

2.0 EXISTING SETTING AND CONTEXT

The area of focus for this pedestrian study is concentrated along El Molino Avenue generally between Colorado Boulevard to the north and Green Street to the south within the City's Playhouse District, a sub-district of the Central District Specific Plan. The mission statement for the Pasadena Playhouse District is: "To promote the economic vitality of the Playhouse District as the center for Culture, Commerce and Community in the heart of Pasadena." The District goal is to become, a vibrant, safe and attractive center. This reflects the vision that the District serve as the cultural and intellectual center for the greater Pasadena community with theaters, museums, and entertainment. The District vision is to become an exciting yet comfortable, livable, and walkable community for residents, businesses, cultural venues and educational and religious institutions where streets, sidewalks, alleys, and paths will be safe, clean and pleasant. The proposed IDS project is a major development proposal within the heart of this vibrant district.

This report also acknowledges several other Citywide policies and programs related to pedestrian planning and these are highlighted as part of Section 3.1 below. The City and the consultant team also reviewed "*A Technical Guide for Conducting Pedestrian Safety Assessments*", a joint effort of the University of California Berkeley, Institute of Transportation Studies and the Technology Transfer Program. The report describes technical components of the California Pedestrian Safety Assessment (PSA) program and serves as a technical guide for evaluators to conduct pedestrian safety assessments. In addition, the City recently undertook a study of pedestrian safety at signalized intersections, prepared through a joint effort by Fehr & Peers and Traffex Engineers, Inc. and both of these documents and their contents are summarized as part of Sections 3.2 and 3.3 of this report.

2.1 Existing Transportation and Pedestrian Network

The Pasadena Playhouse District is located within close proximity to several multi-modal corridors such as Los Robles Avenue, Lake Avenue, Maple Street, Corson Street, Walnut Street, Union Street, Colorado Boulevard, Green Street, and Del Mar Boulevard. The area is well-located to facilitate pedestrian activity and usage of public transit services, particularly the Los Angeles Metropolitan Transportation Authority (Metro) Gold Line Light Rail system and transit routes. The Metro Gold Line Lake Avenue station is located approximately one-half mile from the heart of the District on Lake Avenue at the I-210 Freeway. Further, regional and local public bus transit stops are provided nearby on Los Robles Avenue, Lake Avenue, Walnut Street, Union Street, Colorado Boulevard, Green Street, and Del Mar Boulevard.

Colorado Boulevard is classified as a Principal Arterial in the City's General Plan Mobility Element (November 2004) and as noted above is also a designated as a multimodal corridor in the City's General Plan Mobility Element. Two through travel lanes are provided in each direction on Colorado Boulevard in the project vicinity. Exclusive left-turn and right-turn lanes are provided in each direction at the signalized intersection near the project site (i.e., El Molino Avenue). One-hour parking between the hours of 9:00 AM and 6:00 PM is provided along both sides of Colorado

Boulevard in the project vicinity. Colorado Boulevard is posted for a speed limit of 30 miles per hour near the project site.

El Molino Avenue is a Minor Arterial in the City's General Plan Mobility Element (November 2004). El Molino Avenue is also a designated de-emphasized street within the City limits, as identified in the Mobility Element of the City of Pasadena's General Plan. The City Council established, as City policy, that traffic growth would be limited on certain streets in order to protect residential neighborhoods. One through travel lane in each direction is provided. El Molino Avenue is posted for a 25 miles per hour speed limit in the vicinity. In the specific study area, no on-street parking is provided along the east side of the roadway and on-street parking as well as a valet operation is provided along certain portions of the west side of the roadway. Of importance to also note is that the segment of El Molino Avenue, between the curb returns of Colorado Boulevard and Green Street, extends a length of approximately 430 feet.

Green Street is a one-way eastbound roadway located that borders the project site to the south. Green Street extends between Grand Avenue to the west and Hill Avenue to the east. Green Street is classified as a Collector roadway in the Mobility Element of the City's General Plan Mobility Element (November 2004). Green Street is also designated as a multimodal corridor in the City's General Plan Mobility Element. Three through lanes are provided in the eastbound direction within the project study area. One-hour parking is generally provided along both sides of the roadway in the project study area. Green Street is posted for a 30 miles per hour speed limit in the project vicinity.

Pedestrian circulation and activity is evident in the vicinity of this study area with the adjacent restaurant and commercial businesses, including the Pasadena Playhouse venue. A summary of existing land uses and pedestrian traffic volumes is presented in Section 2.3 below. Pedestrian circulation is provided along both the east and west sides of El Molino Avenue via the existing sidewalks. While the sidewalks along both sides of El Molino Avenue are currently 13 feet in width, it should be recognized that the existing mature palm trees and associated brick planters, as well as other street furniture, reduces the pedestrian's effective walkway width to below 13 feet. In addition, along the east side of El Molino Avenue, pedestrians traveling in a north-south direction currently traverse a total of four driveways between Colorado Boulevard and Green Street, with the southern-most driveway currently closed via installation of several bollards and a chain which is secured and linked between bollards.

Key signalized pedestrian crossing locations in the immediate study area exist at the Colorado Boulevard and Green Street intersections. At both locations, pedestrians are provided with marked crosswalks, pedestrian phasing, and wheelchair ramps for ADA accessibility. At the point of intersection between El Molino Avenue and Playhouse alley, the El Molino Avenue sidewalk (i.e., west side sidewalk) transitions to the alley grade such that ADA ramps are not necessary. Playhouse Alley is also used as a pedestrian pathway/connection between surface and structure parking to the west of the Pasadena Playhouse as well as other commercial parking areas and El Molino Avenue. No formal mid-block pedestrian crossing of El Molino Avenue currently exists. The existing pedestrian environment and facilities in the overall study area are not proposed to change as a result

of the IDS Playhouse project, other than the mid-block condition that is the focus of this study. Section 3.0 of this study provides further discussion of the IDS Playhouse Plaza project and the expected vehicular and pedestrian traffic volume increases. Copies of field photographs taken of El Molino Avenue and the immediate study area vicinity are contained in *Appendix A*.

2.2 Existing Vehicular Traffic Volumes In Focused Study Area

As part of the approved traffic impact study prepared for the IDS Playhouse Plaza Project, both weekday AM and PM peak hour manual turning movement traffic counts as well as 24-hour automatic traffic counts were conducted in the vicinity of this report's focused study area. The following sections present a summary of the peak hour traffic volumes at the Colorado Boulevard and Green Street intersections as well as 24-hour average daily traffic (ADT) volumes particularly with respect to El Molino Avenue.

2.2.1 Manual Intersection Traffic Counts

Manual counts of vehicular turning movements were conducted as part of the IDS Playhouse Plaza Project at each of the study intersections during the weekday morning (AM) and afternoon (PM) commuter periods to determine the peak hour traffic volumes. The manual counts were conducted by a traffic count subconsultant, The Traffic Solution, at the study intersections from 7:00 to 9:00 AM to determine the AM peak commuter hour, and from 4:00 to 6:00 PM to determine the PM peak commuter hour. Traffic volumes at the study intersections show the morning and afternoon peak periods typically associated with peak commuter hours in the metropolitan area.

Colorado Boulevard was previously shown to currently carry approximately 530 eastbound and 620 westbound vehicles during the AM peak hour, respectively and 1,110 eastbound and 1,060 westbound vehicles during the PM peak hour, respectively. Green Street was previously shown to currently carry approximately 610 and 1,250 eastbound vehicles during the weekday AM and PM peak hours, respectively. Oak Knoll Avenue was previously shown to currently carry approximately 70 northbound and 120 southbound vehicles during the AM peak hour, respectively and 160 northbound and 260 southbound vehicles during the PM peak hour, respectively. In addition, the City of Pasadena further supplemented this data with recent traffic count data along Madison Avenue. Madison Avenue was shown to currently carry approximately 70 northbound and 90 southbound vehicles during the AM peak hour, respectively and 200 northbound and 140 southbound vehicles during the PM peak hour, respectively. Summary data worksheets of the manual traffic counts of the referenced locations are contained in *Appendix B*.

2.2.2 Automatic 24-Hour Machine Traffic Counts

Automatic 24-hour machine traffic counts of the El Molino Avenue street segment between Colorado Boulevard and Green Street were conducted as part of the prior IDS Playhouse Project traffic impact study by a traffic subconsultant, The Traffic Solution. Supplemental 24-hour average daily traffic (ADT) counts were also conducted as part of this study to coincide with the pedestrian counts conducted along El Molino Avenue. The prior traffic impact study showed an ADT along this segment of El Molino Avenue of approximately 6,530 vehicles per weekday. Recent weekday ADT counts conducted on a confirmed Playhouse event day and to coincide with the conduct of

pedestrian counts in the immediate study vicinity showed an ADT along this segment totaling approximately 6,490 vehicles. Copies of the current 24-hour machine traffic counts for the study street segment locations are also contained in *Appendix B*.

2.3 Key Pedestrian Crossing Locations and Existing Pedestrian Volumes

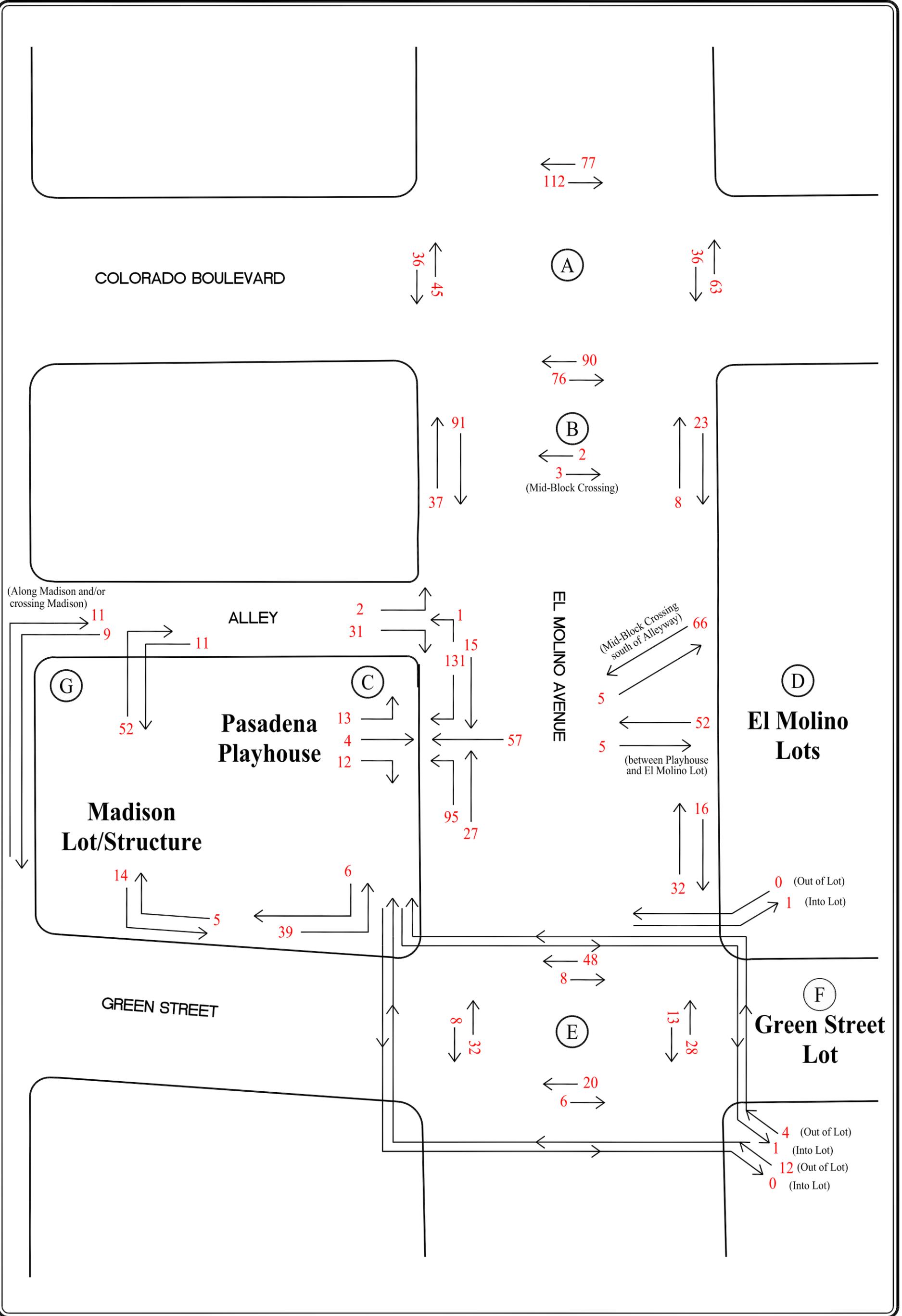
The area of this focused pedestrian study is concentrated along El Molino Avenue between Colorado Boulevard to the north and Green Street to the south. The east side of El Molino Avenue consists mainly of the proposed IDS project site and is currently occupied by a vacated commercial building with approximately 66,000 square feet of floor area and related surface parking. The vacated commercial building previously housed the Homestead House furniture store. Vehicular access to this former use and the surface parking lots located along the east side of El Molino Avenue is presently provided via four driveways. Two of the driveways serving the prior Homestead House furniture store, (i.e., one inbound only and one outbound only driveway) are located directly across from the Elements Kitchen restaurant and the Pasadena Playhouse. Two additional driveways (i.e., one inbound/outbound driveway and another driveway that serves a separate surface parking lot and is currently chained) are located south of the Pasadena Playhouse and the existing Jacob Maarse florist building. Refer to Section 2.1 for a more comprehensive description of the existing pedestrian network, environment and conditions in this vicinity.

The land uses along the west side of El Molino Avenue consist of commercial and restaurant space, the historic Pasadena Playhouse as well as the existing Jacob Maarse florist building. Playhouse Alley is located just north of the Pasadena Playhouse and the Elements Kitchen restaurant and serves as a connection between El Molino Avenue and Madison Avenue as well as access to/from the surface parking lots serving the Playhouse as well as other restaurant and commercial uses.

The following key pedestrian crossing locations are presented for the existing conditions:

- El Molino Avenue Mid-block between Colorado Boulevard and Green Street
- El Molino Avenue and Colorado Boulevard intersection
- El Molino Avenue and Green Street intersection

As mentioned above, pedestrian counts were conducted at the above locations to coincide with a scheduled Pasadena Playhouse event (i.e., in order to capture pre-event arrival and post-event departure pedestrian volumes). These time periods were selected for observation as they would produce the greatest overall volume of pedestrian activity when compared to either a morning condition or mid-day condition and can be considered a worst-case baseline condition. The pre-event peak hour arrival and post-event peak hour departure pedestrian volumes in relation to the El Molino Avenue driveways and Playhouse Alley are illustrated in *Figures 2-1* and *2-2*, respectively. The specific pedestrian count worksheets are contained in *Appendix B*.



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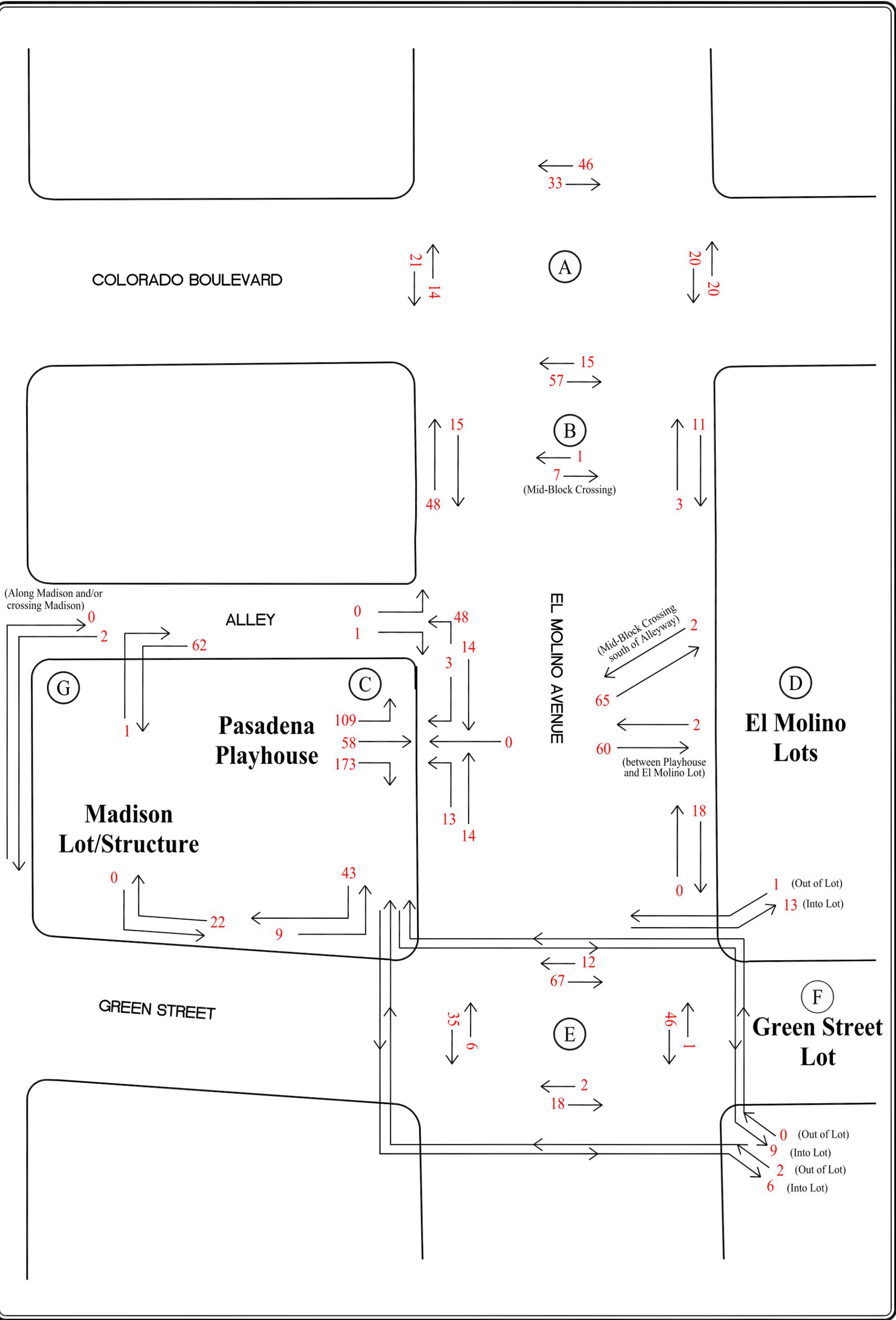


XX = NUMBER OF PEDESTRIANS DURING PEAK HOUR

FIGURE 2-1
PRE-EVENT (INBOUND) PEDESTRIAN COUNTS
FRIDAY, DECEMBER 3, 2010

LINSCOTT, LAW & GREENSPAN, engineers

IDS PLAYHOUSE PLAZA PROJECT - PEDESTRIAN STUDY



XX = NUMBER OF PEDESTRIANS DURING PEAK HOUR

FIGURE 2-2
POST-EVENT (OUTBOUND) PEDESTRIAN COUNTS
FRIDAY, DECEMBER 3, 2010

IDS PLAYHOUSE PLAZA PROJECT - PEDESTRIAN STUDY



NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

2.3.1 *El Molino Avenue Mid-Block Location*

El Molino Avenue currently does not provide a mid-block crossing and signalized crossings are provided at both signalized intersections with Colorado Boulevard and Green Street. As mentioned above, pedestrian counts were conducted at this location to coincide with a scheduled Pasadena Playhouse event (i.e., in order to capture pre-event peak hour arrival and post-event peak hour departure pedestrian volumes). The pedestrian volumes were counted via the strategic placement of survey personnel.

A total of 66 westbound pre-event peak hour pedestrians were observed to cross El Molino Avenue mid-block, with 52 of those pedestrians observed to be directly attributable to the Pasadena Playhouse. Patrons were observed and documented to cross mid-block, even with formal signalized crosswalks and related pedestrian phasing being provided at both the Colorado Boulevard and Green Street intersections. During the post-event departure peak hour, a total of 65 eastbound pedestrians were observed to cross El Molino Avenue mid-block with 60 of those pedestrians observed to be directly attributable to the Pasadena Playhouse.

2.3.2 *South Leg of El Molino Avenue/Colorado Boulevard Intersection*

This location provides a fully signalized intersection with formal crosswalks across each leg of the intersection as well as pedestrian phasing. The pre-event arrival and post-event departure pedestrian volumes crossing the south leg of the El Molino Avenue and Colorado Boulevard intersection were observed and counted by survey personnel. A total of 76 and 90 eastbound and westbound pedestrians were observed to cross the south leg of the intersection during the pre-event peak hour, respectively and a total of 57 and 15 eastbound and westbound pedestrians were observed to cross the south leg of the intersection during the post-event peak hour, respectively. Pedestrians were noted to be both attributable to the commercial businesses and restaurants (e.g., Roy's) in the immediate vicinity as well as patrons destined to and from the Pasadena Playhouse. Pedestrians approaching Colorado Boulevard upon departure of the Pasadena Playhouse event were also observed to cross mid-block across El Molino Avenue, even with a formal signalized crosswalk and pedestrian phasing being provided at the Colorado Boulevard intersection.

2.3.3 *North Leg of El Molino Avenue/Green Street Intersection*

This location provides a fully signalized intersection with formal crosswalks across each leg of the intersection as well as pedestrian phasing. The pre-event arrival and post-event departure pedestrian volumes crossing the north leg of the El Molino Avenue and Green Street intersection were observed and counted by survey personnel. A total of 8 and 48 eastbound and westbound pedestrians were observed to cross the north leg of the intersection during the pre-event peak hour, respectively and a total of 67 and 12 eastbound and westbound pedestrians were observed to cross the north leg of the intersection during the post-event peak hour, respectively. Pedestrians were noted to have destinations of both surface and on-street parking areas. Pedestrians approaching Green Street upon departing from the Pasadena Playhouse were also observed to cross mid-block, even with a formal signalized crosswalk and pedestrian phasing being provided at the Green Street intersection.

2.4 Collision History Review

A review was conducted to determine the number and types of pedestrian accidents that have occurred within the project study area. The area of focus is along El Molino Avenue between Colorado Boulevard to the north and Green Street to the south. Traffic accident data was obtained from the City of Pasadena Transportation Planning & Development Division for the most recent reporting period (i.e., years 2006 through 2010). Based on information provided by City staff, no pedestrian accidents were reported within the project study area during the most recent reporting period. Therefore, pedestrian accident data does not reveal a mid-block accident problem/pattern in the vicinity of the IDS Playhouse Plaza Project. Copies of the accident data provided by City are contained in *Appendix C*.