8.0 CONCLUSIONS

This study has been prepared to review existing and future conditions with respect to pedestrian circulation and crossings in the vicinity of the IDS Playhouse Plaza Project planned to be located at 680 East Colorado Boulevard (i.e., at the southeast corner of the El Molino Avenue and Colorado Boulevard intersection). The area of focus of this pedestrian study extends along both the east and west sides of El Molino Avenue at and between the Colorado Boulevard and Green Street intersections.

The study summarizes the existing conditions in terms of the current setting and context of the vicinity, roadway and intersection geometrics and configurations, existing traffic volume data, pedestrian activity/crossing and accident data, as well as the identification of current pedestrian amenities. A review of the current City policies and practices with respect to pedestrians was also reviewed. Existing pedestrian counts reveal that pedestrians cross mid-block across El Molino Avenue prior to and after Pasadena Playhouse theatre events. Based on a review of the above information, it is concluded that pedestrian accident data does not reveal a mid-block accident problem/pattern in the vicinity of the IDS Playhouse Plaza Project. PasDOT has also determined that installation of a mid-block crosswalk is not warranted for current conditions, due to the fact that signalized pedestrian crossings exist within 300 feet of the subject location. The City would install signage that prohibits mid-block crossings at the subject location. This signage would direct pedestrians to cross at either of the formal pedestrian crossing locations (i.e., either at Colorado Boulevard or Green Street).

As summarized in this report, the introduction of additional vehicles accessing the IDS Playhouse Plaza project site, as well as the future pedestrian crossings that could potentially occur with the introduction of additional public parking spaces within the Playhouse District, will affect the pedestrian environment. As part of this study, various alternatives to address pedestrian circulation concerns have therefore been presented, including a description of the alternatives, identification of each alternative's pros and cons along with key issues, and a general comparison of the overall pedestrian environmental quality for alternatives that are considered feasible for further consideration by the City's decision-makers. A review of any potentially significant traffic impacts are also identified as part of those alternatives considered that may result in a redistribution of traffic volumes. It should be noted that a specific methodology to measure and quantify the level of improvement in pedestrian safety between alternatives such as those considered in this study does not currently exist. Conceptual sketches of each alternative have also been prepared.

Based on the results of the evaluation matrix presented in *Table 6-1* and assuming that the IDS Playhouse Project goes forward and is constructed and occupied, the following four alternative pedestrian schemes are recommended for further consideration by the City's decision-makers:

 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 by the City's decision makers, 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. Further, if the City ultimately requires and approves one of the above 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.