7.0 IDENTIFICATION OF ALTERNATIVES SELECTED FOR FURTHER CONSIDERATION

Based on the results of the evaluation matrix presented in *Table 6-1*, many of the reviewed alternative pedestrian schemes were rejected for further consideration due to potentially significant impacts in several of the evaluation categories. As an example, both Alternatives 4 (Pedestrian Tunnel) and 5 (Pedestrian Overpass/Bridge) were found to have significantly high opinions of probable costs and the high likelihood of significant and unavoidable impacts to the historical nature of the Pasadena Playhouse, as it is a designated historical landmark. This was due in part to the requirement for ADA accessibility, the construction of vertical circulation components, both within public right-of-way and private right-of-way. In addition, given the observed existing and anticipated future pedestrian crossing volumes and the relatively low ADT volume along El Molino Avenue (roughly 6,490 ADT), it was not determined to warrant the high costs due to relocation of existing utilities, tunneling or the construction of the pedestrian overpass/bridge and associated vertical circulation components (e.g., stairs, escalators, elevators).

Based on input from the City Engineer, due to the existing high curb height along the west side of El Molino Avenue (a height of 12"), a width of 19'- 4" is required to comply with ADA regulations pertaining to maximum allowable grades, required clearances, etc. for the installation of ADA wheelchair ramps. As the width of the sidewalk along the west side of El Molino Avenue (i.e., adjacent to the Pasadena Playhouse) is only 13 feet in width, a sidewalk easement and reconstruction of the Pasadena Playhouse stairs and plaza area would be required. As the Pasadena Playhouse is a designated historical landmark, changes of this nature are considered significant. As such, all alternatives that resulted in this issue were rejected for further consideration. This included the rejection of Alternatives 1, 1-S, 4, 5, 6, and 8-P.

All alternatives that considered a signal installation were rejected based on the location's proximity to other signalized intersections (i.e., within 300 feet). This resulted in significant concerns with regard to potential motorist confusion and subsequently Alternatives 1-S, 2-S, and 3-S were rejected. Alternative 2 was rejected based on a comparison with the remaining alternatives primarily with respect to the relatively higher anticipated construction costs (i.e., due to the narrowing of both sides of El Molino Avenue, potential roadway drainage issues, etc.) and the comparable pedestrian environment quality index (PEQI) score.

All remaining alternative pedestrian schemes were then evaluated within the same context for the categories and criteria as outlined in Section 6.0 of this report. The comparisons focused to a greater degree on the PEQI scores, potential secondary significant impacts and opinions of probable costs and were reviewed based on the assumption that the IDS Playhouse Project goes forward and is developed.

Based on the results of the evaluation matrix presented in *Table 6-1* and assuming that the IDS Playhouse Project goes forward and is developed, the following four alternative pedestrian schemes are recommended for further consideration:

- Alternative 3: Uncontrolled Mid-block Crossing With Narrowing of El Molino Avenue Along the West Side Only
- Alternative 7: Partial Southbound Lane Closure of El Molino Avenue and Installation of an Uncontrolled Mid-block Crossing (With Narrowing of El Molino Avenue Along the West Side Only)
- Alternative 8-F: Full Mid-block Closure (Full Time) of El Molino Avenue With Construction of an Open Plaza (Street Grade is Raised to Sidewalk Elevation)
- Alternative 9: Installation of Physical Barriers Along the East Side of El Molino Avenue

With respect to the preference and priority of the remaining four alternatives listed above for further consideration, Alternatives 3 and 7 are ranked a higher priority for further consideration than Alternatives 8-F and 9 due to an expected improvement in the pedestrian environmental quality index score, no or low level of potential secondary significant traffic impacts, and the lower potential for pedestrian violations. As stated above, these comparisons and preliminary recommendations are based on the assumption that the IDS Playhouse Project goes forward and is developed. These alternative pedestrian schemes will be forwarded to the decision-makers for the required review and further consideration. Further, if the City ultimately requires and approves one of the alternatives for implementation, the City would also require the implementation of necessary treatments to enhance overall pedestrian safety (e.g., in pavement lights, advance signage, pavement markings, etc.) and ADA compliance.