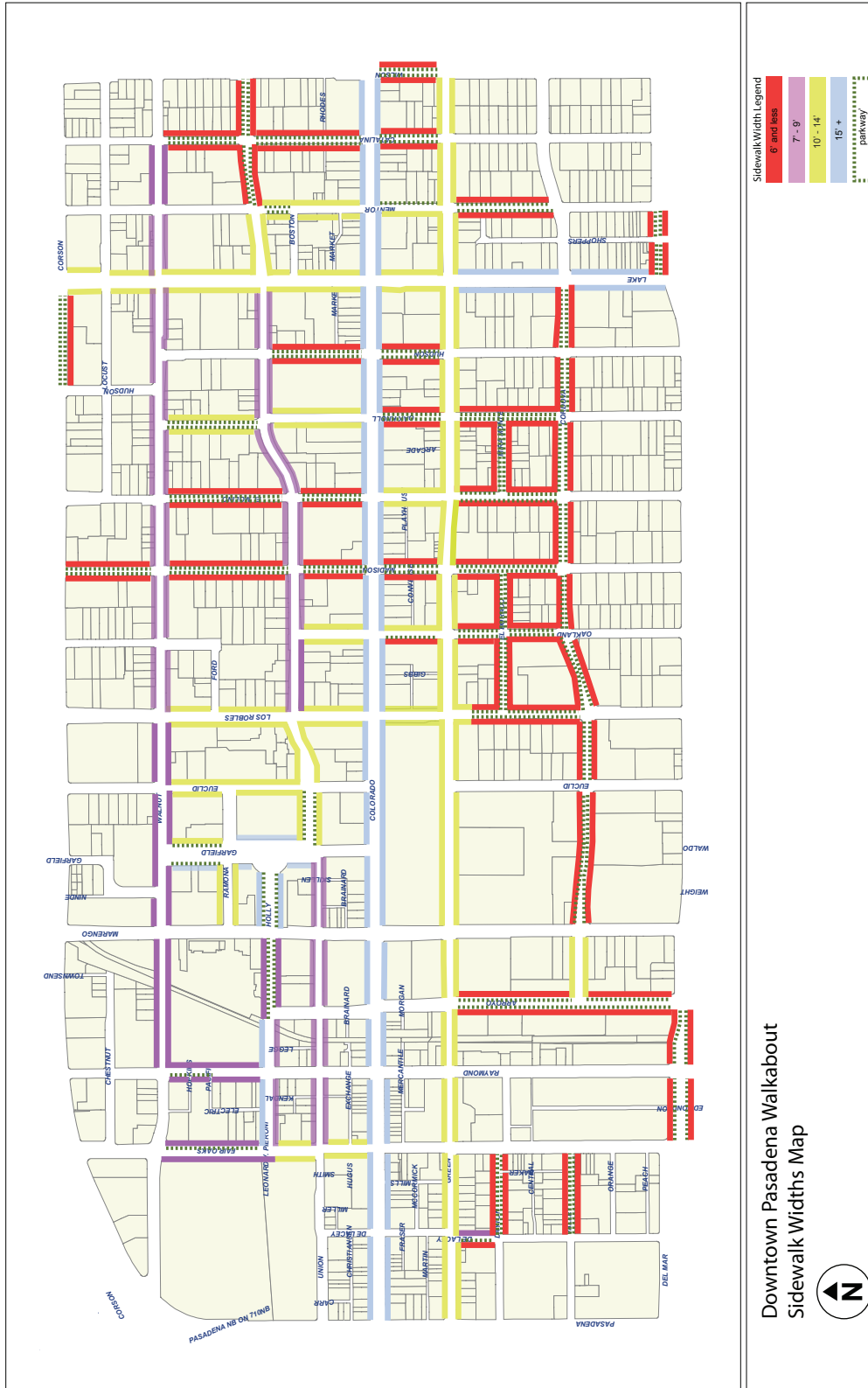
Appendix I: Walkabout Participants List

Guynn	Jon
Han	Philip
Han	Pauline
Hansen	Mic
Harnagel	James
Hewes	Phil
Hjorth	Nick
Hjorth	Anna
Holden (Councilmember)	Chris
Holmquist	Robert
Hsieh	Christine
Hunt	Wayne
Hunt Hernandez	Carol
Jackson	Denise
Jacoy	Paul
Johnson	Janet
Johnson	Paula
Keller	Kevin
Kumar	Madhu
Lauran	Sydney
Lemay	Christian
Linesch	Jim
Little	Paul
Macias	Mary
MacKey	Peg
MacKey	Wes
Maese	Carlton
Meindle	France
Michener	Stuart
Miller	Denver
Montano	Robert
Morrissey	Sam
Mulheim	Steve
Munir	Inmar
Munir	Virgil
Nelson	Andrew
Obarski	Michael
Ohland	Gloria
Olambiwonnu	Ola
Osheroff	Ellen
Osheroff	Ethan
Padilla	Lisa
Pastucha	Simon
Peters	Toshia
Peterson-More	Diana
Proctor	Aaron
Reimers	Scott
Rifkin	Allyn

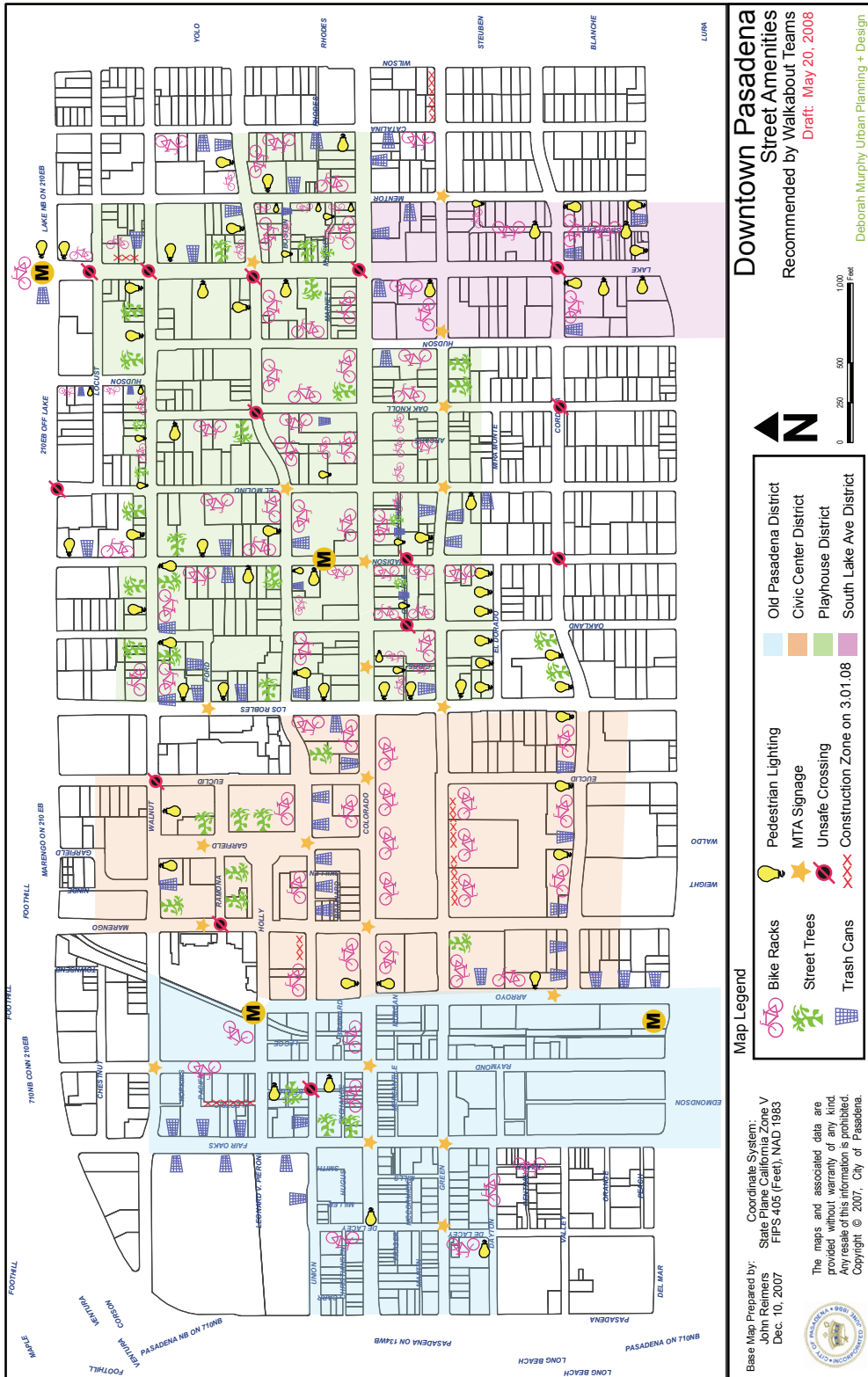
Appendix I: Walkabout Participants List

Rojas	James
Rood	Marsha
Ross	Mike
Ruey	Rossana
Ruey	Friend of
Saeta	David
Salazar	Mike
Sanders	Jan
Sandgren	Jan
Schrage	Roger
Sheret	Bobbie
Sheret	Rene
Singh	Michelle
Smith	Pat
Smith	John
Soto	Sonia
Stetson	Laura
Thorne-Thomsen	Kathleen
Tleel	Gina
Travis Chin	Edwina
Treloar	Roxanne
Trimble	Bill
Vigil	Danette
Vizio	Matthew
Walecka	Carla
Waleka	Carla
Wareham	Mark
White	Lyla
Williams	Felicia
Wilson	Fried
Wilson	Bernadette
Wilson	Larry
Winningham	Steven
Wong	Alex
Wong	Jessica
Wynn	Gavin
Yohalem	Harry
Yohalem	Martha

Appendix J: Existing Sidewalk Widths



Appendix K: Street Amenities Map



Appendix L: Walkabout Part II

Walkabout Part II:

On August 9, 2008, the Playhouse District Association held Walkabout Part II, a Community Meeting/Ice Cream Social, to present the findings of the Draft Walkabout Report, to receive community input on those findings and to set priorities to improve walkability on Downtown Pasadena. The community members in attendance at the meeting were given the opportunity to indicate their preferences to improve walkability within each district, Downtown Pasadena as a whole and at the Metro Gold Line Stations. Community members were given three dots for each area and asked to show their preferences based on the findings cited in the Draft Report. The preferences were then tallied up and the following preferences were documented:

Downtown Overall Improvements

- Provide Wayfinding Signage and Directional Signs
- Provide Enhanced Bus Stops/ARTS Bus Information
- Install Pedestrian Signs for Metro Gold Line

Playhouse District Improvements

- Improve Storefronts/Landscaping
- Provide Wayfinding and Directional Signs
- Plant Street Trees
- Improve Alleyways

Old Pasadena Improvements

- Provide Wayfinding and Directional Signs
- Improve Alleyways
- Slow Down Speeding Vehicles

Civic Center/Mid-Town Improvements

- Provide Wayfinding and Directional Signs
- Improve Storefronts/Landscaping
- Install Bike Racks
- Provide More Trash Receptacles

South Lake District

- Provide Wayfinding and Directional Signs
- Install Bike Racks
- Enhance Pedestrian Crossings

Metro Gold Line Station & Station Area Improvements

- Install Pedestrian Signs for Metro Gold line
- Provide Enhanced ARTS Bus Information
- Improve Information on Fare & Routes

In addition, community members were very interested in the opportunity for a Streetcar to connect the four districts.

Walkabout Preference Survey Results

Downtown Overall Improvements	Survey Results
Slow Down Speeding Vehicle	15
Install Pedestrian Signs for Metro Gold Line	17
Level Sidewalks	5
Provide Enhanced Bus Stops / ARTS Bus Info	18
Enhance Pedestrian Crossings	15
Widen Sidewalks	5
Provide Wayfinding and Directional Signs	20
Other Downtown Wide Improvement/s	<p>*Streetcar – 20 votes</p> <p>*Signage “Bikes entitled to full use of lane” for all Districts</p> <p>*Transitions between Districts</p> <p>*Catch and fire drivers who run red lights</p> <p>*Signs indicating time/distance to adjoining Districts</p> <p>*Pocket green park on parking lots instead of apartments or condos</p> <p>*Pedestrian pushbuttons: in most cases, these are detrimental to pedestrians. The walk signal should turn green automatically except when there’s a reason not to</p>

Playhouse District Improvements	Survey Results
Improve Storefronts / landscaping	16
Slow Down Speeding Vehicles	4
Install Bike racks	4
Plants Street Trees	11
Provide More Trash Receptacles	9
Install Pedestrian Lighting	10
Level sidewalks	6
Enhance Pedestrian Crossings	8
Widen Sidewalks	4
Install Tree Grates	1
Improve Alleyways	11
Provide Wayfinding and Directional signs	12
Other Playhouse District Improvement/s	<p>*Make Green and Union 2-way streets or send streetcar down middle lane or each in loop</p> <p>*Head-in angle parking as traffic calming</p>

Old Pasadena Overall Improvements	Survey Results
Improve Storefronts / landscaping	4
Slow Down Speeding Vehicles	12
Install Bike racks	4
Plants Street Trees	10
Provide More Trash Receptacles	11
Install Pedestrian Lighting	0
Level sidewalks	0
Enhance Pedestrian Crossings	7
Widen Sidewalks	10
Install Tree Grates	3
Improve Alleyways	16
Provide Wayfinding and Directional signs	22
Other Old Pasadena Improvement/s	<p>*Close Raymond Ave. to vehicles (think Las Ramblas), from Memorial Park to Central Park</p> <p>*Head-in angle parking as traffic calming</p> <p>*Plan to eliminate cars from District</p> <p>*Signs indicating time/distance to other Districts</p>

Civic Center / Mid-Town Improvements	Survey Results
Improve Storefronts / landscaping	13
Slow Down Speeding Vehicles	8
Install Bike racks	13
Plants Street Trees	7
Provide More Trash Receptacles	11
Install Pedestrian Lighting	2
Level sidewalks	1
Enhance Pedestrian Crossings	8
Widen Sidewalks	4
Install Tree Grates	3
Improve Alleyways	6
Provide Wayfinding and Directional signs	17
Other Civic Center/Mid-Town Improvement/s	*Tell Macy's to do something about the huge, ugly wall facing S. Los Robles *Time/distance signage to adjacent districts *Cleaner sidewalks – no gum!

South Lake Improvements	Survey Results
Improve Storefronts / landscaping	9
Slow Down Speeding Vehicles	4
Install Bike racks	14
Plants Street Trees	8
Provide More Trash Receptacles	10
Install Pedestrian Lighting	9
Level sidewalks	0
Enhance Pedestrian Crossings	13
Widen Sidewalks	1
Install Tree Grates	3
Improve Alleyways	2
Provide Wayfinding and Directional signs	19
Other South Lake District Improvement/s	*Convert Macy's to Bloomingdale's *Maintain clean parking lots *More trash cans *Maintain/trim parking lot trees *Add "Tivoli" lights to parking lot trees

Appendix L

Metro Gold Line Improvements	Survey Results
Improve information on fare & route	12
Improve maintenance of stations	10
Install bicycle racks	5
Install noise mitigation measures (i.e. noise screen)	6
Install Pedestrian Signs for Metro Gold Line	20
Provide More Trash Receptacles	2
Remove excessive station amenities (i.e. planters and news racks)	1
Improve pedestrian access	10
Provide enhanced ARTS Bus Info	18
Install directional signage to ticket booth/bicycle racks	2
Install benches	6
Install more lighting	2
Other Metro Gold Line Improvements	<ul style="list-style-type: none"> *Diagonal crossing *Fire the MTA Board *Connect the streetcar/trolley with all Goldline stations *Much better platform for Lake Ave. metro stop *Lake Ave./Corson crosswalk *Better info linking ARTS bus system to Gold Line & FlyAway *Work to redo fare structure – either free or one fare for entire Metro system

For additional information about the Downtown Pasadena Walkabout
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