

## 4 OUR ACCESSIBLE COMMUNITY

The transportation networks in the Downtown Specific Plan area should be designed and managed to support not just mobility and access but broader community goals of safety, health, economic development and environmental sustainability.

### INTRODUCTION

As required under the City's adopted Complete Streets Policy, streets should safely accommodate all users. To the extent practically feasible, streets should be designed to encourage active transportation uses including walking and biking while discouraging unsafe vehicle speeds. Existing and potential transit and truck routes should be designed to safely accommodate large vehicles.

Mobility should be optimized by making intersections and interchanges more efficient and by providing alternatives to driving such as enhanced public transportation. The City should also ensure that its methodologies for measuring mobility are consistent with other City policies.

The City should pursue opportunities to improve multimodal access to the Gold Line station, focusing on improvements to access pathways within the station's walkshed, bikeshed and transit shed.

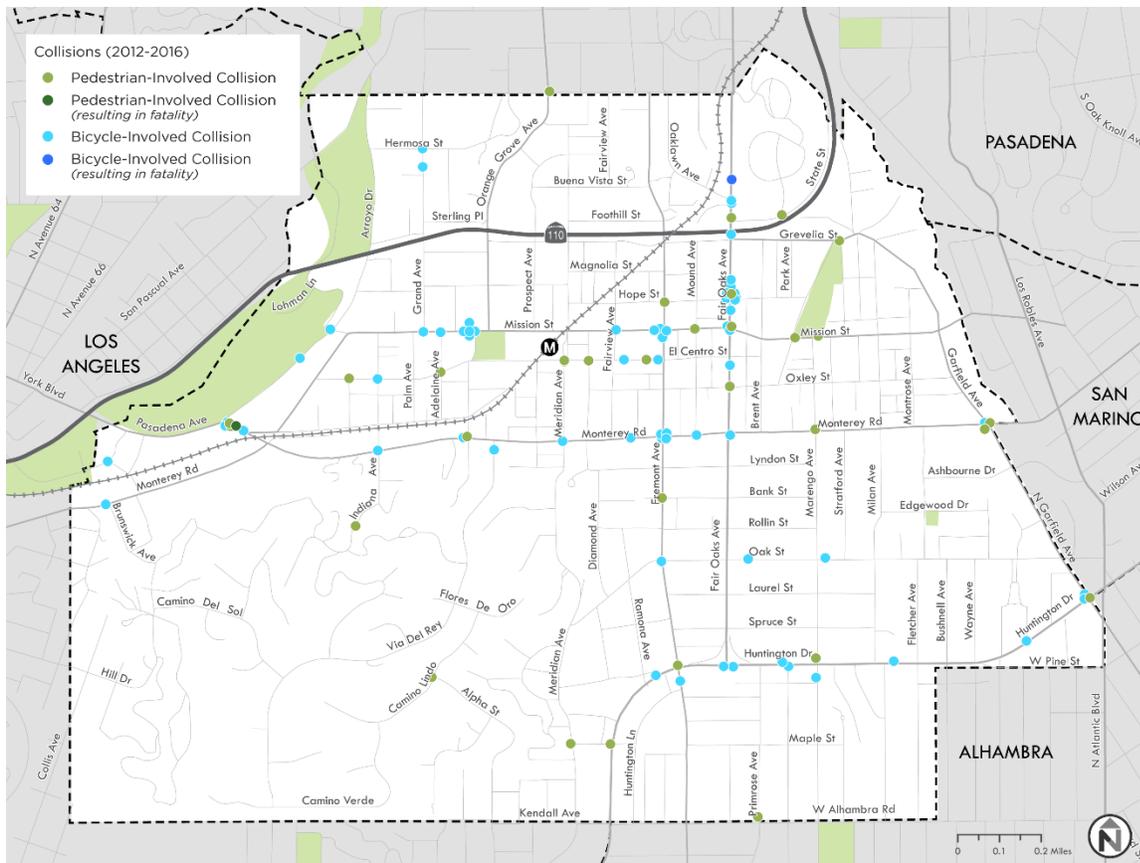
To support mobility and economic development, the City should seek to ensure availability of public parking for residents and visitors within the context of safety and other needs. Before providing additional parking supply, the City should first seek to more efficiently manage demand for its existing supply, then to partner with private entities to provide additional supply that is accessible to members of the general public (this strategy may be of particular utility in the Mission Street Specific Plan area). Considering the future of parking demand is less certain now than in previous years due to the potential emergence of connected and autonomous vehicles and related mobility innovations, the importance of using existing supply, rather than building new garages, is of heightened importance.

# 1. Complete Streets

Opportunities exist to apply South Pasadena’s recently enacted Complete Streets Policy to major local streets, reconfiguring them to more safely accommodate all users without significantly impacting traffic – and in doing so, to make South Pasadena more of a “complete city.”

While on some major streets, traffic volumes are at or approaching the capacity of the roadway (Fremont Avenue, for example), on others including Mission Street there is excess capacity. On streets including Fair Oaks Avenue, meanwhile, traffic lanes are wider than they need to be, or should be for safety reasons.

These streets also have among the City’s highest rates of traffic collisions involving the most exposed users of the street, pedestrians and cyclists.



On these streets, space that is not needed for traffic purposes may be put to other uses such as bike lanes, transit-only lanes, wider sidewalks, additional parking or landscaped medians.

## Policies and Actions

**P.4X** Support street designs that emphasize safety and that accommodate all users, including pedestrians and cyclists.

**P.4X** Ensure that streets are pedestrian-oriented, with complete sidewalks, regular crosswalks, and other measures to improve pedestrian safety and comfort such as compact corner radii, “bulb-out” sidewalk extensions at crosswalks, leading pedestrian intervals at signals, additional safety measures potentially including pedestrian-actuated signals at unsignalized crosswalks, other traffic calming measures, and increased investments in sidewalk maintenance and lighting.

**P.4X** Limit the widths of vehicular lanes in order to discourage speeding (on truck routes or streets on which public transit operates, ensure that lanes are wide enough to safely accommodate large vehicles passing one another in opposite directions, and that intersections can accommodate turns by large vehicles).

**A.4X** Conduct a study of potential speed management improvements to Fremont, with the objectives of a) establishing the need for safety improvements, and b) identifying improvements that would enhance safety while maintaining traffic throughput.

**A.4X** Proceed with modifications to the “bulb-out” curb extensions on Fair Oaks. If some bulb-outs are removed as part of this process, implement alternative measures to protect pedestrians including leading pedestrian intervals and enhanced crosswalks.

**P.4X** On streets identified as priorities for one mode of travel, such as bicycle routes, prioritize improvements for that mode.

**P.4X** Ensure that bicycle lanes provide a high level of separation from traffic, using buffers, vertical elements or parked cars wherever possible.

**A.4X** Proceed with implementation of Bicycle Master Plan projects (except where modifications are recommended below, on Mission and Fair Oaks).

**A.4X** Reconfigure Mission between Fair Oaks and Diamond Avenue (westbound) and Meridian (eastbound) to replace the existing second east- and westbound general-purpose traffic lanes with buffered bicycle lanes. Two general-purpose lanes should be retained on the approaches to the Gold Line crossing at Meridian, in order to maintain existing queuing capacity.

**A.4X** Provide Class II bicycle lanes on Fair Oaks by narrowing existing vehicular lanes.

**A.4X** Over the longer term, provide parking-/curb-protected bike lanes on Fair Oaks between Monterey and Grevelia by removing existing raised medians, two-way left-turn lanes and parking as needed (left-turn lanes should be retained at intersections). The “buffer” between the bike lane and parking may initially be configured using striping and planters. Over time, this should be converted to a raised median. Protected intersections should be provided as part of this project.

## 2. Mobility

Many of the projects described above, under “Complete Streets,” would provide mobility benefits for different users of the street. A number of additional projects, however, might improve mobility for vehicles without unduly impacting other users, or might improve mobility citywide, not just in specific corridors or at specific locations.

### Policies and Actions

**P.4X** Reduce traffic congestion by reconfiguring outmoded interchanges and traffic signals rather than adding lanes to streets.

**A.4X** Synchronize traffic signals wherever possible to optimize traffic flow at safe speeds.

**A.4X** Work with Metro and the California Public Utilities Commission to reduce signal delay at the Gold Line crossing of Mission and Meridian while maintaining safety.

**P.4X** Explore options to improve transit service within South Pasadena, including City programs, public/private partnerships and/or partnerships with Metro.

**A.4X** Improve transit service within South Pasadena using one of three options: 1) Expand the City’s existing dial-a-ride program to serve all residents (and not just older residents); 2) Implement a circulator shuttle, funded through a public-private partnership, providing connections every 30 minutes or more often during the day to the Gold Line station and other major destinations (one possible routing is shown below; alternately, buses might operate on Fremont to directly serve schools); 3) initiate a partnership with Metro to pilot “microtransit” on-demand service using smartphone apps.

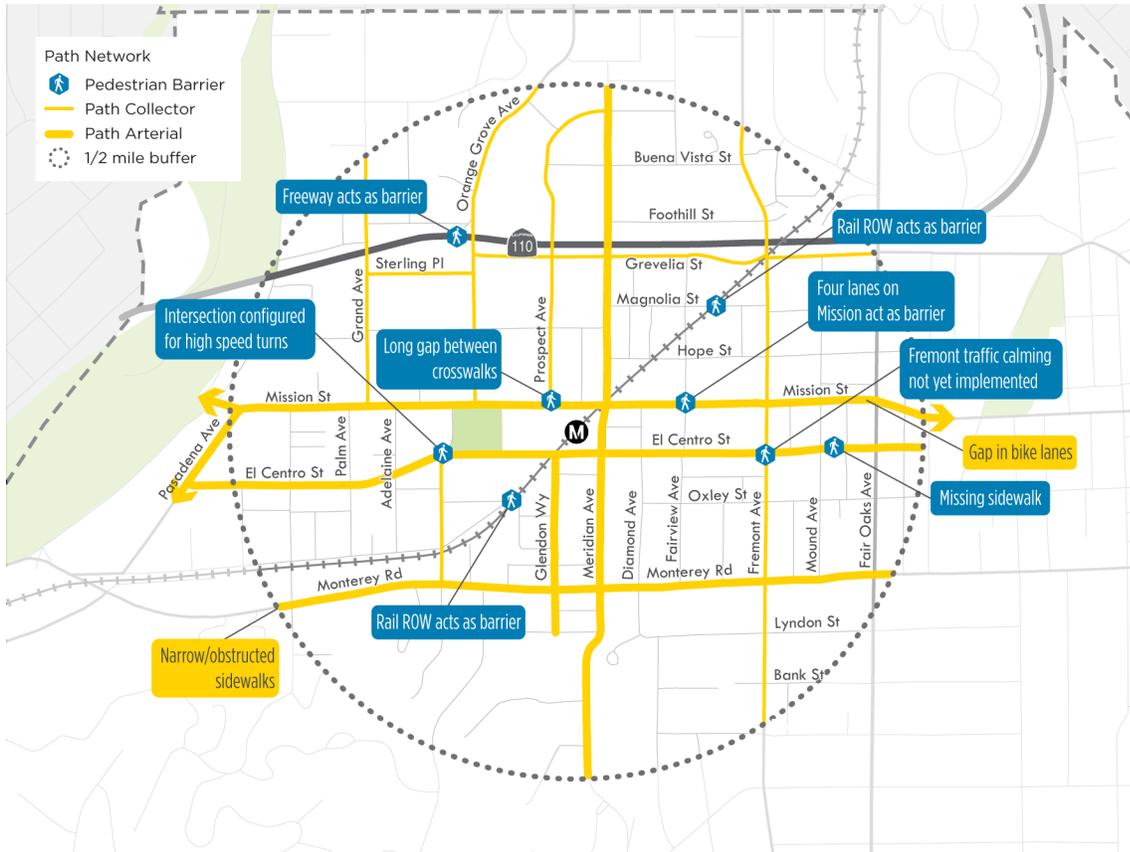
**P.4X** Adopt performance metrics that are reflective of City policy objectives, including policies in areas other than mobility.

**A.4X** Consistent with State guidance, discontinue the use of vehicular level of service as a metric for determining transportation mitigations required of new development. Instead, follow State guidance regarding the use of vehicle miles traveled (VMT) as an alternative.

**A.4X** In order to improve the safety of highly constrained street segments, convert Fairview and Diamond from Mission and El Centro to one-way streets (southbound and northbound, respectively).

### 3. Gold Line Access

The Metro Rail Gold Line South Pasadena Station at Mission and Meridian Avenue is an existing mobility asset that could be better leveraged. There are a number of locations within a half-mile of the station – within its “walkshed,” which includes much of Downtown South Pasadena – where “first/last mile” access to the station and transportation conditions more generally could be improved. This would serve to improve the utility of the station and increase transit ridership; it would also improve safety and mobility for non-users of the station who are traveling through the area.



Some possible improvements, such as grade-separation of the Gold Line at locations where it acts as a barrier, would be relatively expensive (Gold Line grade separations would also almost certainly require property takings). Other relatively low-cost improvements potentially could be implemented, however, using regional funding that Metro has made available for projects to improve mobility in the proposed 710 freeway extension corridor.

#### Policies and Actions

**P.4X** Identify important pathways for pedestrian and bicycle travel between the Gold Line station and major destinations, and make improvements to safety and comfort along these paths.

**A.4X** Add an unsignalized crosswalk, with accompanying safety measures, on Mission at Prospect Avenue.

**A.4X** Add a sidewalk on the north side of El Centro between Mound and Edison Avenues.

**A.4X** Reconfigure the intersection of Orange Grove and El Centro to require slower right turns by vehicles from southbound Orange Grove onto westbound El Centro.

**A.4X** Over the longer term, work with Metro to explore options for grade-separation of existing Gold Line at-grade crossings including Monterey/Pasadena.

**P.4X** Encourage and facilitate shared-ride options include e-hailing services, carshare and bikeshare.

**A.4X** In the near term, work with Metro and private partners (carshare companies) to identify “mobility hub” improvements that could be implemented at or near the station, such as additional, secure parking (lockers) for bicycles, a future bikeshare station and carshare vehicles stationed in the Mission/Meridian garage.

**P.4X** Increase awareness of multimodal alternatives to driving to the Gold Line station.

## 4. Parking

ensure vehicular access to businesses, homes and other destinations, when developing parking policy cities should focus on *availability* of parking rather than supply. The supply of public and private parking in an area should also, to the extent feasible, be proactively managed as a shared resource, rather than individual allotments that may remain underutilized while parking on adjacent properties is oversubscribed. Finally, cities should remain aware of potential impacts including “spillover” demand from non-residential uses in residential areas as well as the additional traffic congestion, vehicle miles traveled (VMT) and rates of collisions associated with additional parking and the real and opportunity costs associated with underutilized parking.

### Policies and Actions

**P.4X** Proactively manage public and private parking supply within a common area as a shared resource, and focus on measures to ensure availability and access rather than simply increasing supply.

**P.4.X** Take a flexible and creative approach to parking requirements in new development, providing alternatives to mandated parking minimums and looking for opportunities to increase availability of public parking through private development.

**P.4X** Seek to balance the need for vehicular access to properties with other imperatives, such as the need to reduce traffic for purposes of safety and environmental impact.

**A.4X** In the Downtown Specific Plan area, reduce the minimum parking requirement for multifamily residential requirement, two-bedroom or larger units, from 2 spaces per unit to 1.5 spaces per unit, and require “unbundling,” under which parking spaces must be sold or leased separately from units.

**A.4X** In the Downtown Specific Plan area, reduce the minimum parking requirements for research and development, offices and laboratories and for offices, administrative, corporate from 3 spaces per 1,000 square feet of gross floor area to 2.5 spaces per 1,000 square feet.

**A.4X** In the Downtown Specific Plan area, reduce the minimum parking requirement for multi-tenant retail site or building (two or more uses) from 4 spaces per 1,000 square feet of gross floor area to 3 spaces per 1,000 square feet.

**A.4X** In the Downtown Specific Plan area, amend the code for restaurant—not part of multi-tenant retail site or building so that for new uses occupying an existing space of any size (rather than 1,200 square feet or less), no new parking is required.

**A.4X** In the Downtown Specific Plan area, establish an in-lieu program under which developments may have their minimum parking requirement reduced by 50 percent in exchange for a fee to be paid up-front. Revenues may be used to broker lease agreements under which private spaces would be shared with the public at some or all times (this should be accompanied by the wayfinding program described in A4.7). They may also be used for alternate improvements to access within the Downtown Specific Plan area, including pedestrian, bicycle and transit improvements.

**A.4X** Review the time limits and other regulations for on-street parking supply in Downtown and streamline regulations to improve the ease of interpreting parking rules.

**A.4X** Develop an enhanced wayfinding system of signage directing motorists to public parking lots in Downtown.

**A.4X** Periodically monitor parking availability in Downtown. If parking availability becomes a significant access challenge, consider demand management measures combined with an associated benefit district.

**A.4X** Expand the Mission-Meridian Preferential Parking Permit District to cover all blockfaces west of Fair Oaks, south of SR-110, east of Orange Grove (including Orange Grove itself) and north of Monterey Road (including Monterey itself).